

US 41 (SR 45)

From Kracker Avenue to South of SR 676 (Causeway Boulevard)
Project Development and Environment (PD&E) Study



Final Comments & Coordination Report

(P. 6-1 to be updated after the final newsletter is published and final newsletter to be added to Appendix C)

February 2017

US 41 (SR 45)

From Kracker Avenue to South of SR 676 (Causeway Boulevard)

Project Development & Environment (PD&E) Study

Final Comments and Coordination Report

Work Program Item Segment No. 430056-1

ETDM Project No. 5180

Hillsborough County

Prepared for:

Florida Department of Transportation

District Seven



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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate alternative improvements for US 41 (SR 45) from Kracker Avenue (milepoint 15.784) to south of SR 676 (Causeway Boulevard – milepoint 22.791) in Hillsborough County (**Figure 1-1**), a distance of approximately 7.0 miles. Study objectives included: determine proposed typical sections and develop preliminary conceptual design plans for proposed improvements, while minimizing impacts to the environment; consider agency and public comments; and ensure project compliance with all applicable federal and state laws. Improvement alternatives were identified which will improve safety and satisfy future transportation demand. A *State Environmental Impact Report* (SEIR) was prepared for this study and approved on January 12, 2017.

A comprehensive public involvement program was carried for this study consistent with the Public Involvement Plan (PIP) prepared for this study. Federal, state and regional agencies were initially notified about the study in late 2012 through the Advance Notification included as part of FDOT's Efficient Transportation Decision Making (ETDM) process.

Subsequent coordination with agencies occurred through the submittal and review of various project reports. Agencies which commented on the proposed project included:

- National Marine Fisheries (NMFS)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Coast Guard (USCG)
- Florida Fish and Wildlife Conservation Commission (FWC)
- Southwest Florida Water Management District (SWFWMD)
- Florida Department of State, Division of Historical Resources (SHPO)

In addition to agency coordination via report reviews, coordination meetings and/or presentations were given to the following local agencies and other groups to inform them about the project and to solicit comments:

- Hillsborough County Metropolitan Planning Organization (MPO) Citizens Advisory Committee and Technical Advisory Committee
- Hillsborough County Public Works engineering staff
- Hillsborough County Parks, Recreation and Conservation
- Mosaic
- Port Tampa Bay (Tampa Port Authority)
- CSX Transportation

A mailing list was developed which included 360 property owners located adjacent to or near the proposed project's limits, in addition to other interested individuals. This mailing list was used in distributing three newsletters about the project:

- An initial Kick-Off newsletter
- A public hearing invitational newsletter, and
- A final newsletter distributed after the SEIR approval

A project website was also developed and maintained to make information about the proposed project readily available to the public and to offer a means for citizens to provide comments online to the study team at any time on any day of the week.

A public hearing was held for this project on January 26, 2016 from 5:30 p.m. to 7:30 p.m. at the Gardenville Recreation Center in Gibsonton. The hearing was held to inform citizens and interested parties about the project details and schedule, and allow them the opportunity to provide comments concerning the proposed improvements. The hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m. followed by an open house until 7:30 p.m.

A total of 60 people signed in at the public hearing. The public hearing transcript is included in **Appendix D**. One written comment was received and four verbal statements were made during the formal public comment period. A total of 11 people or agencies made comments during the formal public comment period. Of the 11 comments, three involved requests for changes in proposed median openings and two were not within FDOT's jurisdictional responsibility or pertained to areas outside of the project limits. Most comments expressed support for the project. Some of the comments expressed concern about the railroad crossings within the US 41 corridor. **Table 9-1** summarizes public comments received. **Appendix E** contains copies of the written comments and responses. Copies of all public hearing displays and presentation materials are included in the *Public Hearing Scrapbook* that was prepared for this project.

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SECTION 1 INTRODUCTION

1.1 PD&E STUDY PURPOSE

The objective of this Project Development and Environment (PD&E) study was to assist the Florida Department of Transportation (FDOT) in reaching a decision on the type, location, and conceptual design of the proposed improvements for widening US 41 (SR 45) from Kracker Avenue to south of Causeway Boulevard (SR 676). The PD&E study satisfied all applicable requirements in order for this project to qualify for state funding of subsequent project development phases (design, right of way [ROW] acquisition, and construction).

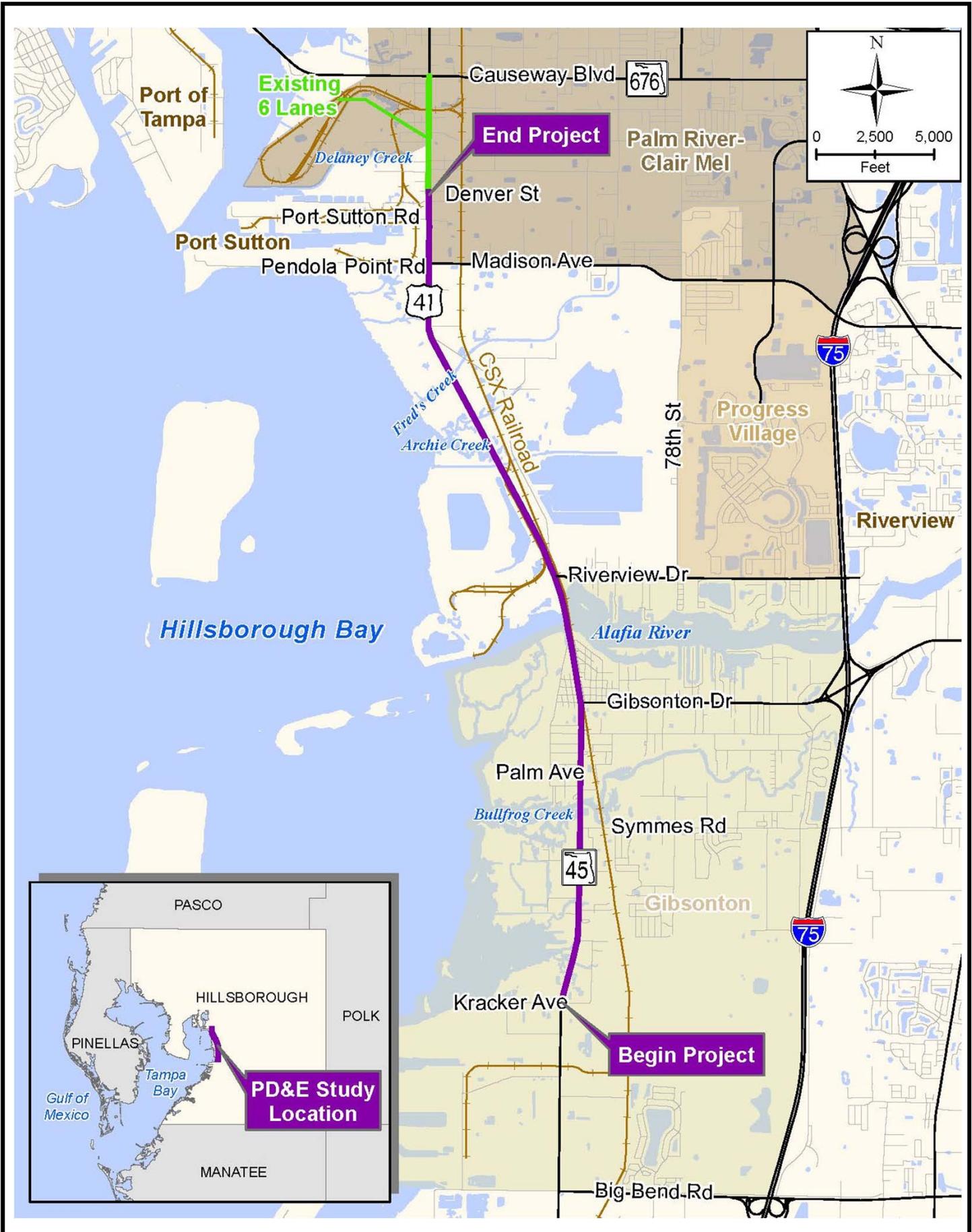
US 41 is a major north-south arterial of regional significance that parallels Interstate 75 (I-75) and US 301 in Hillsborough County. This project was screened through FDOT's Efficient Transportation Decision Making (ETDM) process as Project #5180. A *Final Programming Screen Summary Report* was published on April 10, 2013. A *State Environmental Impact Report* (SEIR) was prepared as part of this study and approved on January 12, 2017.

1.2 PROJECT DESCRIPTION

The FDOT conducted a PD&E study to evaluate alternative capacity and operational improvements to US 41 from Kracker Avenue (milepoint 15.784) to south of Causeway Boulevard (milepoint 22.791) in Hillsborough County (Figure 1-1), a distance of approximately 7.0 miles. The highway is to be improved from an existing, four-lane divided rural and urban facility to a six-lane divided facility. Bridges over Bullfrog Creek and the Alafia River are planned to be replaced. The planned improvements will include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (trail, pedestrian, bicycle and transit accommodations). However, the PD&E study for the proposed project did not evaluate specific stormwater management facilities and floodplain compensation sites as these locations will be identified during the proposed project's future design phase.

1.3 EXISTING FACILITY AND PLANNED IMPROVEMENTS

US 41 currently has both four-lane divided rural and urban typical sections (**Figure 1-2**). In addition, a 0.9-mile segment near the north end, between Denver Street and SR 676, was previously widened to a six-lane urban section. Existing lane widths vary from 11 to 12 feet and median widths vary from 19 to 40 feet. The rural typical section areas include 4-foot paved shoulders. The posted speed limit is 50 miles per hour (mph) in the north Gibsonton area and 55 mph in the areas to the south and north. The existing right of way width varies from 100 feet in north Gibsonton to 182 feet in the areas to the south and north. Existing bridge typical sections are shown in **Figure 1-3**.



