

FINAL STATE ENVIRONMENTAL IMPACT REPORT

For

**US 301 (SR 43) Project Development and Environment (PD&E) Study
From Falkenburg Road to Causeway Boulevard
WPI SEG. NO.: 421140-6
Hillsborough County**

August 2008

Prepared for:

Hillsborough County



In Cooperation With

Florida Department of Transportation – District 7

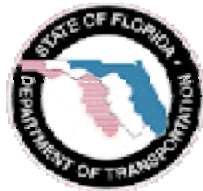


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**Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT**

1.0 STATE ENVIRONMENTAL IMPACT REPORT FORM

1.1 General Information

Project Name: US 301 Project Development and Environment (PD&E) Study

Project Limits: From Falkenburg Road to Causeway Boulevard

Financial Project ID Number: N/A

WPI Segment No.: 421140-6

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)


Hillsborough County Responsible Officer

Dec 07, 2007
Date

A Public Hearing was held on

January 8, 2008
Date

1.4 Approval of SEIR


FDOT District Seven Secretary

24 Aug 08
Date

1.5 Impact Evaluation

Topical Categories	S i g n	M i n	N o n e	N o i n v	REMARKS
A. SOCIAL IMPACTS					
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.1.1</u>
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.1.2</u>
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Title VI Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.1.5</u>
6. Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.1.6</u>
7. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.1.7</u>
8. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.1.8</u>
B. CULTURAL IMPACTS					
1. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.2.1</u>
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.2.2</u>
3. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.2.3</u>
C. NATURAL ENVIRONMENT					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.3.1</u>
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"/>	<u>See Attachment 2, Section 3.3.3</u>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.3.6</u>
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"/>	<u>See Attachment 2, Section 3.3.7</u>
9. 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"/>	<u>See Attachment 2, Section 3.4.1</u>
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.4.2</u>
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.4.3</u>
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment 2, Section 3.4.4</u>
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 be required:

- Southwest Florida Water Management District Environmental Resource Permit
- Southwest Florida Water Management District Water Use Permit
- Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) Permit

- Hillsborough County Environmental Protection Commission

1.6 Commitments and Recommendations

Commitments

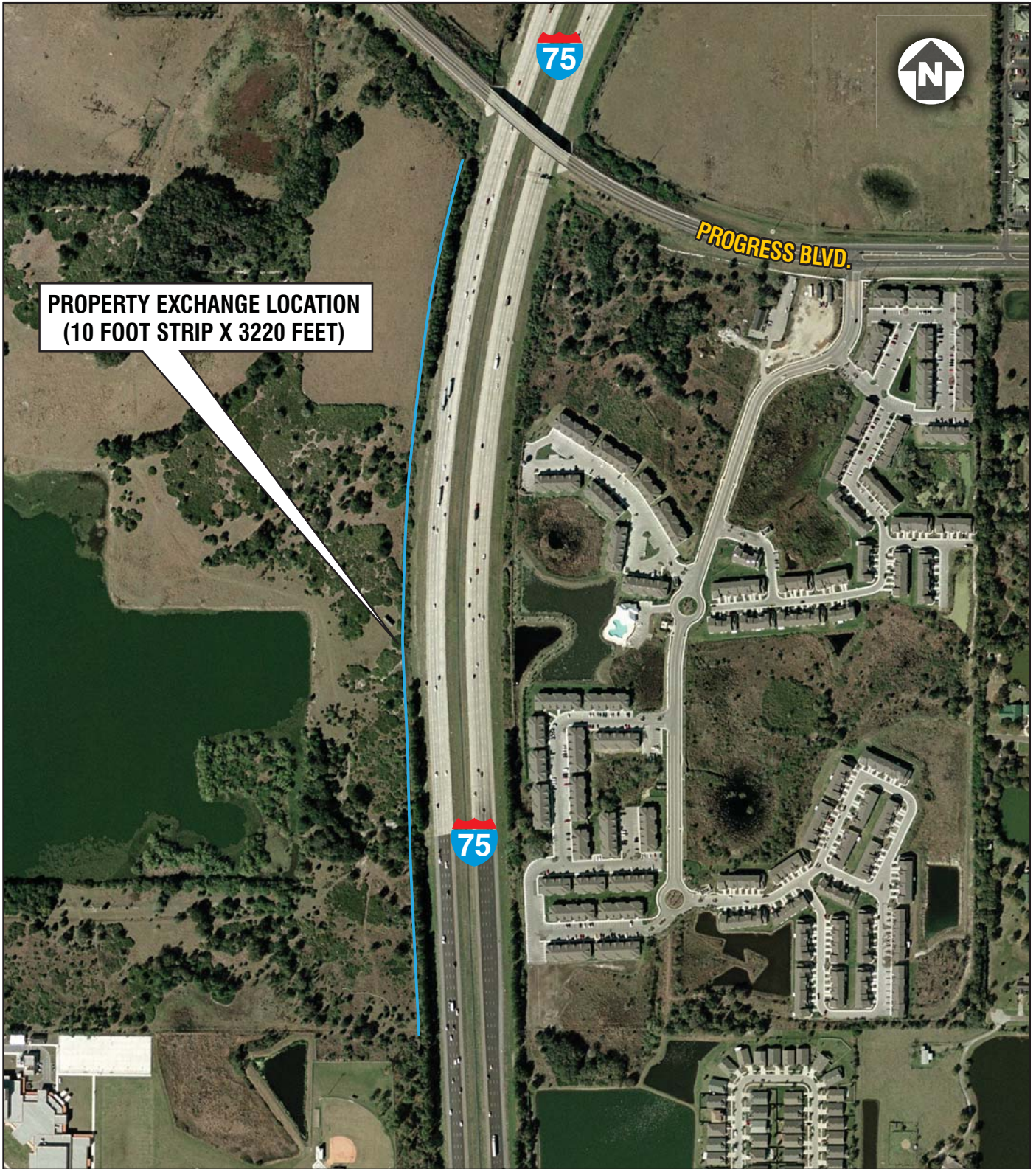
Hillsborough County is committed to the following:

- If construction activities are anticipated to occur in an area with contamination concerns, a site assessment will be performed to the degree necessary prior to final design approval by FDOT to determine levels of contamination, evaluate clean-up options and associated costs. In the event construction is proposed within an area of known contamination, the contractor will be required to implement avoidance or remediation measures required by the FDOT.
- The developer (Centex Homes) has agreed to exchange property with FDOT for the use of R/W within US Highway 301 for water quality treatment. This property is 0.74 acres consisting of a 10-foot wide, 3,220 feet-long strip, adjacent to the existing west limited access R/W of I-75 (SR 93) and just south of Progress Boulevard (SR 676) (see *Figure 1*). Hillsborough County will facilitate this exchange.

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, which consists of widening US Highway 301 within the project limits to 6 lanes (3 lanes in each direction). The Build Alternative will complete the important link of US Highway 301 in the north-south roadway transportation system, and increasing the facility from four to 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*.



**PROPERTY EXCHANGE LOCATION
(10 FOOT STRIP X 3220 FEET)**



**Kimley-Horn
and Associates, Inc.**

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AERIAL MAP

**PROPERTY EXCHANGE LOCATION
I-75 and PROGRESS BLVD.
HILLSBOROUGH COUNTY, FL**

SCALE: 1:500	PROJ. NO.: 048805007	DATE: August 2008	FIGURE: 1
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ATTACHMENT 1

