



# US 301 (SR 43)

from SR 60 (Adamo Drive) to I-4 (SR 400)

WPI Segment No. 430050-1  
Hillsborough County

Project Development and Environment Study

January 2016

The Public Hearing is being held in the following location:

**DATE:** March 1, 2016  
**PLACE:** Sheraton Tampa East Hotel  
**TIME:** 5:30 - 7:30 p.m. Open House  
6:30 p.m. Formal Presentation

### We Want Your Input!

A successful project depends on the public's participation in the project's development.

To provide comments, ask questions, and make suggestions about the project, contact:

#### Kirk Bogen, P.E.

Environmental Management Engineer  
813-975-6448  
800-226-7220  
kirk.bogen@dot.state.fl.us

or

#### Kris Carson

Public Information Officer  
813-975-6202  
800-226-7220  
kristen.carson@dot.state.fl.us

#### Send written comments to:

#### Kirk Bogen, P.E.

Environmental Management Engineer  
Florida Department of Transportation  
District Seven  
11201 N. McKinley Drive, MS 7-500  
Tampa, Florida 33612-6456

#### Email Comments:

kirk.bogen@dot.state.fl.us

You may submit written comments or other exhibits, in place of or in addition to oral comments, at the hearing or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website at <http://active.fdotd7studies.com/us301/sr60-to-i4/>. All comments or other exhibits must be postmarked no later than **Friday, March 11, 2016** to become part of the official public hearing record.

### Dear Property Owner or Interested Citizens:

You are invited to attend and participate in the Florida Department of Transportation (FDOT), District Seven public hearing for a Project Development and Environment (PD&E) study for proposed improvements to US 301 (SR 43) in Hillsborough County, Florida. This public hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of widening US 301 from SR 60 (Adamo Drive) to I-4 (SR 400), a distance of approximately 3.3 miles. The widening of US 301 is proposed as a six lane divided roadway with pedestrian and bicycle facilities. Additional information may be found at the study website:

<http://active.fdotd7studies.com/us301/sr60-to-i4/>

This letter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the edge of right-of-way of the proposed project. However, this does not mean that all properties will be directly affected.

Draft project documents and other project-related materials will be displayed, and a PowerPoint presentation will run continuously during the open house. A court reporter will be available to receive comments in a one-on-one setting. Written comments can also be submitted at the hearing, mailed to FDOT, or emailed to [kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us). All comments must be postmarked or emailed no later than Friday, March 11, 2016.

At 6:30 p.m., FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend any time during the two-hour meeting to review project information and talk one-on-one with project team members. FDOT welcomes and appreciates everyone's participation.

If you have any questions about the project or the scheduled hearing, please contact:

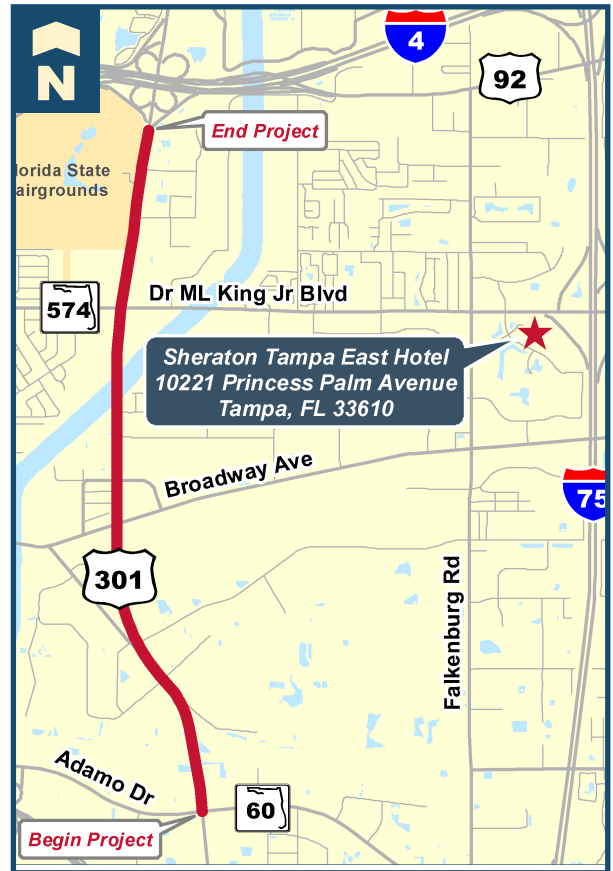
#### Kirk Bogen, P.E.