US 41(SR 45) PD&E Study
 From Kracker Avenue to South of SR 676
 (Causeway Blvd)
 WPI Segment No. 430056-1 Hillsborough County

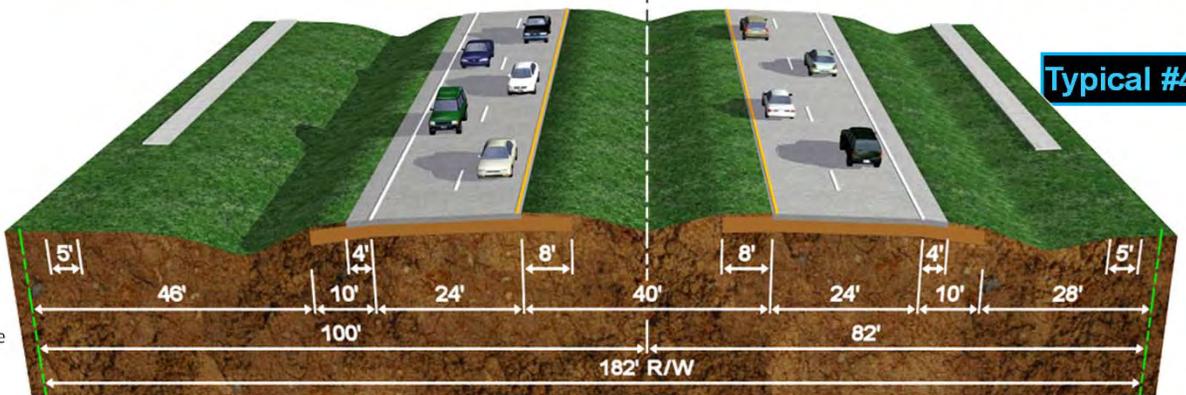
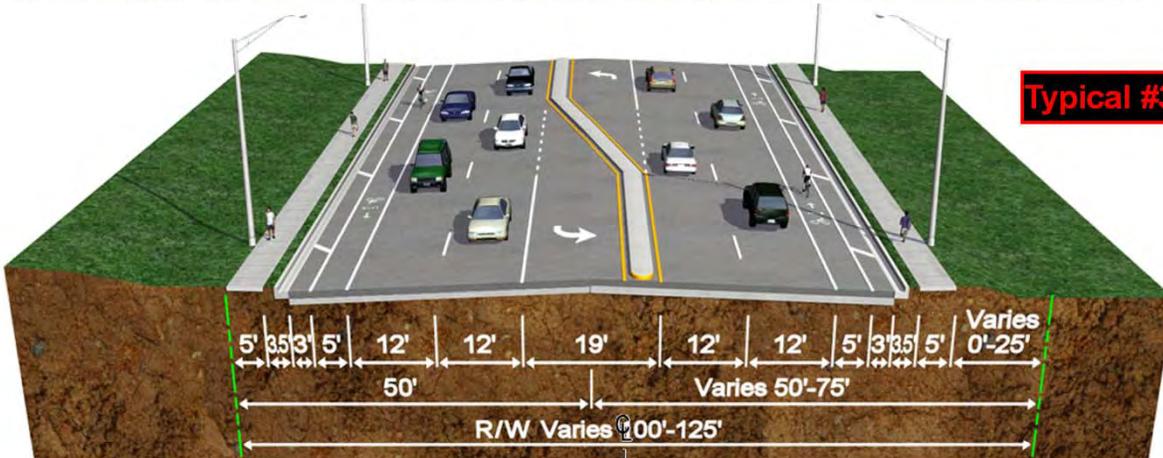
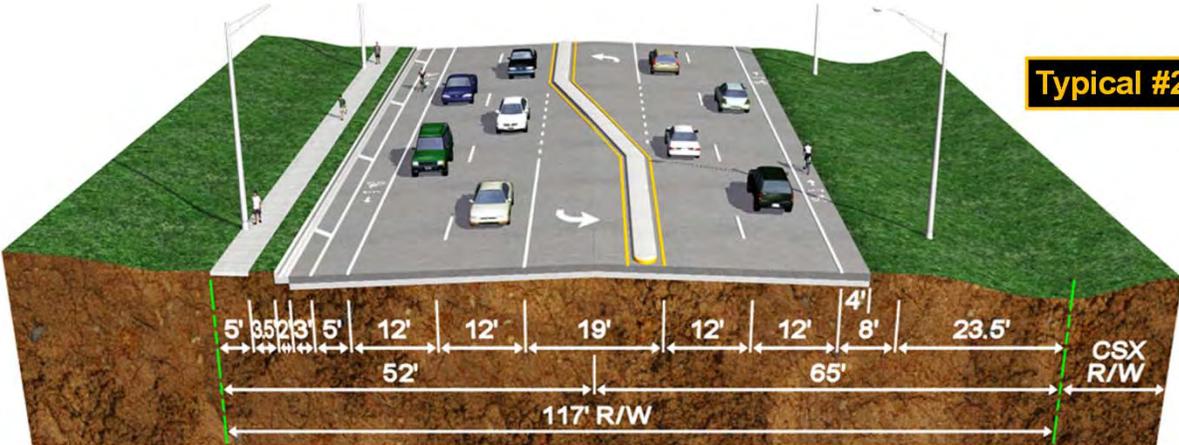
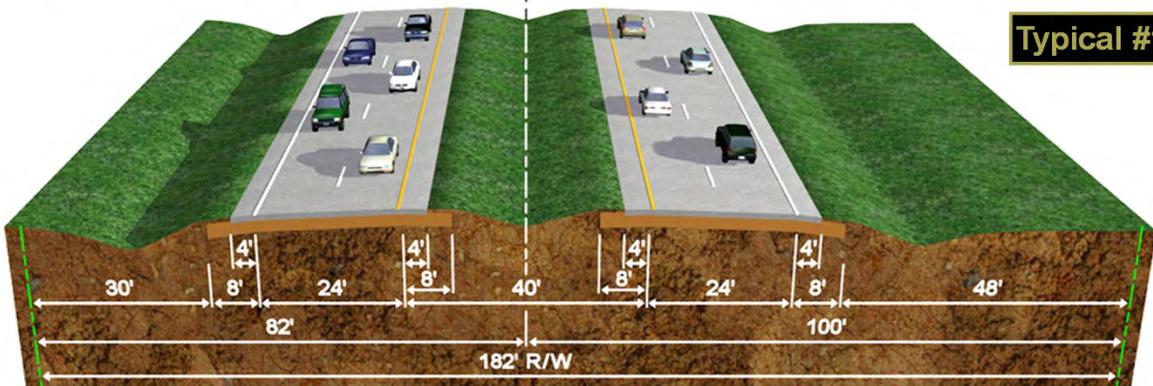
**Location and Study
 Area Map**

Figure 1-1



(All views are looking north)

- 23 Causeway Blvd
- 6-Lane Urban**
- 23 Delaney Creek
- Denver Street
- Port Sutton Rd
- 22 Madison Av/ Pendola Pt
- #1**
- 21 Fred's Creek
- Archie Creek 1
- Archie Creek 2
- 20
- Riverview Drive
- Alafia River Br
- Alafia River Br
- Lula St
- #2**
- 18 Gibsonton Drive
- #3**
- Palm Avenue
- Bullfrog Creek
- Symmes Road
- 17
- #4**
- 16 Kracker Avenue

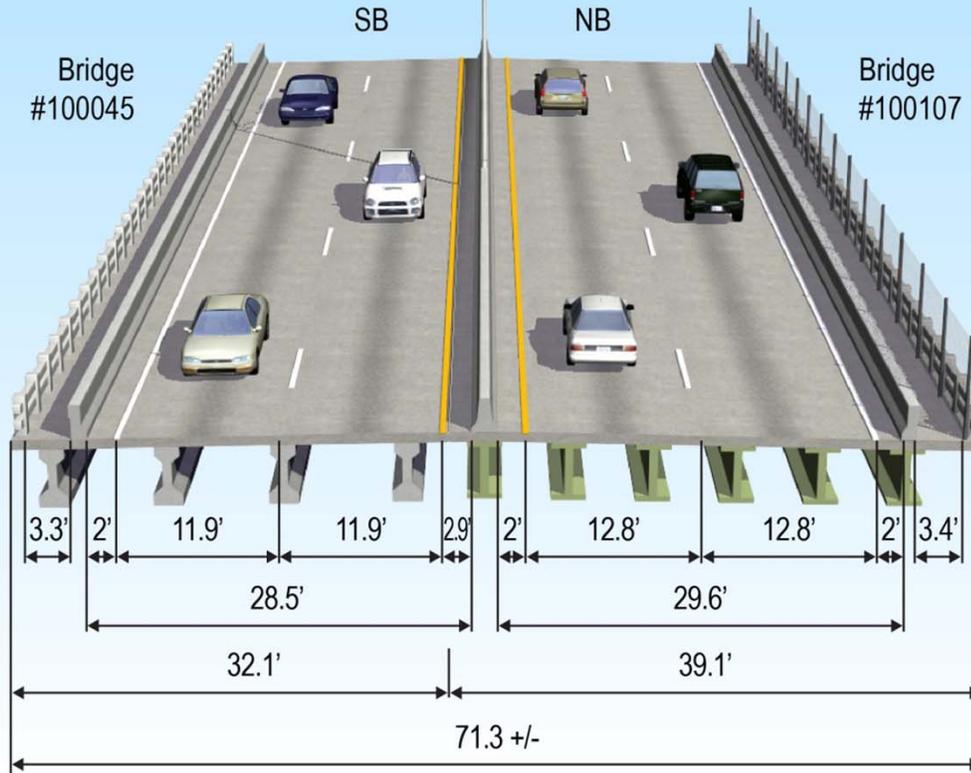


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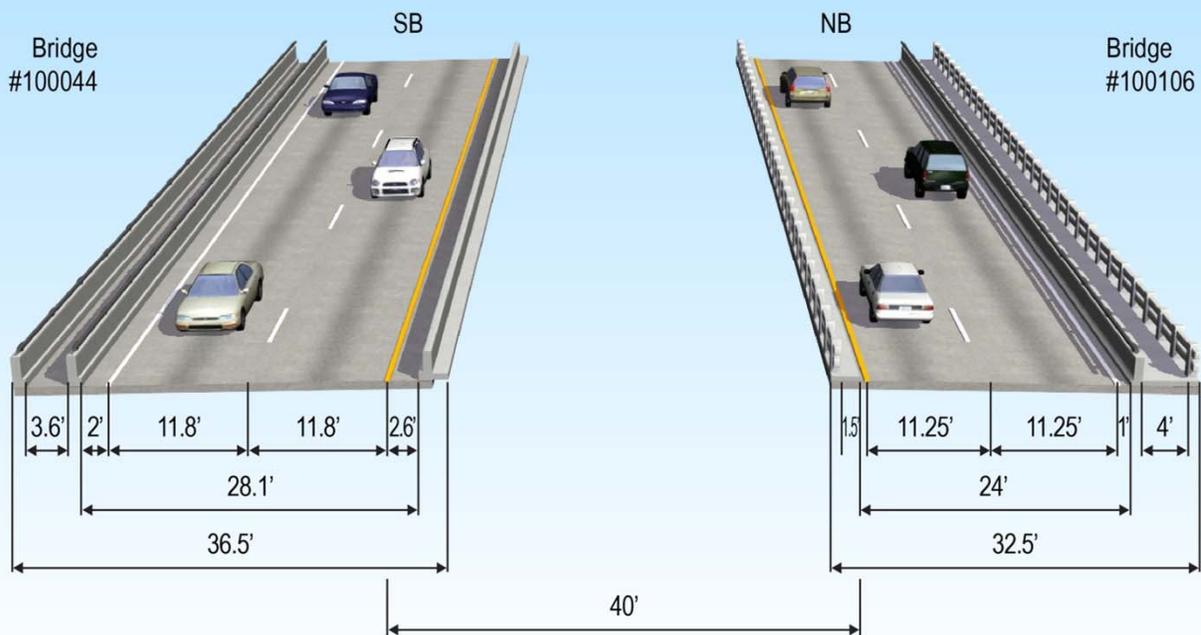
Existing Roadway
 Typical Sections

Figure 1-2

Existing Bridges over the Alafia River (Looking North)



Existing Bridges over Bullfrog Creek (Looking North)



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**Existing Bridge
 Typical Sections**

Figure 1-3

Planned improvements include widening to six lanes as well as intersection improvements, construction of stormwater management and floodplain compensation facilities and multimodal facilities. Planned typical sections include both suburban and urban typical sections. Additional right of way will be required in the north Gibsonton area for the planned improvements. Alternatives to replace the bridges at Bullfrog Creek and the Alafia River were evaluated. Planned typical sections are shown in **Figures 1-4, 1-5 and 1-6**. A “No-Build” Alternative was also evaluated. No future phases for this proposed project are included in FDOT’s current adopted 5-year work program (Fiscal Years 16/17 through 20/21).