Project Description

2.0 PROJECT INTRODUCTION

2.1 Project Description

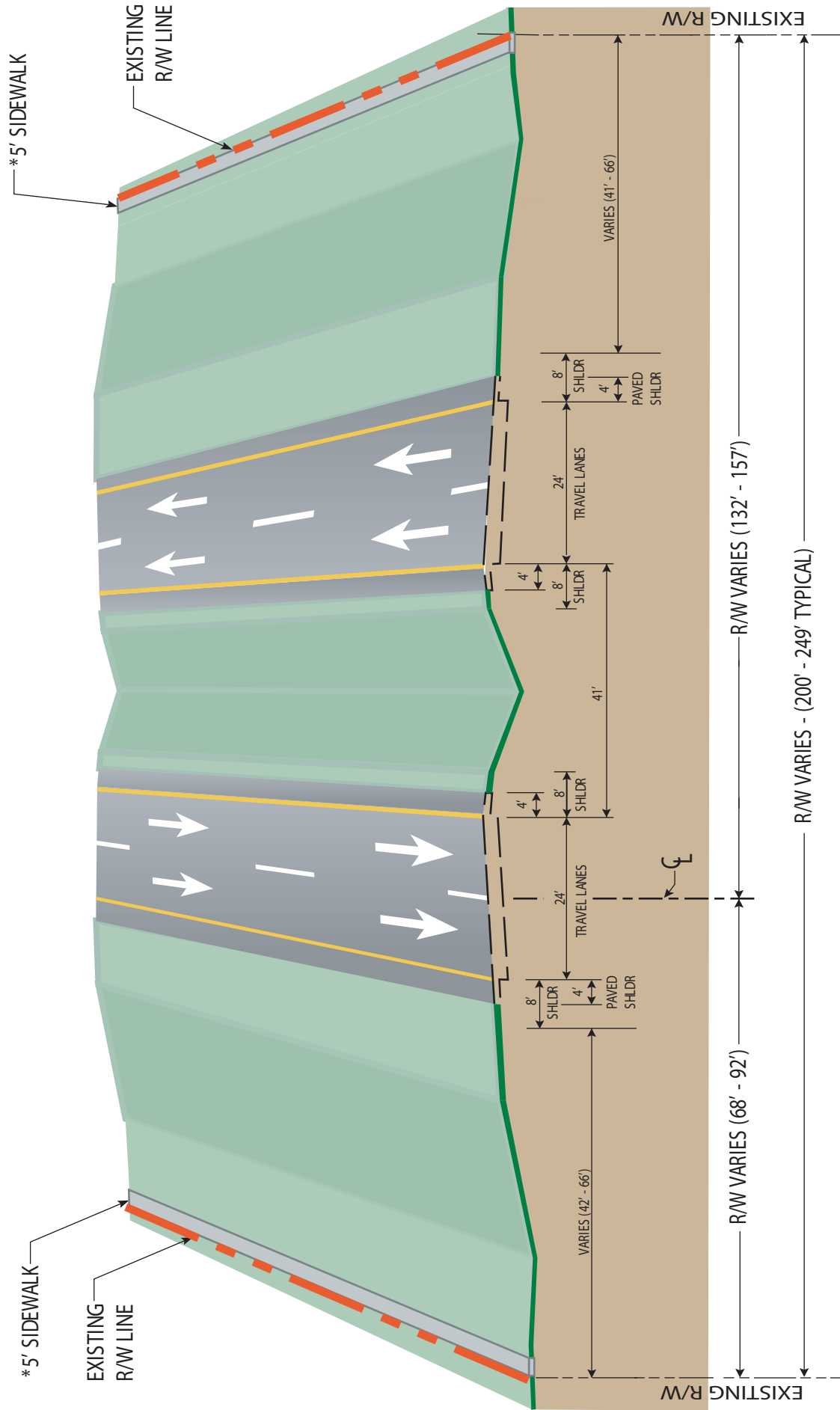
2.1.1 Existing Conditions

Hillsborough County, in conjunction with the FDOT, conducted a Project Development and Environment (PD&E) Study to evaluate the widening of US Highway 301 from Falkenburg Road to Causeway Boulevard in Hillsborough County, Florida (see *Figure 2*). The total project length is approximately 0.75 miles.

US Highway 301 is a principal arterial roadway that begins in Sarasota County, proceeds in a northeasterly direction, and exits the state of Florida northeast of the City of Jacksonville, Florida. Within the study area, US Highway 301 is a north-south four lane divided roadway within a right-of-way (R/W) that varies from 200 feet to 249 feet roadway. The typical section consists of two 12-foot lanes in each direction with 8-foot shoulders, 4-foot of which is paved on either side. The north- and south-bound directions are separated by a 41-foot grassed median containing ditch bottom inlets for conveyance of stormwater. Grassed swales on either side of the roadway serve as part of the roadway stormwater management system. A 5-foot sidewalk exists on either side of the R/W from Causeway Boulevard south to Wes Kearney Way (see *Figure 3*).

2.1.2 Proposed Improvements

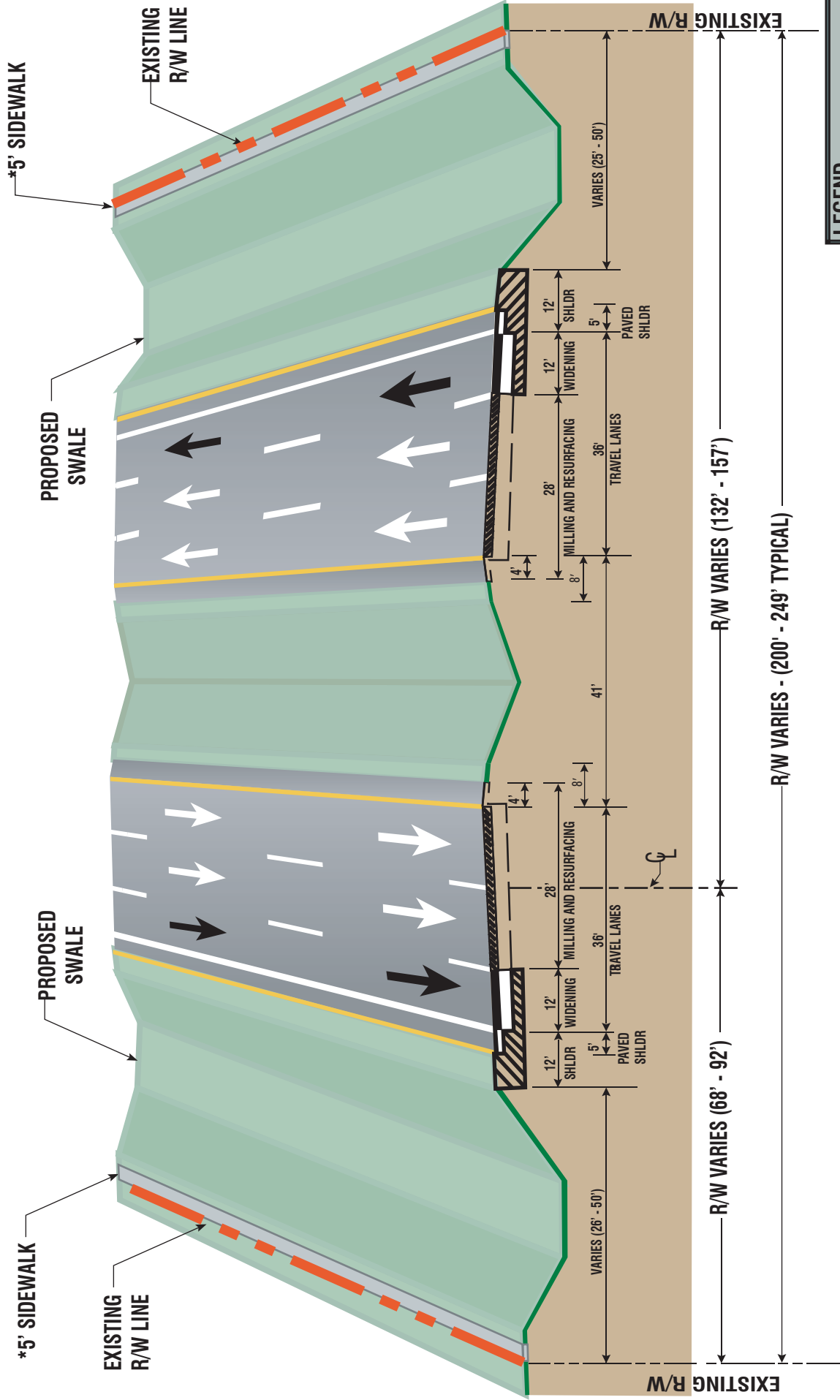
The recommended typical section (see *Figure 4*) for the Build Alternative consists of six 12-foot travel lanes, three lanes in each direction, a 41-foot grass median, 12-foot outside shoulders (5 feet of which is paved) and 5-foot sidewalks will be added near the right-of-way (R/W) line from Falkenburg Road to Wes Kearney Way, thereby making the sidewalks continuous on both sides of the road for the length of the project. The existing 8-foot wide inside shoulders, 4 feet of which are paved, will be retained. The existing roadside swales will be re-graded for stormwater. The R/W width varies from 200 to 249 feet.



* Existing sidewalk is from
Wes Kearney Way to Causeway Blvd.

**EXISTING TYPICAL SECTION (4 TO 6 LANES)
US 301 (SR 43)
FROM FALKENBURG RD TO CAUSEWAY BLVD
WPI Seg. No. 421140-6**

FIGURE 3



* Proposed sidewalk from Falkenburg Rd. to Wes Kearney Way

**PROPOSED TYPICAL SECTION (4 TO 6 LANES)
US 301 (SR 43)**

FROM FALKENBURG RD TO CAUSEWAY BLVD
WPI Seg. No. 421140-6

Figure 4

The Build Alternative includes a dry retention swale option that entails setting the swale bottom a minimum of one (1) foot above the seasonal high water table (SHWT), based on site specific water table information. The front slope would be set to 1:4 inside the clear zone and 1:3 outside the clear zone. The slope beyond the swale to the sidewalk will be at 1:2 and 1:2 to tie to existing ground. The west side adjacent to the Pavillion Development, from Falkenburg Road to the first driveway north will have to be raised to match future Pavillion grades. The proposed grade is estimated to be 31.0 feet based on permit plans on file at Southwest Florida Water Management District (SWFWMD). Sidewalks will be located at the right-of-way on both sides of the project where there are currently no sidewalks. The raised area along the Pavillion side will be allowed by the property owner. This will allow the fill slope to encroach onto the Pavillion property as the Pavillion property develops. The swales will retain the required volume and overflow to the outfall. Recovery of the required volume will need to be demonstrated either by percolation or through a bleeder device such as an orifice. The bleeder can be set no lower than the SHWT elevation.