Environmental Management Engineer  
(913) 975-6448  
kirk.bogen@dot.state.fl.us

Sincerely,

#### Kirk Bogen, P.E.

Environmental Management Engineer



Draft project documents will be available for public review at the following locations from **February 8, 2016 to March 11, 2016**

**78th Street Community Library**  
7625 Palm River Road  
Tampa, FL 33619  
Mon: 12 p.m. - 8 p.m.  
Tues: 10 a.m. - 8 p.m.  
Wed-Sat: 10 a.m. - 6 p.m.  
Sun: Closed

**FDOT District Seven**  
11201 N. McKinley Drive  
Tampa, FL 33612  
Mon-Fri: 8 a.m. - 5 p.m.

## What is a Project Development and Environment (PD&E) Study?

A PD&E study is a comprehensive evaluation of social, cultural, economic and environment effects associated with a proposed transportation improvement. This analysis enables the FDOT to reach a decision on the type, location and conceptual design of proposed improvements for US 301 to accommodate future traffic demand in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community's transportation needs.

The PD&E study efforts are accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allows the FDOT to better determine the effects a transportation project will have on the natural and human environment. A State Environmental Impact Report (SEIR) is being prepared, which summarizes the potential effects to the social, cultural, natural and physical environment.

## Project Description and Need

US 301 is a major north-south roadway used for travel through Hillsborough County. It is an important roadway in the Tampa Bay area regional transportation network, carrying regional traffic from west central Florida to other areas of the state and the nation. The focus on this study is the proposed widening of the section of US 301 from SR 60 (Adamo Drive) to south of I-4 (SR 400). As many as 36,000 vehicles per day currently travel along US 301 and it is important to consider how this corridor will continue to serve this region in the future.

The need to widen US 301 to six lanes is based on several factors:

- By the year 2040, traffic on US 301 will grow to an estimated 52,500 vehicles per day, causing the existing four-lane roadway to operate below desired standards.
- US 301 is a designated emergency evacuation route.
- US 301 is identified as a regional roadway by the Hillsborough County Metropolitan Planning Organization (MPO) and is included in the regional roadway network. It is a critical link in the local and regional transportation network, supporting a growing economy and the safe and efficient movement of freight and goods throughout the state.

## No-Build Alternative

The no-build alternative, or do-nothing alternative, is considered a viable alternative and will remain so for the duration of the study. The no-build alternative assumes that no improvements will be made to US 301 through the year 2040, except routine maintenance. Even though there are no design, right-of-way or construction costs associated with the no-build

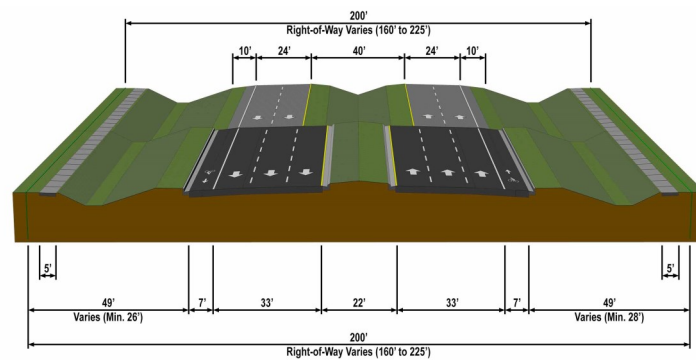
alternative, operating conditions are anticipated to worsen with time, in addition to increased travel delays and traffic congestion. There is also an increased potential for crashes along the roadway and at intersections. The no-build alternative forms the basis for comparison to the viable study alternatives analyzed for this project.

## Recommended Build Alternative

The recommended build alternative was developed after analysis of anticipated growth and future transportation needs on the corridor. Two typical sections are being proposed and both will require additional right-of-way.

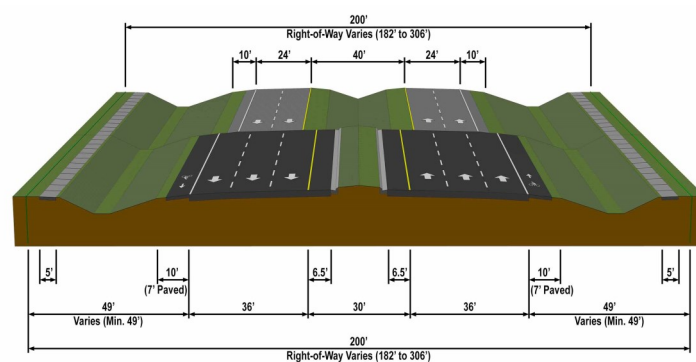
The recommended build alternative from SR 60 to just north of Overpass Road/21st Avenue includes six 11-foot travel lanes (three in each direction), 7-foot designated buffered bicycle lanes, a 22-foot raised median, and 5-foot sidewalks with curb and gutter on both sides of the roadway. The design speed is 45 miles per hour.

SR 60 (Adamo Drive) to Overpass Road/21st Avenue



The recommended build alternative from just north of Overpass Road/21st Avenue to just south of I-4, includes six 12-foot travel lanes (three in each direction), 6.5-foot paved inside shoulders, 7-foot designated buffered bicycle lanes, a 30-foot raised median with curb and gutter in the median and 5-foot sidewalks on both sides. The design speed is 50 miles per hour.