1.4 PROJECT PURPOSE AND NEED

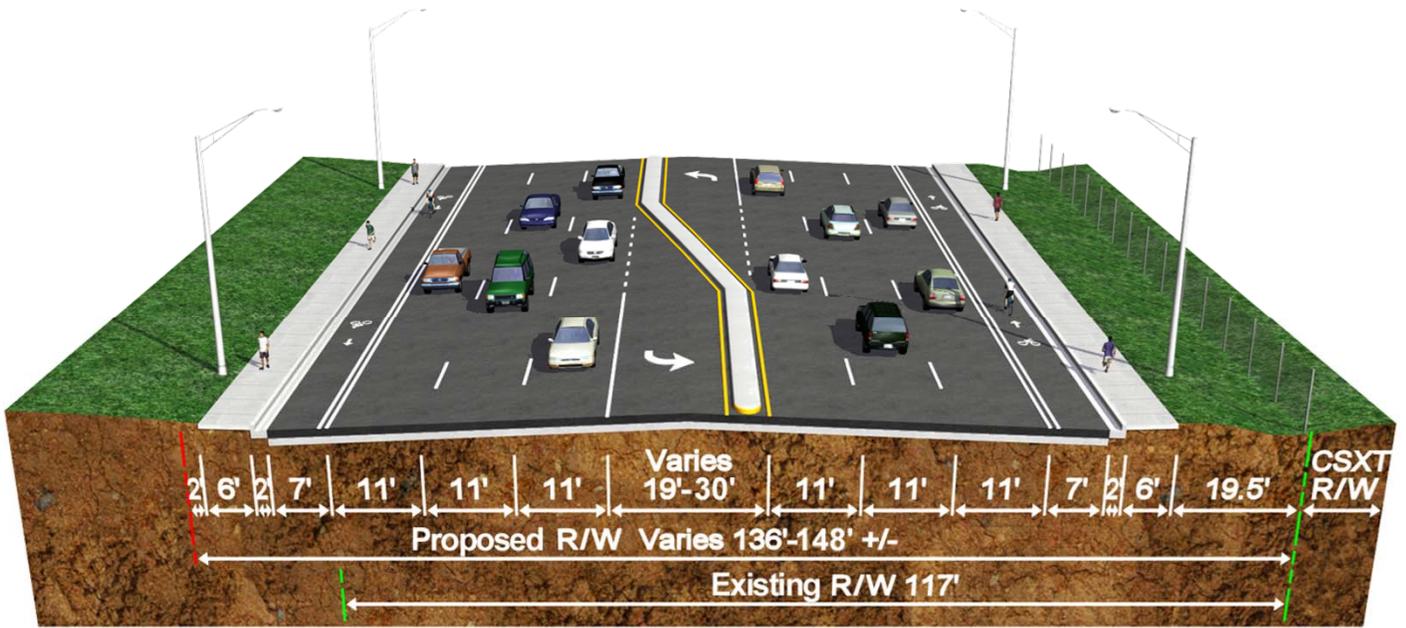
US 41 within the study area plays a significant role in connecting southern Hillsborough County to the Tampa Bay region. The purpose of the proposed project is to accommodate future traffic demands on US 41 due to growth within the project limits and surrounding areas. Segments within this corridor are projected to operate at level of service (LOS) F in the design year (2040) if no increase in capacity is provided. Additional factors which support the need for the project include:

Regional Connectivity - US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton. US 41 is a “regional road” according to the West Central Florida Metropolitan Planning Organization’s (MPO’s) Chairs Coordinating Committee (CCC). US 41 also provides highway access to the Port of Tampa facilities at Pendola Point and Port Sutton.

Safety - With the additional capacity provided in the corridor by the widening of US 41 from four to six lanes, roadway congestion will be reduced, which will decrease potential conflicts with other vehicles and potentially increase safety. An analysis of traffic crash data for years 2008 thru 2012 revealed that the overall average crash rate within the study limits was lower than the statewide average crash rate for similar type facilities. While not structurally deficient, the bridges over both Bullfrog Creek and the Alafia River are classified as *functionally obsolete* due to substandard-width shoulders. In addition, the sidewalks on the bridges are very narrow and there are no dedicated bicycle facilities.

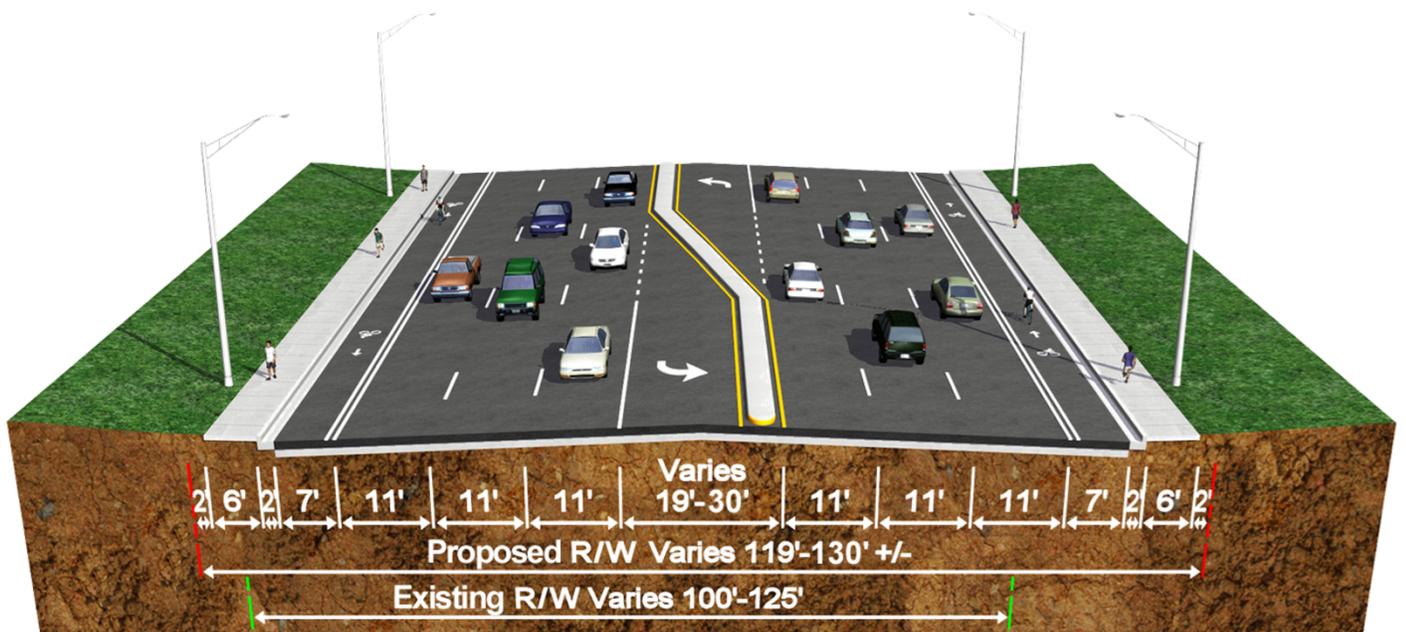
Plan Consistency - This project is consistent with the Comprehensive Plan for Unincorporated Hillsborough County. The Hillsborough County *Imagine 2040 Long-Range Transportation Plan (LRTP)* indicates a need to widen US 41 to 6-lanes from 19th Avenue to north of Madison Avenue, “beyond 2040”. In addition, a short segment between Madison Avenue and Causeway Boulevard is shown as 6 lanes in the Cost Feasible FDOT Strategic Intermodal System Projects, with design after year 2026.

(All views are looking north)



From Gibsonton Drive to Lula Street

Design Speed = 45 mph



From Palm Avenue to Gibsonton Drive

Design Speed = 45 mph

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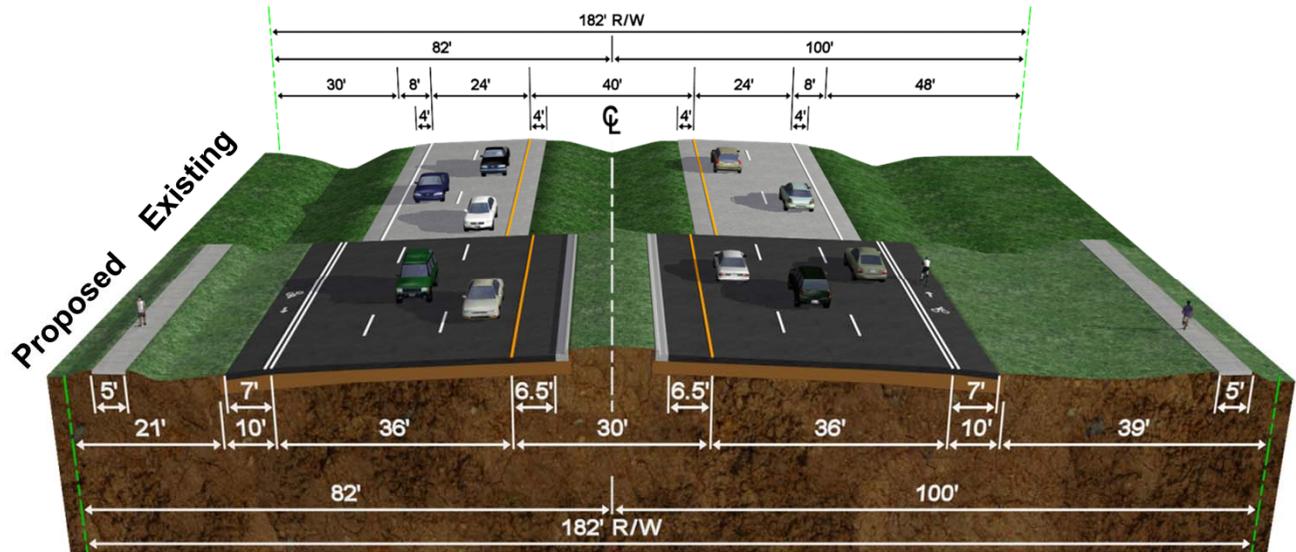