All stormwater permitting requirements will be provided within the roadway swales, and will be contained within the existing US Highway 301 R/W.

2.2 Need For Improvement

2.2.1 System Linkage

The improvements to US Highway 301 are consistent with the Hillsborough County Metropolitan Planning Organization (MPO) 2030 Long Range Transportation Plan (LRTP). US Highway 301 is an important link in the north-south roadway transportation system, and increasing the facility from four to six lanes will enhance operation and improve safety. The improvements will also benefit emergency evacuation.

2.2.2 Transportation Demand

The improvements will increase the number of lanes on US Highway 301 consistent with sections to the north and south which are already six lanes. The improvements are not anticipated to create additional transportation demand on US Highway 301.

2.2.3 Federal, State, or Local Government Authority

The project is consistent with the approved local governments' comprehensive plans required under Chapter 163, F.S. The improvements have been found consistent with the local governments' comprehensive plans through DEP's review of the Work Program pursuant to Section 339.135(4) (f), F.S. As previously stated, the project is also consistent with the Hillsborough County MPO's approved Transportation Improvement Program (TIP) for fiscal years 2006/2007 – 2010/2011.

2.2.4 Social Demands or Economic Developments

The project widens US Highway 301 from four to six lanes. Currently, US Highway 301 is six lanes to the north and south of the project. This will eliminate the current “bottleneck” and permit a continuous six-lane roadway through the area. This improvement will benefit the community by enhancing traffic operations.

2.2.5 Modal Interrelationships

While the automobile continues to be the vehicle of choice for the area’s transportation system, Hillsborough County has recognized the need to promote alternative modes of transportation to accommodate the area’s growth. As the roadway network becomes more congested, the need to develop public transit in the county and to update the bicycle transportation systems will be evaluated after the improvements have been constructed. No transit routes currently use US Highway 301. However, Route 618 is a Hillsborough Area Regional Transit (HART) route. Approximately one mile north of the project, Route 618 crosses US Highway 301 at Brandon Boulevard. It also connects the Park-N-Ride lots at J.C. Handley Park, Culbreath-Bloomindale, and Fish Hawk Fellowship Church with downtown Tampa.

2.3 **Project Corridor Needs**

2.3.1 Capacity

A *Traffic Technical Memorandum* prepared for this project was completed by Kimley-Horn and Associates, Inc. (KHA) in August 2008. The year 2030 traffic volume projections were prepared by KHA. *Table 1* provides the existing 2007 and 2030 design year Average Annual Daily Traffic (AADT) volume information for the project. Based upon the Florida Department of Transportation Generalized Level of Service Tables (*Table 4-1*), the existing LOS D capacity for US Highway 301 is 35,700 daily vehicles for a four-lane divided roadway section. Therefore, this section of US Highway 301 is currently over capacity. Based upon the FDOT LOS Tables, US Highway 301 will have a LOS D capacity of 53,500 in the year 2030, with the anticipated 2030 AADT exceeding the LOS D capacity.

Table 1 Traffic Information		
US 301 From Causeway Boulevard to Falkenburg Road	AADT	LOS D Capacity
Year 2007	36,960	35,700
Year 2030	59,700	53,500

2.3.2 Safety

The improvements to US Highway 301 will help relieve congestion and should have a positive effect in a reduction in the number of crashes in the corridor. The project will also increase the outside paved shoulder width to 12 feet, 5 foot of which is paved, which can accommodate bicycles. This will provide an area for bicycles and remove them from the roadway, which will enhance bicycle safety.

2.3.3 Structural

No bridges exist or will be needed due to the improvements.

ATTACHMENT 2

Technical Summary

3.0 ENVIRONMENTAL IMPACT ANALYSIS

3.1 Social Impacts

3.1.1 Land Use Changes

Existing land use within the project area was determined from the interpretation of 1 inch = 200 feet scale aerial photography and supplemented by field reconnaissance. The land use within the project limits is primarily residential and commercial. Widening of US Highway 301 is not anticipated to alter existing land use patterns within the project area because all improvements will occur within the existing right-of-way (R/W). Additionally, a majority of the project area is built out. The project is consistent with the Adopted 2015 Future Land Use Map of unincorporated Hillsborough County.

3.1.2 Community Cohesion

The project will provide improvements along an existing transportation facility where surrounding land use patterns have already been established. The land use within the project limits is primarily residential and commercial. These facilities will not be directly impacted by the project because the roadway improvements will occur within the existing R/W. Therefore, the project will not divide neighborhoods, cause social isolation, inhibit future development, decrease neighborhood size, or separate residences from community facilities. In addition, elderly persons, handicapped individuals, non-drivers, minorities, and low-income individuals/households will not be adversely affected. Therefore, no impacts to community cohesion are anticipated.

3.1.3 Community Services

Community services include schools, school districts, religious institutions, medical facilities, parks and recreational areas, libraries, community centers, social service agencies, daycare centers, emergency services, elderly or special needs housing and senior centers. One facility was identified within the project area:

- 1) New Life Family Worship Center
3205 US Highway 301

3.1.4 Title VI and Title VIII Considerations

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Both Title VI and Title VIII were considered during project development.

3.1.5 Controversy Potential

A Public Involvement Program was conducted for the project in order to obtain comments/input from the public, government officials, and agencies. The Public Involvement Program was developed in accordance with Chapter 8 of the *FDOT Project Development and Environment Manual*. The major elements of this program are an Advanced Notification (AN) package dated December 6, 2006.

A Public Hearing was conducted on January 8, 2008. Following the Public Hearing formal presentation, a comment and question period took place. During this time, no one made verbal comments for the record. Two people submitted written comments at the Public Hearing and no additional comments were received within the ten (10) day response period following the Public Hearing. One comment requested the maps on display. The other was from the Miccosukee Tribe requesting a Cultural Resource Assessment Survey be performed on the project. It is noted that a letter from the Florida Department of State Division of Historic Resources dated March 26, 2007 states that no archaeological sites and no historic resources were revealed within the project area of potential effect.

3.1.6 Bicycles and Pedestrians

The improvements will add five-foot sidewalks from Falkenburg Road to Wes Kearney Way. Sidewalks will be continuous on both sides of the road from Wes Kearney Way to Causeway Boulevard. Twelve-foot wide outside shoulders, five feet of which is paved, will be added throughout to accommodate bicycles. Pedestrian and bicycle accommodations will be improved or provided with the recommended Build Alternative.

3.1.7 Existing Utilities and Railways

There are no existing railroad facilities in the project area.

The following utility companies were contacted as potentially having facilities within the project corridor:

Utility Company	Name	Address	City/State/Zip	Phone
AT&T Comm – North	Ms. Nancy Spence	2315 Salem Rd. 1 st Floor-Aid	Conyers, GA 30013	770-918-5424
Bright House Networks	Mr. Barry Beatty	2728 S. Falkenburg Rd.	Riverview, FL 33569	813-436-2163
Verizon Florida, Inc.	Ms. Pam Cote	146 Orange Pl.	Maitland, FL 32751	407-539-0644
Hillsborough County Traffic Service	Mr. Mike Renberg	8420 Sable Industrial Blvd.	Tampa, FL 33619	813-744-5670
Hillsborough County Water Resource Service	Mr. Marcelino Diaz, III	601 E. Kennedy Blvd.	Tampa, FL 33602	813-272-5081
Broadwing	Mr. Dean Taylor	1122 S. Capital of Texas Hwy.	Austin, TX 78746	512-742-1430
Tampa Water Dept.	Mr. Chris Barquin	306 East Jackson Street Mail Code 5E	Tampa, FL 33602	813-274-8678
Tampa Electric	Ms. Arlene Brown	P.O. Box 111	Tampa, FL 33601	813-275-3057
Tampa Bay Water	Mr. Rick Menzies	2535 Landmark Dr. Suite 211	Clearwater, FL 33761-3930	813-996-7009

Utility owners provided the following information regarding existing or proposed utilities within the corridor.

AT&T Comm-North

Three 2-inch PVC pipes carrying fiber optic cable run parallel to the west side of US Highway 301 between the R/W line and the existing edge of pavement.

Bright House Networks

This utility has an overhead communications line that runs parallel to the south side of Falkenburg Road on shared TECO poles. Two communications lines run adjacent to US Highway 301 with the east line mounted overhead and the west side buried.

Verizon Florida, Inc.

Buried telephone lines run parallel to US Highway 301 on both sides of the roadway.

Hillsborough County Traffic Service

This utility has two fiber optic lines buried along the east side of US Highway 301 for the length of the project and one crossing US Highway 301 at the Falkenburg Road intersection. Two signalized intersections are powered by facilities running the length of the project on the east and west sides of US Highway 301.