Overpass Road/21st Avenue to I-4



An alternatives comparison matrix detailing the potential relocations, environmental effects, right-of-way needs, and project costs associated for the recommended build alternative and the no-build alternative is shown to the right for your review.

## Environmental Evaluation

FDOT evaluated environmental and socioeconomic factors related to the proposed widening in accordance with the FDOT PD&E Manual. The evaluation considered the project's effects on threatened and endangered species, wetlands and floodplains, cultural and historic resources, contamination sites, right-of-way acquisition and relocations, land use, stormwater management and permitting, noise, air quality, construction effects and aesthetics. Based on these evaluations, we do not anticipate significant effects to the environment associated with widening US 301.

## Access Management

Access management controls the locations where vehicles can turn through the median. The current access classification for US 301 from SR 60 to SR 574 is Access Class 5, and from

SR 574 to I-4 is Access Class 3. While modifications to median openings will be made during the widening alternative, the proposed Access Classification along US 301 will not change.

A combination of directional and full access median openings is proposed. Directional median openings allow only some turning movements through the median, whereas full access median openings allow turns in all directions. FDOT considers driveways and crossroads when planning the median opening locations. The recommended access management plan closes six existing median openings and converts five other existing full median openings to directional median openings. Seven existing full median openings are recommended to be maintained. The locations of recommended directional and full median openings will be shown on the project concepts at the public hearing.

## Alternatives Comparison Matrix

Evaluation Criteria	No-Build Alternative	Recommended Alternative
<b>Business Impacts</b>		
Number of business relocations	0	0
<b>Residential Impacts</b>		
Number of residential relocations	0	0
<b>Potential Environmental Effects</b>		
Archaeological/Historic sites	None	Low
Noise <sup>1</sup>	3	6
Wetland (acres)	0	0.0
Floodplains (acre feet)	0	0.0
Threatened and endangered species	None	Low
Contamination sites (high / medium)	None	5 / 9
<b>Right-of-Way Needs</b>		
Right-of-way to be acquired for roadway improvements (acres)	0	0.5
Right-of-way to be acquired for stormwater facilities (acres)	0	8.5
Right-of-way to be acquired for floodplain compensation (acres)	0	0.0
<b>Estimated Total Project Costs (2015 Cost)</b>		
Design <sup>2</sup>	\$0	\$5,208,400
Mitigation Cost <sup>3</sup>	\$0	\$0
Total Right-of-Way Cost	\$0	\$8,594,900
Total Construction Cost	\$0	\$52,083,500
Construction Engineering & Inspection <sup>4</sup>	\$0	\$5,208,400
<b>Preliminary Estimate of Total Project Cost (2015 Cost)</b>	<b>\$0</b>	<b>\$71,095,200</b>

1. Number of noise sensitive sites that meet or exceed FHWA NAC.
2. Design cost is estimated at 10% of the Total Construction Cost.
3. Mitigation Cost will be determined through consultation with environmental agencies.
4. Construction Engineering & Inspection is estimated at 10% of the Total Construction Cost.

Florida Department of Transportation, District Seven  
 US 301 PD&E Study from SR 60 to I-4  
 11201 N. McKinley Drive, MS 7-500  
 Tampa, FL 33612-6456



#### REMAINING PD&E SCHEDULE

Public Hearing	March 2016
PD&E Study Complete	Summer 2016

#### FUNDING SCHEDULE

FDOT's Adopted Five-Year Work Program  
 Fiscal Years 2016 - 2020

PHASE	FUNDING YEAR
Design	Currently Not Funded
Right-of-Way	Currently Not Funded
Construction	Currently Not Funded

## NOTICE OF PUBLIC HEARING

**Date:**

Tuesday, March 1, 2016

**Place:**

Sheraton Tampa East Hotel  
 10221 Princess Palm Avenue  
 Tampa, FL 33610

**Time:**

5:30 - 7:30 p.m. Open House  
 6:30 p.m. Formal Presentation

#### Para Preguntas En Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este Proyecto en Español, favor de ponerse en contacto con la señora Elba Lopez, al telefono: 813 975-6403, o correo electrónico: [elba.lopez@dot.state.fl.us](mailto:elba.lopez@dot.state.fl.us).

#### Right-of-Way Acquisition (ROW) Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the department has created real estate acquisition and relocation brochures. These brochures and other education materials will be available at the public hearing.

Copies of the brochures may also be found on our website:  
<http://www.dot.state.fl.us/rightofway/Documents.shtm>

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the department's Project Manager or a Right-of-Way Representative at your convenience.

#### Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Chris Speese, Public Involvement Coordinator, at (813) 975-6405, or by email to: [christopher.speese@dot.state.fl.us](mailto:christopher.speese@dot.state.fl.us) at least seven (7) days before the public hearing.