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**Planned Urban
 Typical Sections**

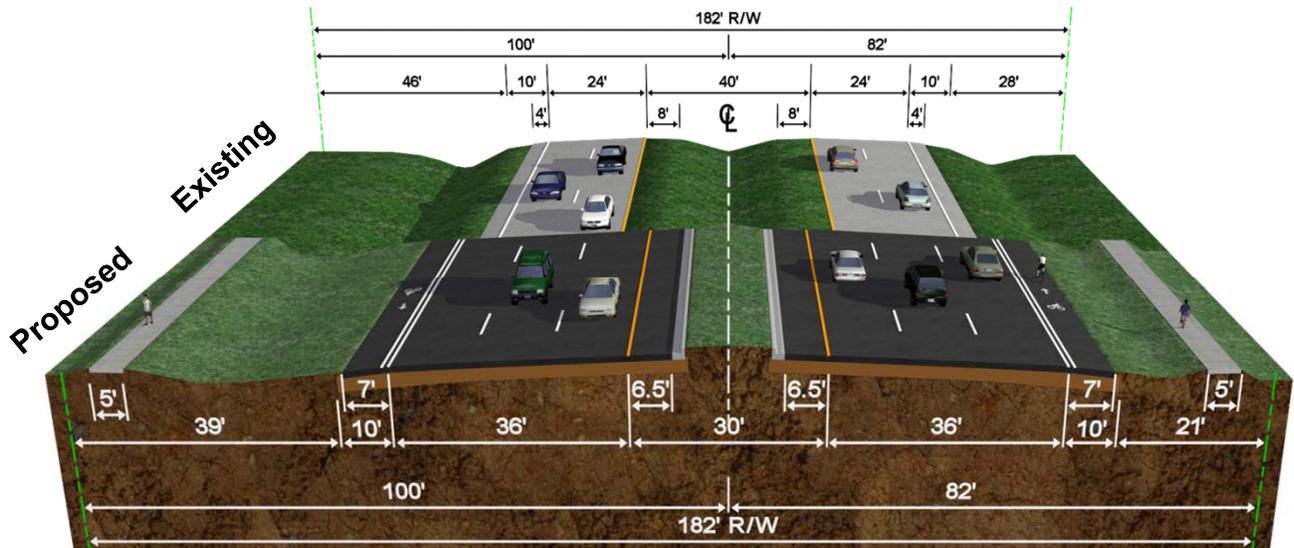
Figure 1-4

Suburban Alternatives Utilizing the Existing Pavement



- Provides 50 mph design speed (required for SIS Connector Segment north of Pendola Point)
- Design variation for border width required
- No additional ROW required

Between Alafia River Bridge & Denver Street (Near the North End of the Project)



- Provides 50 mph design speed
- Design variation for border width required
- No additional ROW required

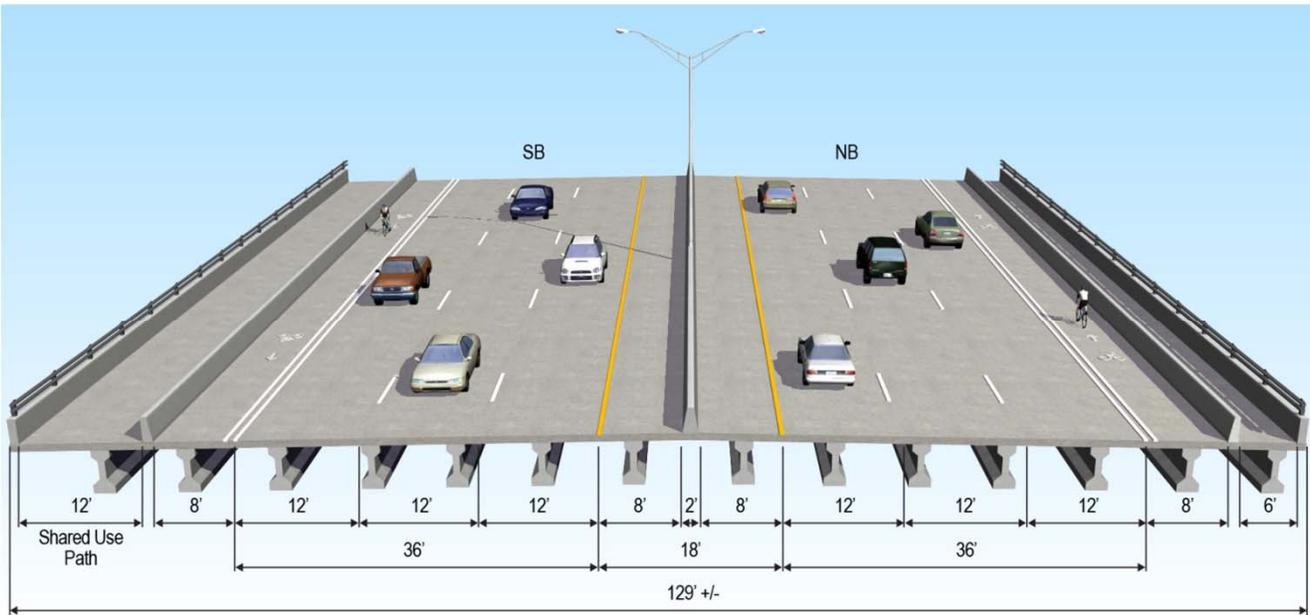
Between Kracker Ave. & Palm Ave. (Near the South End of the Project)

(All views are looking north)

Rev. 10/12/16

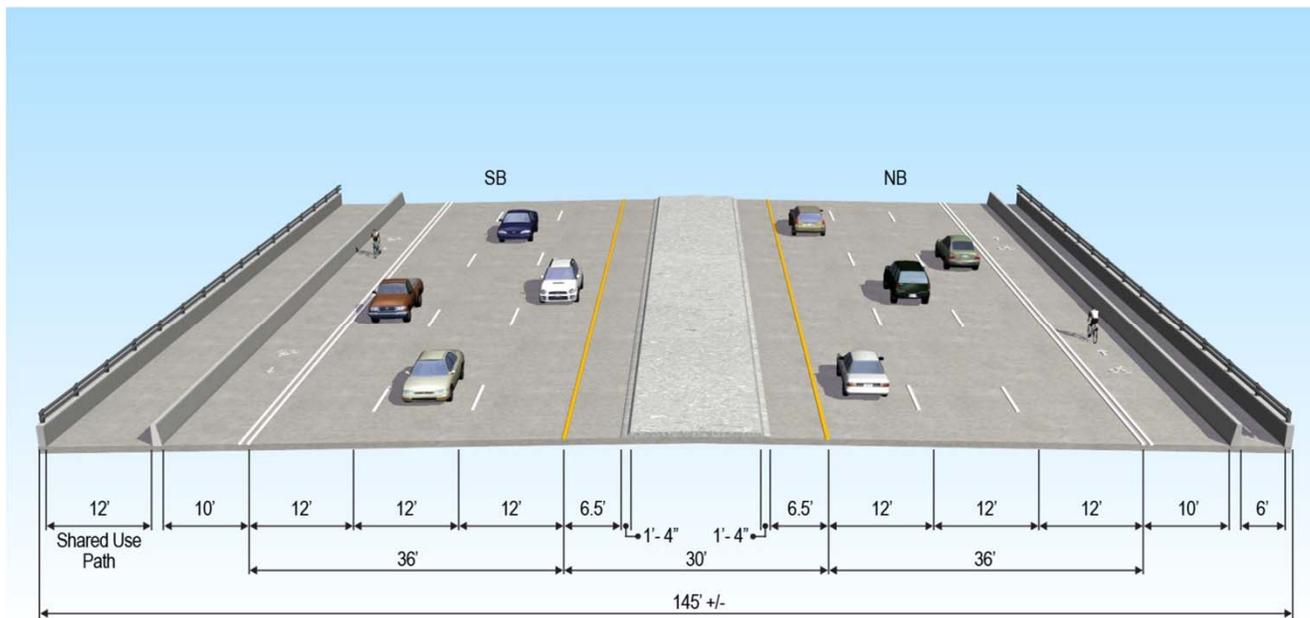


(All views are looking north)



Bridge at Alafia River

Design Speed = 50 mph



Bridge at Bullfrog Creek

Design Speed = 50 mph

Rev. 10/12/16



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**Planned Bridge
 Typical Sections**

Figure 1-6

Emergency Evacuation - US 41 is listed as an evacuation route by the Hillsborough County Emergency Management and shown on the Florida Division of Emergency Management's evacuation route network. US 41 provides access to I-75 via interchanges with east-west connections on Gibsonton Drive, Big Bend Road (CR 672) and SR 60 in close proximity to the study limits.

Current and Future Transportation Demand - Traffic in the corridor is expected to increase due to projected population and employment growth along the corridor. In 2013, the Annual Average Daily Traffic (AADT) ranged between 23,400 vehicles per day (VPD) (Level of Service [LOS] B) and 36,400 VPD (LOS B) within the study area according to the *Traffic Technical Memorandum*. With a maximum AADT of 32,350 VPD over the four lane section, US 41 is at 88 percent capacity for the adopted level of service standard of D. In 2040, AADTs are expected to range between 38,800 VPD and 61,000 VPD. The existing four lane cross section would result in a LOS F in some segments with the future projected traffic volumes. The widening of this facility is also intended to provide relief to parallel facilities such as I-75 and US 301.

Modal Interrelationships – Expansion of the existing roadway would help improve mobility for the Hillsborough Area Regional Transit (HART) Authority local bus route 31 within the corridor. Bicycle and pedestrian accommodations will also be considered as part of the proposed improvements.

US 41 is part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. The segment of US 41 between Madison Avenue/Pendola Point Road and SR 676 is designated as a Strategic Intermodal System (SIS) *connector*. The SIS is a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. Improvements to US 41 would enhance access to activity centers in the area and would improve movement for goods and freight in the Tampa Bay region and across the State.

1.5 REPORT PURPOSE

This *Comments & Coordination Report* is one of several documents prepared as part of this PD&E study. This report documents the Public Involvement Plan (PIP), agency coordination efforts, public involvement activities, and comments received during the study.

SECTION 2 PUBLIC INVOLVEMENT PLAN

In accordance with Part 1, Chapter 11 of the FDOT PD&E Manual, a comprehensive *Public Involvement Plan (PIP)*, was approved in March 2013 which documented the public involvement program. The purpose of this plan was to develop, implement, and document the methods that were to be used to inform and solicit responses from all interested parties including local residents, public officials, agencies and business owners. The PIP helped to identify stakeholders and affected communities and included the following:

- Project background;
- Project goals;
- Outreach activities; and,
- Evaluation of public involvement for the project.