Hillsborough County Water Resource Service

An 8-inch, 12-inch, and 24-inch watermain cross US Highway 301 at the Causeway Boulevard intersection. Near this area, the 8-inch watermain along with a 12-inch sanitary sewer forcemain run north along US Highway 301 on both sides of the roadway.

Broadwing

This utility includes a high-density polyethylene pipe carrying fiber optic cable. The two 1.9-inch conduits parallel the right travel lane in the northeast corner of Causeway Boulevard and US Highway 301.

Tampa Water Department

A 16-inch ductile iron pipe (DIP) is carried in a 10 foot easement just outside of the R/W line on the west side of US Highway 301 to south of Causeway Boulevard. The water line then moves inside the R/W and is carried in a 36-inch DIP to the north. On the east side of US Highway 301, a 12-inch DIP is carried in a 10 foot easement just outside of the R/W and then heads east along the north side of Falkenburg Road. Watermain crossings occur at Stations 1056+42 and 1087+67. Both are enclosed in 24-inch steel casings.

Tampa Electric

Thirteen KV overhead electric lines run adjacent to the R/W lines on the east side for the project limits. This line goes underground at the three intersections of US Highway 301 and Falkenburg Road, Wes Kearney Way, and Causeway Boulevard. These overhead lines are adjacent to the east road R/W line.

Tampa Bay Water

A 72-inch raw watermain in a 96-inch casing crosses US Highway 301 just south of Falkenburg Road at station 1058+50. Utility coordination is ongoing. No utility impacts are anticipated at this time. However, during final design, some local impacts may occur and relocations may be required. No utility impacts are anticipated at this time. However, during detailed final design, some local impacts may occur and relocations may be required.

3.2 Cultural Impacts

3.2.1 Historic Sites/Districts

A Cultural Resource Assessment Survey (CRAS) was conducted by Janus Research for the roadway improvements. The survey identified cultural resources occurring within the project Area of Potential Effect (APE) and to assess their eligibility for listing in the National Register of Historic Places (NRHP). This CRAS was conducted in accordance with the procedures contained

in 36 CFR Part 800. No NRHP-eligible or NRHP-listed cultural resources were identified within the project APE.

3.2.2 Archaeological Sites

A CRAS, conducted in accordance with the procedures contained in 36 CFR Part 800 including background research and a field survey, was performed for the project. No archaeological sites or properties were identified, nor are any expected to be encountered during subsequent project development. The CRAS was submitted to the State Historic Preservation Officer (SHPO) for concurrence. In a letter from SHPO, dated March 26, 2007, the agency found that no archaeological resources will be affected by the project. The letter is attached in *Appendix A*.

3.2.3 Recreation Areas

There are no recreational areas located near the project area. Therefore, no impacts to recreation areas are anticipated as a result of the project.

3.3 **Natural Environment**

Extensive alterations to the natural environment along US Highway 301 have already occurred. The construction of drainage swales and stormwater borrow ponds associated with upland development has altered the hydrology of the region. Descriptions of the natural and biological features found within the project corridor are provided below.

3.3.1 Wetlands

A Wetlands Evaluation was prepared for the project and is included in the *Final Environmental Technical Compendium* (August 2008). The wetlands and other surface waters in the project area were identified through the following means:

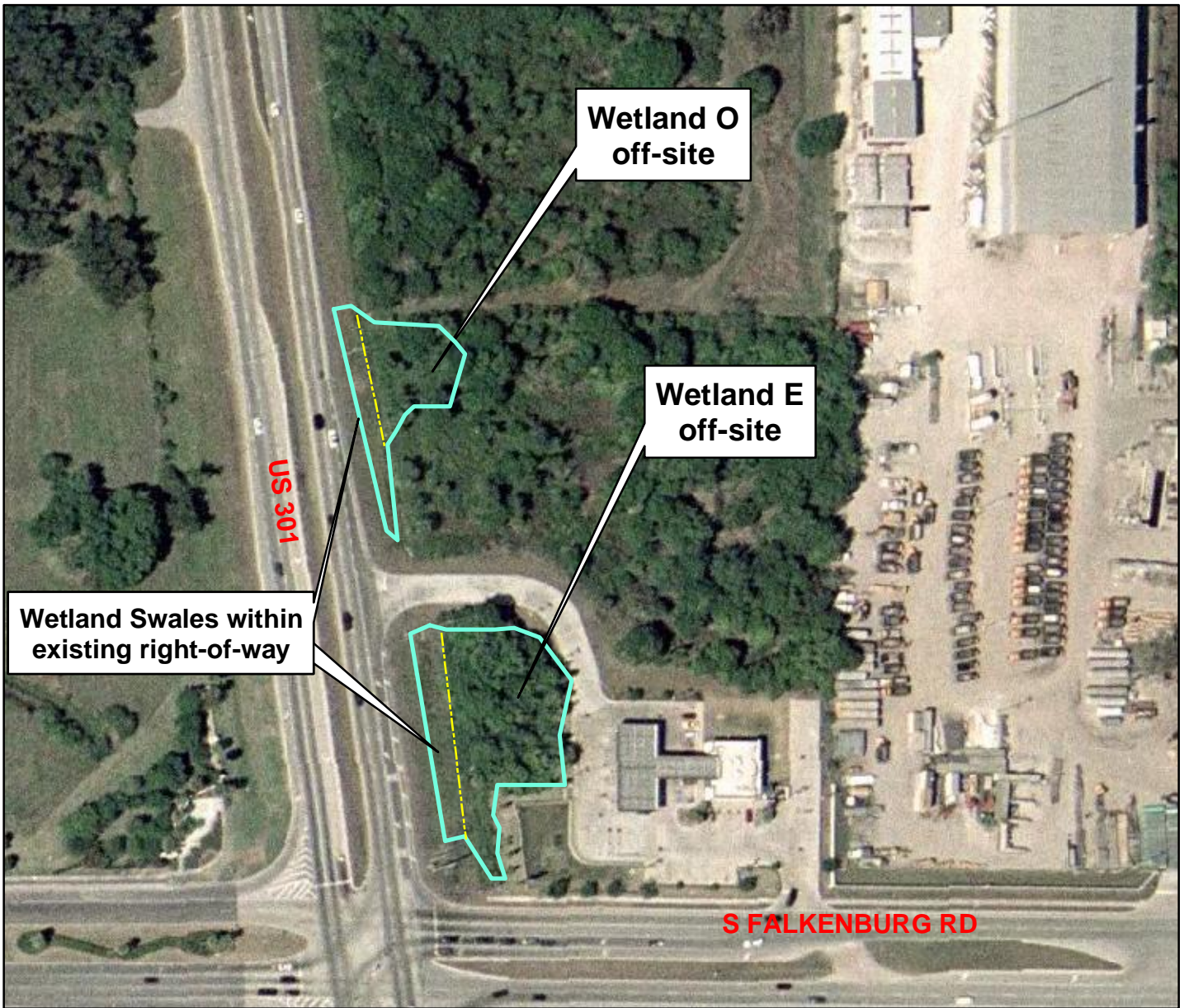
- Review of the United States Department of Agriculture/Natural Resources Conservation Service (USDA/NRCS) Soil Survey of Hillsborough County, Florida (1989), to identify hydric soils within the project area
- Review of *Hydric Soils of Florida Handbook* (Florida Association of Environmental Soil Scientists, 2001)
- Interpretation of 1 inch = 200 feet scale aerial photographs to identify wetlands and other surface water features in the project area
- Review of the National Wetlands Inventory (NWI) Map, a GIS-based resource that is available online through the United States Fish and Wildlife Service (USFWS)

- Field reconnaissance conducted on September 14, 2006 to verify the presence or absence of wetlands and other surface waters within, and adjacent to, the project R/W
- Review of files at the Hillsborough County Environmental Protection Commission (EPC)

Two wetlands were observed adjacent to the east of project. They are located south of Wes Kearney Boulevard and north of Falkenburg Road. One wetland is located on an undeveloped parcel; the other is located in front of a 7-Eleven gas station. As discussed below, these wetlands were claimed by EPC and were identified as “E” and “O” See *Figure 5*. Vegetation in this area consists of primrose willow (*Ludwigia peruviana*), cattail (*Typha sp.*), Carolina willow (*Salix sp.*), red maple (*Acer rubrum*) and dollar weed (*Hydrocotyle umbellata*). According to the USDA/NRCS Soil Survey of Hillsborough County Area, Florida (1989), the soil type in this area is Smyrna fine sand, 0 to 2 percent slope. This soil is generally not considered hydric.

The files at the EPC were reviewed for information on previously documented wetlands within and adjacent to the project area. One wetland jurisdictional determination (JD) was identified for folio number 0723030102. This parcel is located at the northeast corner of US Highway 301 and Falkenburg Road. Two wetlands, “E” and “O” were identified adjacent to US Highway 301. The JD found is dated August 12, 1997 and has expired; however, based on field reconnaissance, it is unlikely that the limits of the wetlands on the adjacent side have changed relative to the US Highway 301 R/W.

Roadside swales were observed during site reconnaissance. These swales were directly adjacent to both wetlands “E” and “O” referenced above. It appears that these swales were excavated through wetlands “E” and “O” and are hydrologically connected. Therefore, it is likely that the Southwest Florida Water Management District (SWFWMD), EPC, and the United States Army Corps of Engineers (USACE) will claim these swales as jurisdictional wetlands and will likely require compensatory mitigation if impacts are proposed. It appears that approximately 0.1 acres of impacts to these swales will occur. A summary of these features is provided in *Table 2*.



**Kimley-Horn
and Associates, Inc.**

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SUMMARY OF WETLANDS AND OTHER SURFACE WATERS

**US 301 (SR 43)
FROM FALKENBURG RD.
TO CAUSEWAY BLVD.**

SCALE: 1" equals 170'	WPI SEG. NO.: 421140-6	DATE: January 2007	FIGURE: 5
--------------------------	---------------------------	-----------------------	--------------

Table 2 Summary of Wetlands and Other Surface Waters					
Site No.	FLUCFCS Code	Cowardin Classification	Station No.	Hydrologic Contiguity*	Comments
WETLANDS					
E	641	PEM1Jx	1065-1070	1	Adjacent wetland
O	641	PEMIJx	1065-1070	1	Adjacent wetland
Swale-1	641	PEM1Jx	1065-1070	1	This is a roadside swale
OTHER SURFACE WATERS					
1	534	N/A	1080 (approximately)	1	This surface water management pond is part of a multi-family residential development adjacent to the site.
*Hydrologic contiguity as defined in the FDOT PD&E Manual, Part 2, Chapter 18 (page 18-5): Perched or isolated from a regional surface water drainage system, including flats and depressions.					

FLUCFCS 534 – Residential Stormwater Management Pond

This stormwater borrow pond is located in the Windermere Apartment complex at the southwest corner of US Highway 301 and Causeway Boulevard. The stormwater management pond is not within the R/W for US Highway 301. Impacts to this pond are not anticipated.

A description of the FLUCFCS and Cowardin classification codes is provided in the *Final Environmental Technical Compendium*.

3.3.2 Water Quality

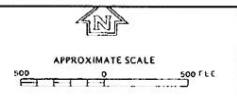
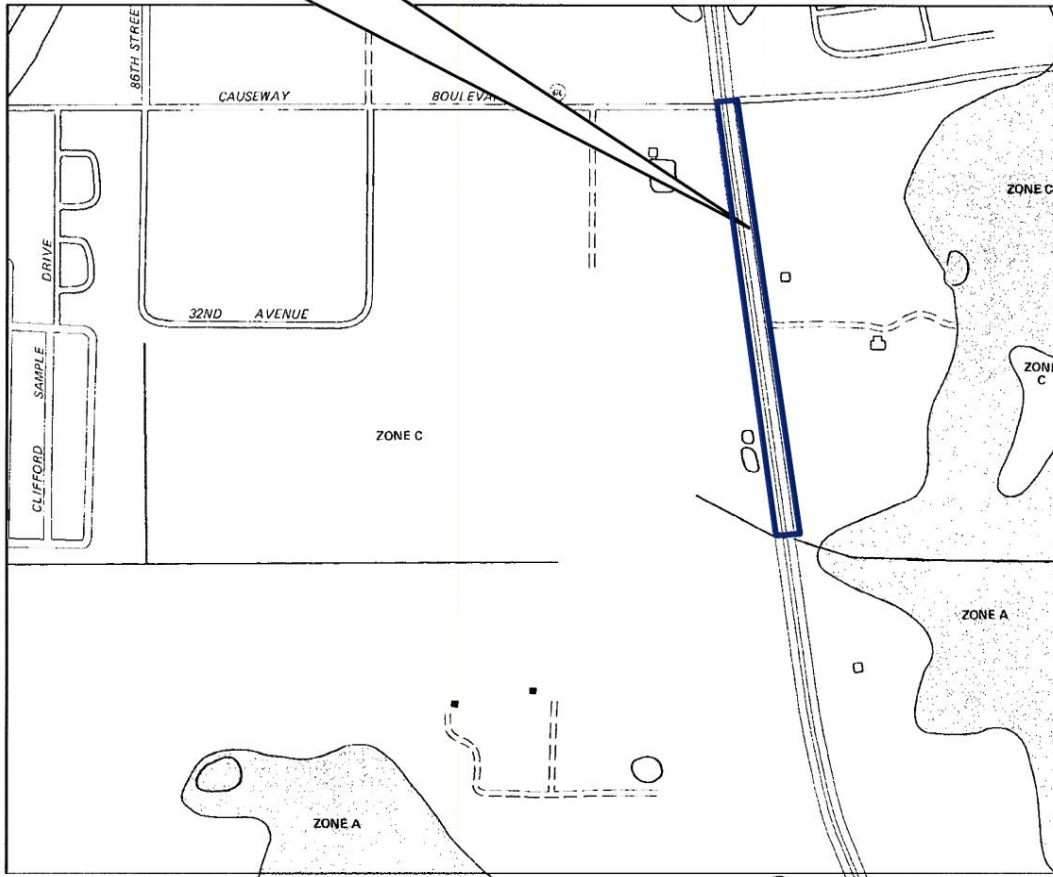
It has been determined that the project will not have an adverse impact to water quality. The stormwater facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the SWFWMD.

3.3.3 Floodplains

The Flood Insurance Rate Maps (FIRM) for Hillsborough County (Community Panel Number 120112 038E, dated August 15, 1989) was reviewed to evaluate impacts to floodplains. A FEMA Firmette (FIRM) Map for the project corridor has been included as *Figure 6*.

The entire project corridor is within FEMA designated Flood Zone C. Flood Zone C denotes areas of minimal flooding. Therefore, the project will not result in impacts to the FEMA designated 100-year floodplain.

Project Location



NATIONAL FLOOD INSURANCE PROGRAM


FIRM
FLOOD INSURANCE RATE MAP

HILLSBOROUGH COUNTY,
FLORIDA
(UNINCORPORATED AREAS)

PANEL 386 OF 825
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
120112 0386 E

MAP REVISED:
AUGUST 15, 1989



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using FIRM Online. This map does not reflect changes of information which may have been made subsequent to the date on this title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msa.fema.gov

LEGEND

Zone C – Areas of Minimal Flooding.




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and Associates, Inc.**

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FEMA FLOOD INSURANCE RATE MAPS

**US 301 (SR 43)
FROM FALKENBURG RD.
TO CAUSEWAY BLVD.**

SCALE: As Shown	WPI SEG. NO.: 421140-6	DATE: January 2007	FIGURE: 6
--------------------	---------------------------	-----------------------	--------------

3.3.4 Wildlife and Habitat

An Endangered Species Biological Assessment was prepared for the project and is included in the *Final Environmental Technical Compendium* (August 2008). The Advanced Notification was submitted to the USFWS and the Florida Fish and Wildlife Conservation Commission (FWC) on December 6, 2006.

Florida Natural Areas Inventory (FNAI)

The FNAI recorded several element occurrences of wading birds, the American alligator (*Alligator mississippiensis*), gopher tortoises (*Gopherus polyphemus*), and eastern indigo snakes (*Drymarchon couperi*) more than two miles away from the project area.

Critical Wildlife Habitat

A review of online databases indicates the project area is not in designated critical habitat for federally listed species.

Field Reviews

Field reviews of the project corridor were also conducted on September 14, 2006. During the field reconnaissance, no listed species were observed within the project area.

Table 3 describes which listed animals may potentially be found in the vicinity of the project area based on our assessment of the habitat. The results of the Endangered Species Biological Assessment indicate that adverse impacts to protected species are anticipated to be low as a result of the roadway improvements to US Highway 301. The quality of the habitat is low and the area is generally surrounded by development. Most of the species that could potentially occur within the project area are wading birds that commonly forage in roadside swales. These roadside swales will likely be claimed as jurisdictional wetlands by the regulatory agencies. It is anticipated that any mitigation required for impacts to the swales will be sufficient to offset any potential loss of foraging habitat.

Table 3 Listed Animal Species Potentially Found in Project Area			
Common Name	Scientific Name	Federal Status	State Status
Wood Stork	<i>Mycteria americana</i>	E	E
Little Blue Heron	<i>Egretta caerulea</i>	N	SSC
White Ibis	<i>Eudocimus albus</i>	N	SSC
Sandhill Crane	<i>Grus canadensis pratensis</i>	N	T

Notes: E = Endangered, T = Threatened, T(S/A) = Threatened due to Similarity of Appearance, SSC = Species of Special Concern, N = Not Listed

3.4 Physical Impacts

3.4.1 Noise

The traffic noise analysis for this project was conducted in accordance with Florida Statute 335.17, and Chapter 17 of the *Florida Department of Transportation (FDOT) PD&E Manual*, Part 2. Based on this evaluation, a Noise Study Report has been prepared.