The public involvement program included various techniques on how to notify the public of the proposed transportation improvements such as legal display newspaper advertisements, news releases to local media and invitational newsletters. The program included three newsletters; the kick-off newsletter, the public hearing newsletter, and a final newsletter published when the SEIR was approved by the District. See **Section 6** for more information regarding the project newsletters.

The PIP served as a guidance document for planned public involvement activities. These activities included coordination meetings with local officials, a public hearing, presentations to agencies and business groups, unscheduled meetings, and coordination with adjacent projects.

SECTION 3 ETDM AND ADVANCE NOTIFICATION

As part of the FDOT's Efficient Transportation Decision Making (ETDM) process, this project was evaluated by various agencies during the Programming Screen process. Agency comments from the Programming Screen are provided in **Appendix A**. The FDOT initiated project coordination on September 19, 2012 by distribution of an Advance Notification (AN) Package (**Appendix B**) to the Florida State Clearinghouse, Office of the Governor, Tallahassee, Florida, in accordance with Executive Order 83-150. The FDOT received notification that the Clearinghouse received the AN package and forwarded it to the appropriate agencies.

3.1 AGENCIES THAT RECEIVED ADVANCE NOTIFICATION

The following federal, state, regional agencies and Native American Tribal Nations were identified with an involvement with this project due to jurisdictional review or expressed interest. These agencies were contacted either directly by the FDOT through the Advance Notification (AN) process at the outset of the project, in accordance with Part 1, Chapter 3 of the FDOT *PD&E Manual* or through the ETDM process.

Federal:

- U.S. Department of Federal Highway Administration (FHWA)
- U.S. Department of Federal Railroad Administration (FRA) – Office of Economic Analysis
- U.S. Environmental Protection Agency – Region IV (EPA)
- U.S. Army Corps of Engineers – Regulatory Branch (COE)
- U.S. Army Corps of Engineers – Tampa Regulatory Branch
- U.S. Coast Guard (USCG)
- NOAA – National Marine Fisheries Service (NMFS)
- U.S. Fish and Wildlife Service (FWS)

State:

- Florida Department of Environmental Protection (FDEP)
- Florida State Clearinghouse; FDEP Office of Intergovernmental Programs (OIP)
- Florida Department of State, Division of Historical Resources, State Historic Preservation Officer
- (SHPO)
- Florida Fish and Wildlife Conservation Commission (FFWCC)
- FDOT – Environmental Management Office
- FDOT Office of Freight Logistics and Passenger Operations (FLP)
- Florida Department of Economic Opportunity (DEO)

Regional:

- Tampa Bay Regional Planning Council (TBRPC)
- Tampa Bay Area Regional Transportation Authority (TBARTA)
- Southwest Florida Water Management District (SWFWMD)

Tribal Officials:

- Seminole Tribe of Florida, Chairman
- Seminole Nation of Oklahoma, Principal Chief
- Seminole Nation of Oklahoma, Tribal Historic Preservation Officer
- Miccosukee Tribe of Indians of Florida, Chairman
- Miccosukee Tribe of Indians of Florida, Land Resource Manager
- Muskogee (Creek) Nation, Principal Chief
- Muskogee (Creek) Nation, Historic Preservation Manager
- Poarch Band of Creek Indians, Chief
- Poarch Band of Creek Indians, Tribal Historic Preservation Officer

SECTION 4 COORDINATION EFFORTS

The FDOT coordinated with numerous federal and local agencies throughout the study process. This section summarizes the results of these coordination efforts.

4.1 AGENCY COORDINATION

Throughout the course of the study, coordination was conducted with various federal, state and regional agencies whose agreement is required for this project. The following is a list of the federal, state and regional agencies the FDOT coordinated with:

- National Marine Fisheries (NMFS)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Coast Guard (USCG)
- Florida Fish and Wildlife Conservation Commission (FWC)
- Southwest Florida Water Management District (SWFWMD)
- Florida Department of State, Division of Historical Resources (SHPO)

4.1.1 National Marine Fisheries

A copy of the *Draft Wetland Evaluation Biological Assessment Report (WEBAR)* was sent to National Marine Fisheries Services (NMFS) for review and concurrence on July 29, 2015. A response letter/email was received on August 6, 2015 (**Appendix B**). The NMFS believed the WEBAR provided adequate assessment to NMFS trust resources at this phase of project development, and it was NMFS's understanding that the wetland impact will be refined as the project advances to the design phase. Mitigation for unavoidable wetland impacts would also need to be finalized. Endangered Species Act Section 7 consultation with NMFS should be initiated once design details (especially regarding pile driving) are available. The NMFS also commented that they should be included on any blasting plan for approval during design if it is determined that blasting is needed for the project at the Bullfrog Creek and/or at the Alafia River Bridge locations.

4.1.2 U.S. Fish and Wildlife Service

A copy of the Draft *WEBAR* was sent to U.S. Fish and Wildlife Service (USFWS) for review and concurrence on July 29, 2015. USFWS provided comments on the *WEBAR* specific to the eastern indigo snake, wood stork, Florida manatee, Gulf Sturgeon, and Florida scrub-jay in a letter dated September 1, 2015 (**Appendix B**). The USFWS concurred with a finding of may affect, but not likely to adversely affect for the manatee as long as manatee protection measures are implemented during construction, which include the *Standard Manatee Conditions for In-Water Work*, restrictions on blasting, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and prohibition of night-time, in-water work. No critical habitat has been designated within Old Tampa Bay. Based on commitments outlined in the *WEBAR*, the USFWS concurred with a finding of may affect, but not likely to adversely affect for the eastern indigo snake, wood stork and Gulf sturgeon. The USFWS

also concurred that the project will have no effect on the Florida scrub-jay based on location of the project and lack of habitat within or adjacent to the project corridor.

4.1.3 U.S. Coast Guard (USCG)

A bridge project questionnaire was submitted electronically on February 5, 2015, for the replacement of the bridge over the Alafia River. A bridge project questionnaire was submitted electronically on March 10, 2015, requesting a determination of Advance Approval for a proposed bridge replacement project across Bullfrog Creek. Response letters for each bridge crossing were received on April 6, 2015, from USCG (Appendix B). For the replacement of the bridge over the Alafia River, a Coast Guard bridge permit will be required, and it should be anticipated that navigational clearances will be no less than provided by the existing bridge. It was recommended to consult with waterway users early in the design process to determine if reasonable needs of navigation might require greater clearances. The proposed bridge across Bullfrog Creek will not require a Coast Guard bridge permit; however, there are stipulations that included the following: notification of USCG 60 days prior to construction commencement, as-built drawings shall be submitted upon completion of construction, and the lowest portion of the superstructure of the bridge across the waterway shall clear the 100-year flood height elevation.

4.1.4 Florida Fish and Wildlife Conservation Commission

A copy of the Draft *WEBAR* was sent to Florida Fish and Wildlife Conservation Commission (FWC) for review and concurrence on July 29, 2015. A response letter was received on August 11, 2015 (**Appendix B**). The FWC agreed with the determination of no effect for the Florida scrub-jay, piping plover and American alligator due to a lack of suitable habitat for these species within the project area, or in the case of the alligator, a lack of relevant connection to the species listing. The FWC also agreed with the determination of may affect, but not likely to adversely affect all other species identified in the *WEBAR*. The FWC supports the project commitments for protected species identified within the *WEBAR*. The FWC also noted the *WEBAR* evaluated the potential project impacts to an estimated 1.29 acres of wetlands and 2.12 acres of surface waters with a commitment to provide appropriate mitigation and agreed with the findings of this evaluation.

4.1.5 Southwest Florida Water Management District

Meetings were held with SWFWMD on January 22, 2014, and August 19, 2015. Copies of the meeting minutes are located in **Appendix B**. General topics regarding the project description, water quantity and quality, environmental (wetland) impacts, and permitting were discussed. It was noted that it is needed to demonstrate that the project will not increase riverine flood stages up- or down-stream of the project area. Any work below the mean high water (MHW) line will require coordination with Tampa Port Authority. Coordination will need to be conducted with the Florida Department of Environmental Protection (FDEP) regarding adjacent contamination sites. The project will require a statewide environmental resource permit (SWERP) including Sections A, C and E of the ERP application.

4.1.6 Florida Department of State, Division of Historical Resources (SHPO)

A Cultural Resource Assessment Survey (CRAS) Report was submitted to the Florida Department of State, Division of Historical Resources, and the State's Historic Preservation Officer (SHPO) concurred with the findings in the report on February 24, 2014. Since two resources were identified which are considered eligible for listing in the *National Register of Historic Places (NRHP)*, further coordination with the division will be required during future project development phases. A copy of the letter from the SHPO is included in **Appendix B**.

4.2 LOCAL GOVERNMENT COORDINATION

Notes or "minutes" from the following meetings are included in **Appendix B**, including copies of slide presentations.

4.2.1 Hillsborough County Metropolitan Planning Organization (MPO)

The project was presented to two subcommittees of the MPO on the dates listed below, to serve as an update on the PD&E study. Members were shown a PowerPoint presentation. General project support was conveyed, though no formal motions were discussed.

- October 16, 2013 – MPO's Citizens Advisory Committee (CAC)
- October 21, 2013 – MPO's Technical Advisory Committee (TAC)

4.2.2 Hillsborough County

The project was discussed with County staff on October 31, 2013, to review the recommended improvements.

4.2.3 Hillsborough County Parks Department

The project was discussed with Parks staff on April 1, 2014, to review the proposed improvements and the project's relationship to Williams Park and South Coast Greenway. The Parks staff expressed concerns for bicyclist and pedestrian safety.

4.3 OTHER LOCAL COORDINATION

Throughout the course of the study, coordination was conducted with various local or community groups which would be involved with this project. The following is a list of local nongovernmental companies or community groups with which the FDOT coordinated. Notes or "minutes" from these meetings are included in **Appendix B**, including copies of slide presentations.

4.3.1 Mosaic

The project was discussed with Mosaic staff on May 30, 2014, to introduce the PD&E study and discuss the US 41/Riverview Drive Conceptual Plans, the intersection which serves as the entrance to the Mosaic Riverview Plant office. The project was further discussed with Mosaic staff on August

5, 2014 to review Riverview Drive intersection and trail connection options. Members of the Hillsborough County Parks Department also attended this meeting.

4.3.2 CSX Transportation

The project was discussed with CSX staff on January 22, 2014, to review the proposed improvements and the project's relationship to the CSX.

4.3.3 Port Tampa Bay (Tampa Port Authority)

The project was discussed with Port staff on April 30, 2014, to review the proposed improvements and the project's relationship to the Port's interests.

SECTION 5 MAILING LIST

A mailing list was developed for this project. The mailing list was updated throughout the duration of the PD&E study and contained:

- Those whose property lies, in whole or part, within 300 feet on either side of the centerline of the project alternative as required by *Florida Statutes Section 339.155*. The mailing list was based on information obtained from the property appraiser's database in Hillsborough County. A GIS map showing these parcels is included in **Figure 5-1**.
- Elected and appointed public officials.
- Individuals or groups who requested to be placed on the PD&E study's mailing list.
- Public and private groups, organizations, agencies, and businesses and individuals that have an interest in the project.

The property owner mailing list included 360 owners. The official, agency, and interested parties mailing list contained approximately 58 people.

The mailing list was used to disseminate project information and announce the public hearing. Newsletters (**Section 6**) were mailed to all those on the mailing list.



Figure 5-1 GIS Parcel Map of Mailing List

SECTION 6 NEWSLETTERS

Newsletters were mailed to those on the project mailing list as noted in **Section 5**. Newsletters were used to announce the project kick-off, the public hearing, and approval of the SEIR by the District. Copies of the newsletters are provided in **Appendix C**.

A study kick-off newsletter was distributed in March 2013. The newsletter described the PD&E study process, discussed the project purpose, and provided a project schedule with the next steps in the study. The newsletter also included contact information and instructions for those needing special assistance or language support.

A public hearing newsletter was distributed in December 2015 to publicize the public hearing and to encourage participation and comments. The newsletter presented the recommended build alternative and corresponding typical sections. Contact information and instructions for those needing special assistance or language support were also provided.

The final newsletter was published on [REDACTED] to announce approval of the SEIR and update the public on changes made to the proposed design concepts subsequent to the public hearing.

SECTION 7 WEBSITE

Public participation is an integral part of the transportation process, which helps to ensure that decisions are made in consideration of public needs and preferences. In an effort to engage and inform the public throughout the study process, a project website was developed (**Figure 7-1**).

The project website (at <http://active.fdot7studies.com/us41/kracker-to-sr676/>) was used as an educational tool for the general public; explaining what a PD&E study evaluates and why, listing contact information for comments and questions, and providing links to other sites and projects. It was established in September 2015 and updated several times during the study.

In addition, the website was used as an information sharing tool. Site visitors could read about project details, review past and current newsletters, follow the project schedule, and peruse available project documents, information sheets, and FAQs. The site was also one of several methods used to notify the public about the public hearing.

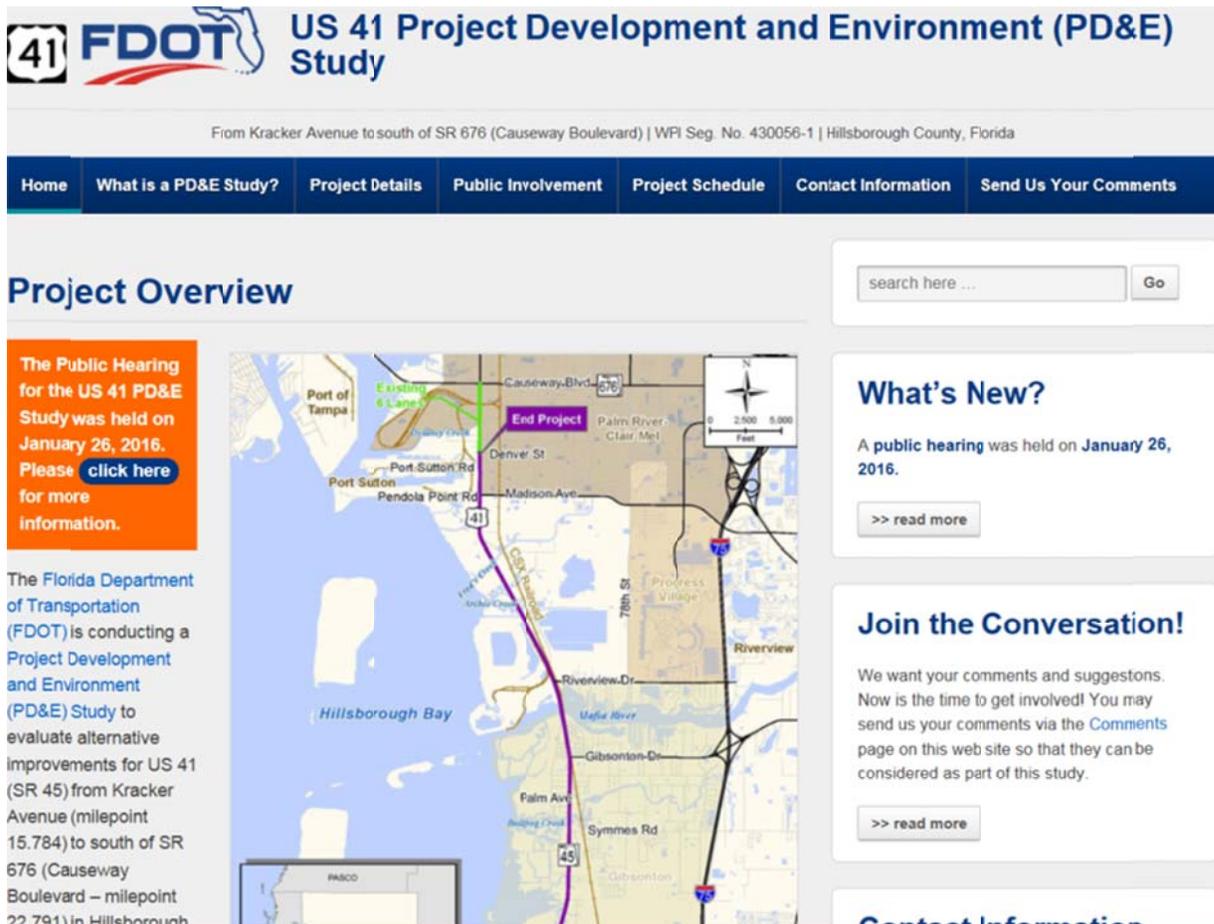


Figure 7-1 US 41 PD&E Study Website

SECTION 8 PUBLIC HEARING

A public hearing consisting of an informal open house integrated with a formal portion was held for this project on January 26, 2016 from 5:30 p.m. to 7:30 p.m. at the Gardenville Recreation Center, 6219 Symmes Road, Gibsonton, Florida 33534.

The hearing was held to inform citizens and interested parties about the project details and schedule, and allow them the opportunity to provide comments concerning the proposed improvements. The hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m. Following the public comment period, the open house resumed until 7:30 p.m.

The study's supporting documents were available for public review from January 5, 2016 through February 5, 2016 on the project website as well as during normal operating hours at the locations shown in **Table 8-1**.

Table 8-1 Locations the Study Documents were Available for Public Review

Location	FDOT District 7	Riverview Branch Library
Address	11201 N. McKinley Dr. Tampa, FL 33612	10509 Riverview Drive Riverview, Florida 33578
Hours	Mon-Fri 8 a.m-5 p.m.	Mon-Tue 10 a.m-8 p.m. Wed-Sat 10 a.m-6 p.m.

A project newsletter was used to announce the public hearing (**Section 6**) and was sent via electronic mail to public officials and agencies, and via direct mail to property owners within 300 feet of the centerline of the build alternative and interested parties. A legal display notice advertising the public hearing sessions was published in the Tampa Tribune and Centro mi Dario on January 5, 2016 and January 15, 2016. A notice was also published in the Florida Administrative Register on January 12, 2016. Copies of these advertisements are shown in the *Public Hearing Scrapbook*.

FDOT staff and its consultant were available at the hearing to discuss the project and answer questions. A continuously-running PowerPoint presentation describing the project and the recommended build alternative was shown during the open house portion of the hearing. Display boards were also available for review and consisted of:

- Existing and Future Traffic Volumes
- Proposed South Coast Greenway
- Existing and Proposed Roadway and Bridge Typical Sections

- Aerial of the Project Limits
- Evaluation Matrix
- Project Schedule and Funding
- Welcome and List of Citations

The materials shown at the public hearing were also posted to the project website following the public hearing.

The formal portion of the public hearing began at 6:30 p.m. and was moderated by Kirk Bogen, PE, the District Seven Environmental Management Engineer. The proceedings were recorded by the court reporter that was on hand throughout the evening. Mr. Bogen welcomed the audience and discussed the purpose of the hearing. The next portion of the hearing was devoted to verbal comments.

Attendees were given the opportunity to provide comments in one of four ways:

- Make a verbal statement during the formal portion of the hearing;
- Make a verbal statement to the court reporter during the informal portion of the hearing;
- Complete a written comment form and place it in the drop box at the hearing; or,
- Mail comments to the Department by February 5, 2016.

A total of 60 people signed in at the public hearing. One written comment was received and four verbal statements were made during the formal public comment period.

The public hearing transcript is included in **Appendix D**. Copies of the public hearing materials, including the legal display advertisement, the sign-in sheets, display graphics, PowerPoint slides, and attendance rosters are included in the *Public Hearing Scrapbook* that was prepared for this project.

SECTION 9 SUMMARY OF PUBLIC HEARING COMMENTS

The public hearing comment period was advertised to end on February 5, 2016. A total of 11 people or agencies made comments. One written comment form and four verbal comments were received from the public hearing. Two comments were received before the public hearing and four comments were received after. Of the 11 comments, three involved requests for changes in proposed median openings and two were not within FDOT's jurisdictional responsibility or pertained to areas outside of the project limits. Most comments expressed support for the project. Some of the comments expressed concern about the railroad crossings within the corridor. **Table 9-1** summarizes those public comments received that pertain to this project.

Appendix E contains copies of the written comments and responses. Because some individuals submitted several comments in different formats, the total number of comments received does not equal the total number of individuals in favor of or against the project.