The Federal Highway Administration (FHWA) requires that noise abatement measures be considered when levels approach or exceed the Noise Abatement Criteria (NAC). FDOT defines the word “approach” to mean within 1 dBA of the appropriate FHWA NAC. Therefore, the FDOT upper limit of acceptable noise levels is set at 66 dBA for Activity Category B.

Noise sensitive receptors for this study were identified as multi-family residences located along the northwest area of the study corridor. Within the eastern limits of the Windermere Apartment complex, 121 individual units were identified as potential noise sensitive receptors. When units were located at the same relative offset from the roadway, they were grouped together. In other words, one computer modeled receiver may be representative of a number of individual noise sensitive locations. Based on the manner in which these receivers were situated in relation to the corridor, 4 receivers were included in the TNM computer model to represent the exterior areas and 21 receivers were used to model the interior locations of the first, second, and third floors.

3.4.1.1 Measured Noise Levels

Noise levels in this report are expressed in dBA, LAeq1h. The decibel is often modified by frequency-weighting curves (A, B, C, or D). Vehicle noise levels are commonly modified by the A-weighting curve, which emphasizes the effect of high frequency noise and reduces the effect of low frequency noise.

This curve correlates well with human response to noise, particularly in describing annoyances caused by traffic and aircraft noise. Sound levels utilizing the A-weighting curve are expressed in dBA. Sound pressure levels in this report are referred to as Leq (h).

The hourly Leq, or equivalent sound level, is the equivalent steady-state sound level, which in an hour contains the same acoustic energy as the time-varying sound level during the same time period. In other words, the fluctuating sound levels of traffic noise are represented in terms of a steady noise level with the same energy content.

A field study was conducted on November 17, 2006 in order to establish ambient noise conditions. The field monitoring was performed at three different locations along the project limits. The noise level monitoring was conducted using a calibrated Norsonic Integrating-Averaging Sound Level Meter, type 118 (Serial #31360), in accordance with the FHWA guidelines contained in *Measurement of Highway Related Noise, 1996*. The A-weighted

frequency was used to determine ambient noise levels. *Table 4* displays the ambient reading for each field-monitoring site.

Monitoring Location		Ambient Sound Level (dBA)
FR 1 (STA 1084+54, 130' RT)	AM	67.9
	PM	66.6
FR 2 (STA 1073+04, 70' LT)	AM	67.9
	PM	69.3
FR 3 (STA 1067+43, 92' LT)	AM	66.4
	PM	67.0

3.4.1.2 Noise Level Analysis

As outlined in Part 2, Chapter 17 of the PD&E Manual, a traffic noise-sensitive receptor is considered affected if project-related traffic noise levels approach or exceed the Noise Abatement Criteria (NAC), or if there is a substantial increase from the ambient condition to the proposed condition. A substantial increase is defined as a 15 dBA noise increase over the existing noise level.

The first part of the analysis evaluated exterior areas where frequent human use may occur. These areas are represented by receivers R1 through R4. Receivers R1, R2, and R3 represent areas with playground equipment, grills, or picnic tables, while R4 represents the pool area. The existing condition noise levels within the complex vary with the distance from the roadway. The unshielded areas are approximately 60.2 dBA to 61.7 dBA. The shielded areas that are farther from the roadway and benefited from shielding by other buildings are approximately 53.8 dBA to 56.1 dBA.

For the 2030 Build condition, the predicted noise levels for unshielded receivers ranged from 63.5 dBA to 65.1 dBA. The predicted sound levels for shielded receivers range from 56.3 dBA to 58.8 dBA. As shown in the ambient condition analysis, the higher noise levels occur where receivers are in close proximity to the US Highway 301 corridor. Referencing the FDOT traffic noise abatement (NAC) criteria, there are no exterior receivers expected to exceed 66 dBA or experience a substantial increase (15 dBA) over the existing sound levels.

Noting that the exterior areas are not expected to approach, meet, or exceed the NAC, an evaluation of the interior noise levels was performed on the buildings that are within 500 feet of US Highway 301. The apartment buildings at Windermere are a standard frame wall construction with a combination of vinyl siding and stucco on the first floor and all vinyl siding on the second and third floors. The windows are double hung standard windows. The units are not equipped with exterior balconies or patios.

Consistent with the U.S. Department of Housing and Urban Development (HUD) method of determining interior noise levels, a composite sound level reduction of 26 dB was utilized. The

sound level determination included modeling the receivers at the face of the respective units. The computer predicted noise level was then adjusted using the 26 dB sound reduction as defined by HUD guidelines for interior noise determination.

The interior sound levels in the existing condition for the shielded receivers were all below 40 dBA. For the unshielded receivers, represented by R14 and R16 through R19, the sound levels ranged from 35.5 dBA to 43.0 dBA at the first floor level; 39.3 dBA to 44.5 dBA at the second floor level; and 39.7 dBA to 44.7 dBA at the third floor level.

As shown in *Table 5*, for the 2030 No-Build Scenario, since the US Highway 301 roadway capacity is not increasing, there is little increase in traffic volumes. Therefore, the traffic noise levels predicted for this scenario are similar to those in the Existing Condition. The shielded receivers were all below 40 dBA. For the unshielded receivers, the sound levels ranged from 35.8 dBA to 43.0 dBA at the first floor level; 39.4 dBA to 44.6 dBA at the second floor level; and 39.7 dBA to 44.7 dBA at the third floor level. The sound levels for the unshielded receivers amount to increases between 0 and 0.4 dBA.

In the 2030 Build scenario, the shielded receivers were all at or below 41 dBA. For the unshielded receivers, the sound levels ranged from 38.7 dBA to 45.3 dBA at the first floor level; 40.8 dBA to 46.5 dBA at the second floor level; and 41.7 dBA to 46.7 dBA at the third floor level. The sound levels for the unshielded receivers amount to increases between 1.4 dBA and 3.4 dBA.

The interior evaluation of the traffic noise levels did not identify any receivers that exceed the FDOT NAC for interior noise levels. Therefore, there are no noise abatement considerations associated with this project.

TABLE 5 P.M. PEAK-HOUR TRAFFIC VOLUMES				
Roadway Segment	Condition	Autos	Medium Trucks	Heavy Trucks
NB US 301 -South of Falkenburg Rd.	Existing	1104	45	85
	No-Build	1104	45	85
	Proposed	1713	70	132
SB US 301 -South of Falkenburg Rd.	Existing	1104	45	85
	No-Build	1104	45	85
	Proposed	1713	70	132
NB US 301 -North of Falkenburg Rd.	Existing	1104	45	85
	No-Build	1104	45	85
	Proposed	1713	70	132
SB US 301 -North of Falkenburg Rd.	Existing	1104	45	85
	No-Build	1104	45	85
	Proposed	1713	70	132
NB US 301 -North of Causeway Blvd.	Existing	1104	45	85
	No-Build	1104	45	85
	Proposed	1713	70	132
SB US 301 -North of Causeway Blvd.	Existing	1104	45	85
	No-Build	1104	45	85
	Proposed	1713	70	132
EB Falkenburg Rd. - West of US 301	Existing	475	19	37
	No-Build	767	31	59
	Proposed	767	31	59
WB Falkenburg Rd. - West of US 301	Existing	475	19	37
	No-Build	767	31	59
	Proposed	767	31	59
EB Falkenburg Rd. - East of US 301	Existing	513	21	40
	No-Build	829	34	64
	Proposed	829	34	64
WB Falkenburg Rd. - East of US 301	Existing	513	21	40
	No-Build	829	34	64
	Proposed	829	34	64
EB Causeway Blvd. - West of US 301	Existing	983	41	76
	No-Build	1475	61	114
	Proposed	1475	61	114
WB Causeway Blvd. - West of US 301	Existing	983	41	76
	No-Build	1475	61	114
	Proposed	1475	61	114
EB Causeway Blvd. - East of US 301	Existing	1182	49	92
	No-Build	1910	79	148
	Proposed	1910	79	148
WB Causeway Blvd. - East of US 301	Existing	1182	49	92
	No-Build	1910	79	148
	Proposed	1910	79	148

The FHWA considers land uses such as residences, schools, churches, and recreation areas to be incompatible with highway noise at a level of 67 dBA (Category B). To help local planning officials minimize additional noise sensitive sites from being located within an area that experiences traffic noise of this level, noise level contours were developed for the 2030 Build scenario. These noise contours delineate the distance from the improved roadway's edge of pavement to exterior areas where the traffic noise levels are expected to approach the NAC (within 1 dBA of the NAC) and are depicted in *Figure 7*. The contours do not include the effects of any shielding of noise from structures between the receiver and roadway.

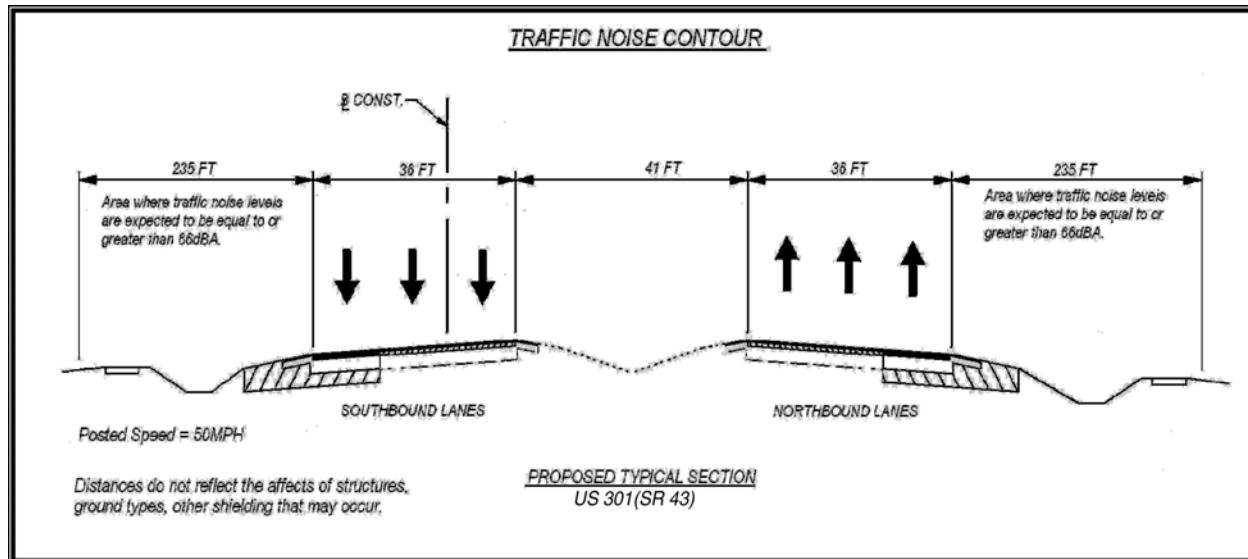


Figure 7 Traffic Noise Contour

3.4.1.3 Conclusion

In summary, the widening of the US Highway 301 corridor is not expected to increase existing noise levels at existing noise sensitive receivers such that they will exceed acceptable limits as defined by the FDOT criteria. For future land development projects along this section of US Highway 301, the noise contour data provided in *Figure 7* can assist planning officials in establishing compatible land uses.

3.4.2 Air

The project has the potential to alter traffic conditions and influence the air quality within the project study area. The pollutants of primary concern with roadway traffic are ozone (O₃), oxides of nitrogen (NO_x), hydrocarbons (HC), small particulate matter (PM₁₀) and carbon monoxide (CO). Ozone, NO_x, HC and PM₁₀ are not analyzed at the program level unless specific review of an individual project is requested by appropriate reviewing agencies in concurrence with the Federal Highway Administration (FHWA). Because CO is a localized

pollutant that is emitted directly into the atmosphere by vehicles, it is analyzed for individual roadway projects where substantial changes to the traffic conditions are anticipated. The National Ambient Air Quality Standard (NAAQS) for CO is 35 parts per million for one-hour periods and 9 parts per million for eight-hour periods.

Based on traffic projections, the worst-case intersection within the project limits of the 2008 Build and 2030 Design year is the US Highway 301 and Causeway Boulevard intersection. This intersection was analyzed using the FHWA-approved CO Florida 2004 v.2.0.5, which is the most current version of the FDOT Intersection Air Quality (CO) Screening Model. The CO Florida 2004 model is a PC-based CO screening model, which is used to assess the potential for air quality impacts caused by roadway traffic. A project alternative that passes the CO Florida 2004 model is not expected to result in any violations of the NAAQS for CO and is not likely to have any impact on the air quality of the surrounding area. However, because the very conservative data assumptions built into the screening model, failing the screening analysis does not automatically result in a violation of the NAAQS for CO; rather, failure of a project Build alternative with the screening analysis dictates that a more detailed air quality analysis must be performed using the MOBILE6 and CAL3QHC models.

Traffic-generated air quality impacts are primarily a concern near signalized intersections, where during peak periods numerous vehicles are often stopped and idling during the traffic signals' red phase. The CO Florida 2004 model incorporates results developed from the MOBILE6 and CAL3QHC traffic air quality models, which include several worst-case assumptions for traffic characteristics, meteorology and terrain. User inputs to the screening model include project alternative, land use type, analysis year, the volume and speed of peak-hour traffic approaching the intersection on the worst-case link, and distance between receptors and the intersection. Output from the CO Florida 2004 model is the CO level, in parts per million, at the selected receptor location(s).

The intersection that generates the highest level of peak-hour vehicles is at the signalized intersection of US Highway 301 and Causeway Boulevard. The traffic data used for the CO screening analysis has been prepared from data presented in the project's US Highway 301 *Traffic Technical Memorandum* dated August 2008. The project years analyzed are the project's Build year (2008) and the project's Design year (2030). Design Hour Volume (DHV) traffic data for the worst-case approach link for the Build alternative is presented in *Table 5*. The speed used in the CO Florida 2004 model was determined to be representative of typical peak-hour cruise speeds as vehicles approach the intersection before entering the queue.

The receptor locations within the project study are determined based on modeling parameters set by the *FDOT PD&E Manual* Chapter 16, Air Quality Analysis. The receptor was located at a distance of 10 feet from the edge of the outside traffic lane of the cross street and 10 feet from the edge of the adjacent street. This location represents nearest probable congregating area. The environment selected for this model is a suburban land use type, which includes a background

CO level of 3.3 parts per million for one-hour predictions and 2.0 parts per million for eight-hour predictions.

The results of the air screening analysis are presented in *Table 6*. The output from the screening analysis can be found in *Appendix B*. The One-Hour CO screening analysis for the 2008 Build year for this project indicates that the worst-case CO levels are estimated to be 12.3 parts per million (ppm). The Eight-Hour CO screening analysis for the 2008 Build year indicates that the worst-case CO levels are estimated to be 7.4 ppm. For the 2030 Design year, the One-Hour CO screening analysis indicates a worst-case CO level of 11.0 ppm, while the Eight-Hour CO screening analysis indicates levels of 6.6 ppm. In all cases, the project is not expected to exceed the NAAQS maximum CO levels of 35 ppm for the One-Hour and 9 ppm for the Eight-Hour.

The results of the CO screening analysis indicate that the proposed 2008 Build year and the 2030 Design year scenarios are not expected to exceed the NAAQS for CO (9.0 parts per million for Eight-hour screening). Thus, the project passes the CO screening analysis, and air quality impacts due to the project are not expected.

3.4.3 Construction

Year	Design Hour Traffic Volume - Worst-Case Link	SPEED (miles per hour)	Predicted CO Concentration		NAAQS Max. CO Concentration	
			1-HR ppm	8-HR ppm	1-HR ppm	8-HR ppm
2006 Existing	2190	55	11.4	6.9	35	9
2008 Build	2667	55	12.3	7.4	35	9
2030 Design	3985	55	11.0	6.6	35	9

Construction activities for the improvements to US Highway 301 will have temporary air, noise, water quality, traffic flow, and visual impacts for residents, visitors, and travelers within the immediate vicinity of the project.

The air quality impact will be temporary and primarily in the form of dust from embankment and haul road areas.

Noise and vibration impacts may result from heavy equipment movement and certain construction activities, such as vibratory compaction of embankments.

Water quality impacts due to erosion and sedimentation will be controlled through the use of Best Management Practices (BMPs).

Signs to inform the traveling public of road closures and other important information will be used as appropriate. The local news media will be notified in advance of road closings and other construction-related activities that could excessively inconvenience the community so that the public can plan travel routes in advance.

The contractor will follow the *FDOT Lane Closure Policy and Procedure* found in the *FDOT Plans Preparation Manual*. A sign providing the name, address, and telephone number of the contact person will be displayed onsite to provide the public with immediate answers to questions and an avenue for complaints about project activity.

Access to all businesses and residences will be maintained to the extent possible through controlled construction scheduling. Traffic delays will also be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction at all times, and to comply with the BMPs of FDOT. Present traffic movements will be maintained at all times, and no locations will require temporary roads or bridges. The contractor will follow the *FDOT Lane Closure Policy and Procedure* found in the *FDOT Plans Preparation Manual*.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments, and use of materials such as lime rock, asphaltic concrete, and portland cement concrete. Demucking may be required at the surface water sites that will be impacted. The removal and disposal of unsuitable materials, structures and debris will occur in a legal manner. The contractor is responsible for methods of controlling pollution on haul roads (if used); borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, may consist of temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

3.4.4 Contamination

A contamination screening evaluation of the project was conducted. The following methodology was used for this evaluation.