Table 9-1 Summary of US 41 Public Hearing Comments

No.	Summary of Comments	Support Build Alt.?	Name	Date Received
Pre-Hearing Comments				
1	Suggestion #1: Include turn lane in front of Magnolia trails. Either a turn lane or a "you turn / I turn" lane. To get into my subdivision if you are heading south on 41, you have to pull a u-turn, proceed to head northbound on 41 before turning into the subdivision. There are 90 homes in my subdivision and I think having a turn lane without pulling a u-turn would be helpful and safer. This would allow cars to get into the subdivision easier than pulling a u-turn with heavy traffic at times.	Yes?	Edward Piper	12/31/2015
	Suggestion #2: Since 41 will be 3 lanes in both directions from about Causeway down to Kracker ave, why not expand that south another 1.5 miles to Big Bend. As the area grows, those looking to avoid 301 will be tempted to use 41. I can't image it would be extremely costly to expand the proposed route another 1.5 miles. Do you have any kind of timeline where construction might start?			
2	I think it would be great, but will it be close to the railroad tracks? Also will this increase my taxes? I think it would be great to ride your bikes on the side instead of the road. It would help a lot of people who ride bikes. It would be safer for them. Will it be taking any buildings down near Gibsonton Dr? I think it's been a long time coming and will be a great asset for Gibsonton. I live on New York St. What about the homes near the tracks? Will be about the same? Well good luck and I approve it very much. My house is rented out right now. I live in Alden, N.Y.	Yes	Deanna Tober	1/11/2016
Hearing Comments (Hearing held on January 26, 2016)				
3	Agree improvement needed, but object to removal of northbound turn lane into shopping center for Harwell Rentals, "which has been in existence since the late 1950's" Need access for semis making deliveries to their tenants. Anna Av is a narrow residential street not suitable for semis to use.	Yes	Edwin Harwell, Jr	1/26/2016
4	Are they going to raise US 41 above the flood section? Because in the last 25 years it's been under water three times from Gibsonton to Big Bend. Second concern is thoroughfare. Bridges can't handle the traffic that's on it now. When they start that project, it's going to be become the main thoroughfare.	Yes?	William Powell	1/26/2016
5	Owner of Starky's Lounge on US 41. With the proposed increase in volume of traffic, will there be any sound abatement for the current residents that live in the area? Also how will this expansion affect the property values of people that will be in this foreclosed area?	???	John Kincaid	1/26/2016
6	Unless something is done about the trains , all the money spent on these improvements on the roads is pointless. Unless you solve the problem with the railroad crossings on US 41, all of this is wasted money. Suggest a study of how many trains cross each crossing and how long they take each time when the line from the railroad tracks is all the way to Gibsonton, all times of day/week. Do that study first before you go any farther wasting taxpayers' money.	No?	Robert Milik	1/26/2016
7	Long family history in Gibsonton. Was mayor of Gibsonton. US 41 needs to come through. It has to be a three-lane highway with middle turn lane. It can be a six-lane highway from Big Bend Road all the way north and then the center lane will be the turn lane as is north of here from Port Redwing to north. Recommend taking the dirt -- the gypsum from the plant up here, to make the overpasses. Something should be done about the railroad tracks . On Symmes Road here, it should be a three-lane road all the way to 301 at least, because of all the houses coming in here now is ridiculous until the roads are fixed.	Yes?	John Vogel	1/26/2016
Post-Hearing Comments				
8	Are there any plans for sewer installation?		Don Price	1/26/2016
9	The Civic Association in Gibsonton (The Concerned Citizens of Gibsonton Area) is interested in acquiring a set of the Development and Environment Study of US Hwy 41 from Kracker Avenue to Causeway Blvd. whenever the presentation of the documents is complete. The draft project documents would be a great addition to our project of acquiring maps and information on the properties of Gibsonton at various times in its history. As this project will make changes in some of the homes and businesses in this area, we would appreciate having the information contained in the study's records	Yes?	Carol Phillips	2/8/2016
10	Manager of Site Acquisitions and Development for the David J. Joseph Co. - parent company of Trademark Metals Recycling LLC (TMR). Facility at 5220 Dover St would be impacted by the proposed US 41 widening. A significant number of our customers come from the south and will leave our facility turning south from Dover Street. Customer's vehicles include autos, pickup trucks, and trucks with trailers. The current design limiting left turns onto US 41 from Dover will cause an unsafe condition with significant number of vehicles required to exit Dover Street turning north and making U-turns at the Madison Ave intersection. Note that another scrap metal business, Scrap King is located on Dover Street with a similar customer base. In addition, Progressive Waste is using a newly constructed entrance from their facility onto Dover. Their trash hauling trucks utilize Dover as their primary access point.	???	Scott Bennewitz	2/16/2016
11	Widening of US 41 will need to be added to the cost-feasible 2040 plan by amendment If project moves forward, these suggestions are offered: Implement the freight improvements listed in FDOT's Comp. Freight Impvt Database Consider community plans for Palm River and Gibsonton Consider FDOT's freight roadway design considerations A shared-use path is recommended over Bullfrog Creek bridge Continuation of the 12-ft path south of Palm Avenue Provide a shared-use path or wide sidewalk from Palm Av to Gibsonton Dr Could provide 8 ft path on west side with 4 ft bike lane in lieu of buffered bike In MPO would also like to discuss other trail opps further to the south along US 41	???	Beth Alden for Hills. MPO	2/19/2016
	These highlighted comments involve requests for changes in proposed medial access	These comments are not within FDOT's scope of the proposed project or		

List of Appendices

Appendix A – ETDM Programming Screen Summary Report

Appendix B – Advance Notification and Agency Coordination

Appendix C – Newsletters

Appendix D – Public Hearing Transcript

Appendix E – Public Hearing Comments and Responses

Appendix A

ETDM Programming Screen Summary Report

ETDM Summary Report

Project #5180 - US HWY 41

Final Programming Screen - Published on 04/10/2013

Generated by Theresa Farmer (on behalf of FDOT District 7)

Printed on: 4/10/2013

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#5180 US HWY 41

District: District 7

County: Hillsborough

Planning Organization: FDOT District 7

Plan ID: 5180

Federal Involvement: Maintain Federal Eligibility Federal Permit

Phase: Programming Screen

From: Kracker Avenue

To: South of Causeway Boulevard

Financial Management No.: 43005612201

Contact Information: Manny Santos Manuel.Santos@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Re-published on 04/10/2013 by Theresa Farmer

Issues and Categories are reflective of what was in place at the time of the screening event.

	Natural										Cultural			Community					Secondary and Cumulative Effects		
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility		Relocation	Social
Alternative #2 - US 41-Kracker to s/o Causeway From: Kracker Ave To: South of Causeway Boulevard Re-Published: 04/10/2013 Reviewed from 09/20/2012 to 11/04/2012)	2	3	3	2	4	2	3	3	4	4	3	3	2	0	2	1	0	1	3	3	3

Purpose and Need

Purpose and Need

Purpose and Need Statement

The purpose of the proposed project is to accommodate existing and future traffic demands on US 41 due to growth within the project limits and surrounding areas. US 41 is part of the Florida Intrastate Highway System (FIHS) and plays a significant role in connecting southern Hillsborough County to the Tampa Bay region.

Need

The need for this project stems from projected future traffic, which shows the level of service (LOS) deficiencies in this Corridor. This corridor is projected to operate at LOS F with the 2035 traffic.

Regional Connectivity

US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton.

US 41 is part of the FIHS, which is the highway component of the Strategic Intermodal System (SIS), a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. US 41 is part of the regional roadway network identified by the West Central Florida Metropolitan Planning Organization's (MPO's) Chairs Coordinating Committee (CCC).

Safety

With the additional capacity provided in the corridor by the widening of US 41 from four to six lanes, roadway congestion will be reduced, which will decrease potential conflicts with other vehicles and potentially increase safety.

Crash data was analyzed for a 5-year period from 2006 to 2010. During this 5-year period, 803 crashes occurred along the study corridor involving 11 fatal crashes and 151 injury crashes. In 2006 there were five fatal crashes, in 2008 there were three fatal crashes, and in 2007, 2009, and 2010 there was one fatal crash each. The actual crash rates per million vehicle miles for this study corridor from the Florida Department of Highway Safety and Motor Vehicles are shown for 2006 through 2010, together with the statewide average for similar facility types. This information can be reviewed in Table 1 found in the Project Attachments.

As shown in Table 1, five spots and one segment that were analyzed had higher average actual crash rates than the statewide average crash rate. The spots that exceeded the statewide average crash rate are: US 41 and Riverview Drive; US 41 and Madison Avenue/Pendola Point Road; US 41 and Gibsonton Drive; US 41 and Palm Avenue; and US 41 and Symmes Road. The average actual crash rates were 4.88 and 3.25 times higher than the statewide average crash rate, respectively. The segment that exceeded the statewide average crash rate is from Port Sutton Road to Causeway Boulevard. This segment has a crash rate that is 13% higher than the statewide average crash rate.

Plan Consistency

This project is consistent with the Future of Hillsborough Transportation Element, which is the Comprehensive Plan for Unincorporated Hillsborough County. The plan was originally adopted in July 1989 and last amended in June of 2008. The comprehensive plan and the Hillsborough County 2035 LRTP, adopted in December 2009, both indicate the need to improve US 41 to 6-lanes from 19th Avenue NE to Madison Avenue.

The project identified in the Hillsborough County 2035 LRTP, as part of the Cost Affordable Highway, Bicycle, and Pedestrian Projects is the widening of US 41 between 19th Avenue NE and Madison Avenue. The project overlaps with the boundaries of US 41 from Kracker Avenue to south of Causeway Boulevard for approximately 6.2 miles. US 41 between 19th Avenue NE and Madison Avenue is listed in the LRTP as expected to be constructed after 2035 as the project is funded for design but unfunded for right-of-way and construction in the LRTP. The remaining portion of the corridor, from Madison Avenue to Causeway Boulevard is not listed in the LRTP.

The West Central Florida MPO Chair's Coordinating Committee (CCC) has classified US 41 as a "regional road" and as an "unfunded need" on the "regionally significant road network" in west central Florida.

Emergency Evacuation

US 41 is listed as an evacuation route by the Hillsborough County Emergency Management and shown on the Florida Division of Emergency Management's evacuation route network. US 41 provides access to I-275 and I-75 via connection with many east-west roads.

Future Population and Employment Growth in Corridor

Traffic in the corridor is expected to increase due to projected population and employment growth along the corridor. According to the Hillsborough County 2035 LRTP, Hillsborough County population is expected to grow from 1,173,360 to 1,729,300 (47% increase) between 2006 and 2035, and employment is expected to grow from 759,300 to 1,175,920 (55% increase) within this timeframe.

Current and Future Transportation Demand

In 2011, the Annual Average Daily Traffic (AADT) ranged between 24,000 (Level of Service [LOS] B) and 34,500 (LOS C) within the proposed project area (as shown in Table 2) according to the Hillsborough County March 2011 Level of Service Report. With an AADT of 34,500, US 41 is at 94% capacity for the adopted level of service standard of D (LOS D has a capacity of 36,700). The current Tampa Bay Regional Planning Model (TBRPM) - Version 7.0 indicates that the AADTs in 2035 are expected to range between 51,500 and 73,000. The existing four lane configuration would result in a LOS F with the future traffic volume.

Modal Interrelationships

The Hillsborough Area Regional Transit (HART) Authority operates local route 31 within the corridor. Bicycle and pedestrian accommodations will be considered as part of the proposed improvements.

US 41 is part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. US 41 is designated as part of the Florida's SIS highways. Improvements to US 41 will enhance access to activity centers in the area and will improve movement for goods and freight in the Tampa Bay region and across the State. The widening of this facility is also intended to provide relief to parallel facilities such as I-75 and US 301.

Project Description

Project Description Summary

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate alternative capacity and operational improvements along US Highway 41/State Road 45 (US 41/SR 45) from Kracker Avenue to south of SR 676 (Causeway Boulevard) in Hillsborough County, FL. US 41 is a major north-south regional arterial that parallels Interstate 75 (I-75) and US Highway 301 (US 301) within the southern portions of Hillsborough County.