- A search of the files available through the Hillsborough County EPC, the US Environmental Protection Agency (EPA), and the Florida Department of Environmental Protection (FDEP). The Hillsborough County EPC maintains a database of contaminated locations and files their office. The EPA Envirofacts system supplies online information concerning hazardous waste and National Priority List (NPL), Superfund sites. The FDEP provides online viewing of site-specific contamination files (OCULUS database) and files at their Tampa office.
- A review of information generated by Environmental FirstSearch (EFS), which includes a search of the following state and federal databases: NPL; Comprehensive Environmental

Response, Compensation, and Liability Information System (CERCLIS); Resource Conservation and Recovery Act (RCRA), Treatment Storage and Disposal facility (RCRA TSD); RCRA generator list (RCRA GEN); Information System (RCRIS); Emergency Response Notification System (ERNS); State Landfill (SWF/LF); Delisted NPL Sites; Facility Index System/Facility Identification Initiative Program Summary Report (FINDS); Underground Storage Tanks (UST); Petroleum Contamination Detail Report (PCT01); Stationary Tank Inventory Facility/Owner/Tank Report (STI02); Leaking Underground Storage Tank Incident Reports (LUST); Florida Cattle Dip Vats; and Dry Cleaners.

- A review of historical aerial photographs of the project area at the Hillsborough County Surveying Department. Photographs from the following years were available: 1966, 1972, 1979, 1985, 1985, 1991, 1994, 1997, 2000, 2002 and 2004. All of the photographs of the project area were reviewed. The photographs from these years provided an effective summary of the development within the project area.
- Visual reconnaissance was performed on September 14, 2006 to identify sites or areas with indications of past or present contaminant storage, use, generation, or disposal. Potential sites were visually examined to the extent of available access for evidence of possible contaminant presence.
- Determining the contamination potential for each property within the limits.

A Contamination Screening Evaluation Report was prepared for the project and is included in the *Final Environmental Technical Compendium* (August 2008). A total of five potential contamination sites were identified along the project corridor with risk evaluation ratings ranging from **low risk** to **medium risk**. A summary of the risk assessments for the project is presented in *Table 7*.

TABLE 7 POTENTIAL CONTAMINATION SITES					
FACILITY	ADDRESS/LOCATION	FDEP ID	APPROX. DISTANCE FROM ROADWAY	STATUS	RISK
(Shell) Radiant Food Store # 250	2829 South US Hwy. 301	298624832	Adjacent	In Service	Medium
Circle K # 7494	2820 South US Hwy. 301	298840559	Adjacent	In Service	Medium
Pavilions	Location Unknown	299200283	Adjacent	Closed	Low
Shell	Formerly Located At 2620 US Hwy. 301	298625032	Adjacent	Closed	Low
7-11	3603 South US Hwy. 301	299803172	Adjacent	In Service	Medium

If construction activities are to occur in an area with contamination concerns, then a site assessment would be performed to the degree necessary during final design to determine levels of contamination and evaluate clean-up options and associated costs. Excavation and/or dewatering for installation of underground structures or utilities in the vicinity of contaminated

sites could potentially encounter or exacerbate contamination conditions. Investigations should not be limited to areas of roadway expansion but should also include the drainage areas located adjacent to the roadway.

Resolution of problems regarding contamination will be coordinated with appropriate regulatory agencies and action will be taken by Hillsborough County where applicable. Further coordination with the regulatory agencies, and possibly field surveys involving monitoring wells, soil borings and other site-specific methods, can identify potential contamination issues so that avoidance, minimization, and remediation measures can be taken.

Procedures specifying the contractor's responsibilities in regard to encountering petroleum-contaminated soil and/or groundwater are set forth in FDOT's Standard Specifications for Road and Bridge Construction. Special provisions to the aforementioned standard specifications may be necessary if the presence of contamination is confirmed, which could impact construction.

Appendix A
SHPO Concurrence Letter



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

Ms. Rebecca Spain Schwarz
PBS&J
5300 W. Cypress Street, Suite 200
Tampa, FL 33607

March 26, 2007

RE: DHR Project File Number: 2007-1926
Received by DHR: February 22, 2007
Project: *US 301 from Falkenburg Road to Causeway Boulevard*
Financial Project Numbers: 421140-6-52-01
Counties: Hillsborough

Dear Ms. Schwarz:

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 revealed no archaeological sites and no historic resources within the project's area of potential effect. Based on the information provided, our office 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

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

Appendix B

Air Screening Analysis

CO Florida 2004

Project: US 301 PD&E Study
 Facility: Hillsborough County
 Analyst: Carrie Kelly

Environmental Data:
 Temperature: 50 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:
 Region: 4: Hillsborough / Pinellas
 Year: 2006
 Intersection Type: 4 x 4 Intersection
 Max Approach Traffic Volume: 2190 veh/hour
 Speed: 55

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	10.2	6.1
Default Rec 2	11.4	6.9
Default Rec 3	11.2	6.7
Default Rec 4	11.2	6.7
Default Rec 5	9.2	5.5
Default Rec 6	11.2	6.7
Default Rec 7	11.2	6.7
Default Rec 8	11.4	6.9
Default Rec 9	10.2	6.1
Default Rec 10	9.2	5.5

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

2006 Existing Traffic Inputs:

CO Florida 2004 - Intersection Data - G:\US301PD&ETampa\Reports\Air Quality November 2007\2006 Existing.inp

INPUT:	
SPEED, mph	55
APPROACH Traffic, veh/hr	2190

INPUT:	
APPROACH Traffic, veh/hr	953

NOTE:
TRAFFIC is APPROACH traffic volume for the peak HOUR on that leg. Traffic includes left- and right-turning traffic if applicable.
Enter value between 1000 and 9999 vehicles per hour.

NOT TO SCALE

INPUT:	
SPEED, mph	55
APPROACH Traffic, veh/hr	736

NOTE:
SPEED is cruise speed as vehicles approach the intersection before entering the queue - sometimes referred to as mid-block speed. If cruise speed is unknown, use the speed limit.
Enter value between 15 and 65 mph.

INPUT:	
APPROACH Traffic, veh/hr	940

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CO Florida 2004

Project: US 301 PD&E Study
 Facility: Hillsborough County
 Analyst: Carrie Kelly

Environmental Data:

Temperature: 50 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:

Region: 4: Hillsborough / Pinellas
 Year: 2008
 Intersection Type: 6 x 6 Intersection
 Max Approach Traffic Volume: 2667 veh/hour
 Speed: 55

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	11.0	6.6
Default Rec 2	12.1	7.3
Default Rec 3	12.3	7.4
Default Rec 4	12.1	7.3
Default Rec 5	10.6	6.4
Default Rec 6	12.1	7.3
Default Rec 7	12.3	7.4
Default Rec 8	12.1	7.3
Default Rec 9	11.0	6.6
Default Rec 10	10.6	6.4

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

2008 Build Traffic Inputs:

CO Florida 2004 - Intersection Data - G:\US301PD&ETampa\Reports\Air Quality November 2007\2008 Build.inp

INPUT:	
SPEED, mph	55
APPROACH Traffic, veh/hr	2667

INPUT:	
APPROACH Traffic, veh/hr	1062

NOTE:
 TRAFFIC is APPROACH traffic volume for the peak HOUR on that leg. Traffic includes left- and right-turning traffic if applicable.
 Enter value between 1000 and 9999 vehicles per hour.

INPUT:	
SPEED, mph	55
APPROACH Traffic, veh/hr	911

NOTE:
 SPEED is cruise speed as vehicles approach the intersection before entering the queue - sometimes referred to as mid-block speed. If cruise speed is unknown, use the speed limit.
 Enter value between 15 and 65 mph.

INPUT:	
APPROACH Traffic, veh/hr	1436

CO Florida 2004

Project: US 301 PD&E Study
 Facility: Hillsborough County
 Analyst: Carrie Kelly

Environmental Data:
 Temperature: 50 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:
 Region: 4: Hillsborough / Pinellas
 Year: 2030
 Intersection Type: 6 x 6 Intersection
 Max Approach Traffic Volume: 3985 veh/hour
 Speed: 55

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	10.1	6.1
Default Rec 2	11.0	6.6
Default Rec 3	11.0	6.6
Default Rec 4	10.6	6.4
Default Rec 5	9.4	5.7
Default Rec 6	10.6	6.4
Default Rec 7	11.0	6.6
Default Rec 8	11.0	6.6
Default Rec 9	10.1	6.1
Default Rec 10	9.4	5.7

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

2030 Design Traffic Inputs:

CO Florida 2004 - Intersection Data - G:\US301PD&ETampa\Reports\Air Quality November 2007\2030 Design.inp

INPUT:	
SPEED, mph	55
APPROACH Traffic, veh/hr	3985

INPUT:
APPROACH Traffic, veh/hr 1636

NOTE:
TRAFFIC is APPROACH traffic volume for the peak HOUR on that leg. Traffic includes left- and right-turning traffic if applicable.
Enter value between 1000 and 9999 vehicles per hour.

NOT TO SCALE

INPUT:	
SPEED, mph	55
APPROACH Traffic, veh/hr	1354

NOTE:
SPEED is cruise speed as vehicles approach the intersection before entering the queue - sometimes referred to as mid-block speed. If cruise speed is unknown, use the speed limit.
Enter value between 15 and 65 mph.

INPUT:	
APPROACH Traffic, veh/hr	2001

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