US 41 is classified as an urban principal arterial - other. The proposed project consists of the widening of US 41 from a four-lane divided arterial to a six-lane divided arterial and the anticipated replacement of the existing US 41 bridges (Bridge Nos. 100045 and 100107) over the Alafia River. The proposed project is intended to accommodate projected future traffic. Multi-modal improvements such as sidewalks, bicycle facilities, and transit accommodations will be considered as part of the project. The length of the proposed project is approximately 7.7 miles.

Project Status

Portions of US 41, within the project limits, have previously been screened through the Environmental Screening Tool (EST). A Planning Screen Summary Report was published on June 9, 2005 under Efficient Transportation Decision Making (ETDM) Project number 5180 - US 41 from SR 674 (College Avenue) to Madison Avenue. A Programming Screen Summary Report was published on November 18, 2008, under ETDM Project number 9511. The ETAT reviewed limits of US 41 from 19th Avenue NE to Gibsonton Drive, but after the ETAT review was complete the limits were reduced to be from 12th Street to Kracker Avenue. The FDOT based their Programming Summary Report and Class of Action on these new reduced limits. The current project is using the same ETDM Project Number 5180 as the Planning Screen, but the limits have been reduced to connect to the southern segment along US 41 that was evaluated in the Programming Screen (ETDM Project number 9511).

The project is currently state-funded for PD&E for \$1,116,000. This project is not listed on the Hillsborough County Long Range Transportation Plan (LRTP) for construction until after 2035. FDOT will coordinate with the local planning agencies for inclusion on the 2035 LRTP, and costs for construction and right of way will be determined at that time.

This project will be evaluated as a State Environmental Impact Report (SEIR). The project will consist of three segments: (1) Kracker Avenue to Pennsylvania Avenue, (2) Pennsylvania Avenue to Industrial Access Road - bridge over Alafia River, and (3) Industrial Access Road to south of SR 676 (Causeway Boulevard). Segment 2, which includes the bridge over the Alafia River, will require review from the U.S. Coast Guard. The project can be reviewed in the EST by segment or as the entire project limits.

Summary of Public Comments

Summary of Public Comments are not available at this time.

Planning Consistency Status

No information available.

Federal Consistency Determination

Date: 11/06/2012

Determination: CONSISTENT with Coastal Zone Management Program.

Lead Agency

FL Department of Transportation

Exempted Agencies

Agency Name	Justification	Date
US Forest Service	No forest service lands.	09/18/2012
National Park Service	No national parks within project area.	09/18/2012
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	06/29/2012

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Communities Within 500 Feet

- 3040 Gibsonton
- 3359 Palm River-Clair Mel

Purpose and Need Reviews

FDOT District 7

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	12/12/2012	Theresa Farmer (theresa.farmer@dot.state.fl.us)	No Purpose and Need comments found.

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/19/2012	Chris Wiglesworth (chris.wiglesworth@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/31/2012	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/29/2012	Bonita Gorham (bonita.gorham@myfwc.com)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	09/24/2012	David Rydene (David.Rydene@noaa.gov)	No Purpose and Need comments found.

National Park Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/30/2012	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/02/2012	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

Southwest Florida Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/01/2012	Hank Higginbotham (Hank.Higginbotham@swfwmd.state.fl.us)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/16/2012	Garett Lips (Garett.G.Lips@usace.army.mil)	No Purpose and Need comments found.

US Coast Guard

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/18/2012	Gene Stratton (allen.e.stratton@uscg.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/30/2012	Madolyn Dominy (dominy.madolyn@epa.gov)	No Purpose and Need comments found.

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/25/2012	Jane Monaghan (Jane_Monaghan@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Agriculture and Consumer Services
- FL Department of State
- Federal Highway Administration
- Seminole Tribe of Florida

Alternative #2 - US 41-Kracker to s/o Causeway

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
US 41-Kracker to s/o Causeway	Kracker Ave	South of Causeway Boulevard	Widening	ETAT Review Complete	6.84 mi.	\$1,116,000.00	Roadway Bicycle Pedestrian	Y

Segment Description(s)

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Segment 1 - South of Alafia	Segment 1 - South of Alafia	Kracker Ave	Pennsylvania Ave	2.84			
Segment 2 - Alafia Bridge	Segment 2 - Alafia Bridge	Pennsylvania Ave	Riverview Dr	0.63			
Segment 3 - North of Alafia	Segment 3 - North of Alafia	Riverview Dr	Denver St	3.35			

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
Segment 1 - South of Alafia	FDOT	In	URBAN: Principal Arterial - Other
Segment 2 - Alafia Bridge	FDOT	In	URBAN: Principal Arterial - Other
Segment 3 - North of Alafia	FDOT	In	URBAN: Principal Arterial - Other

Base Conditions

Segment No.	Year	AADT	Lanes	Config
Segment 1 - South of Alafia	2011	24000	4	Lanes Divided
Segment 2 - Alafia Bridge	2011	24000	4	Lanes Divided
Segment 3 - North of Alafia	2011	34500	4	Lanes Divided

Interim Plan

Segment No.	Year	AADT	Lanes	Config
Segment 1 - South of Alafia				
Segment 2 - Alafia Bridge				
Segment 3 - North of Alafia				

Needs Plan

Segment No.	Year	AADT	Lanes	Config
Segment 1 - South of Alafia	2035	51700	6	Lanes Divided
Segment 2 - Alafia Bridge	2035	54000	6	Lanes Divided
Segment 3 - North of Alafia	2035	73500	6	Lanes Divided

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
Segment 1 - South of Alafia	2035			
Segment 2 - Alafia Bridge	2035			
Segment 3 - North of Alafia	2035			

Funding Sources

Segment No.	FDOT	Unknown
Segment 1 - South of Alafia	\$1,116,000.00	
Segment 2 - Alafia Bridge	\$1,116,000.00	

Project Effects Overview for Alternative #2 - US 41-Kracker to s/o Causeway

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	11/04/2012
Coastal and Marine	3 Moderate	National Marine Fisheries Service	01/23/2013
Coastal and Marine	3 Moderate	Southwest Florida Water Management District	11/01/2012
Contaminated Sites	3 Moderate	US Environmental Protection Agency	11/04/2012
Contaminated Sites	3 Moderate	Southwest Florida Water Management District	11/01/2012
Contaminated Sites	3 Moderate	FL Department of Environmental Protection	10/31/2012
Farmlands	2 Minimal	Natural Resources Conservation Service	10/02/2012
Floodplains	4 Substantial	US Environmental Protection Agency	11/04/2012
Floodplains	4 Substantial	Southwest Florida Water Management District	11/01/2012
Infrastructure	2 Minimal	Southwest Florida Water Management District	11/01/2012
Navigation	3 Moderate	US Coast Guard	12/18/2012
Navigation	3 Moderate	US Army Corps of Engineers	11/16/2012
Special Designations	3 Moderate	US Environmental Protection Agency	01/17/2013
Special Designations	3 Moderate	Southwest Florida Water Management District	11/01/2012
Water Quality and Quantity	4 Substantial	US Environmental Protection Agency	11/04/2012
Water Quality and Quantity	4 Substantial	Southwest Florida Water Management District	11/01/2012
Water Quality and Quantity	3 Moderate	FL Department of Environmental Protection	10/31/2012
Wetlands	3 Moderate	National Marine Fisheries Service	01/23/2013
Wetlands	4 Substantial	US Army Corps of Engineers	11/16/2012
Wetlands	3 Moderate	US Environmental Protection Agency	11/04/2012
Wetlands	3 Moderate	Southwest Florida Water Management District	11/01/2012
Wetlands	3 Moderate	FL Department of Environmental Protection	10/31/2012
Wetlands	4 Substantial	US Fish and Wildlife Service	10/29/2012
Wildlife and Habitat	3 Moderate	Southwest Florida Water Management District	11/01/2012
Wildlife and Habitat	3 Moderate	FL Fish and Wildlife Conservation Commission	10/29/2012
Wildlife and Habitat	3 Moderate	US Fish and Wildlife Service	10/29/2012
Cultural			
Historic and Archaeological Sites	3 Moderate	FL Department of State	02/15/2013
Historic and Archaeological Sites	2 Minimal	Southwest Florida Water Management District	11/01/2012

Recreation Areas	2 Minimal	US Environmental Protection Agency	11/04/2012
Recreation Areas	2 Minimal	Southwest Florida Water Management District	11/01/2012
Recreation Areas	2 Minimal	FL Department of Environmental Protection	10/31/2012
Recreation Areas	N/A N/A / No Involvement	National Park Service	10/30/2012
Community			
Aesthetics	2 Minimal	FDOT District 7	11/01/2012
Economic	1 Enhanced	FDOT District 7	11/01/2012
Economic	1 Enhanced	FL Department of Economic Opportunity	10/19/2012
Land Use	1 Enhanced	FDOT District 7	11/01/2012
Land Use	0 None	FL Department of Economic Opportunity	10/19/2012
Mobility	1 Enhanced	FDOT District 7	11/01/2012
Relocation	3 Moderate	FDOT District 7	11/01/2012
Social	3 Moderate	FDOT District 7	11/01/2012
Secondary and Cumulative			
Secondary and Cumulative Effects	3 Moderate	Southwest Florida Water Management District	11/01/2012

ETAT Reviews and Coordinator Summary: Natural

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The USEPA stated that Hillsborough County and the Tampa area surrounding the project has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of the National Ambient Air Quality Standards (NAAQS); nevertheless, it was recommended that the PD&E study consider the need for additional air impact analyses. It was also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Current and proposed air quality requirements and standards should be used in modeling software programs. In addition, USEPA stated that as population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future.

The FDOT will conduct an air quality screening test for this project during the PD&E study.

Degree of Effect: 2 *Minimal* assigned 11/04/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed project, US Hwy 41,ETDM #5180.

Comments on Effects to Resources:

Hillsborough County and the Tampa area surrounding the project has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, it is recommended that the environmental review phase of this project consider the need for additional air impact analyses. If needed and/or applicable, these types of analyses would include documenting

the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program could be used as a means to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or counties. Current and proposed air quality requirements and standards should be used in modeling software programs.

Additional Comments (optional):

As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Moderate.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates there are 163.24 acres of Coastal Assessment Framework (CAF) drainage area within the 100-foot buffer and 325.93 acres within the 200-foot buffer. There are 31 environmentally sensitive shorelines in the 100-foot buffer and 35 within the 200-foot buffer. There are 4.7 acres and 11.2 acres of bays and estuaries, 1.0 acres and 6.8 acres of mangrove swamps, and 5.3 acres and 19.3 acres of saltwater marshes within the 100-foot and 200-foot buffers, respectively.

The SWFWMD stated that Hillsborough County is listed as a coastal county under the Coastal Zone Management Act. The bridges located within the project area may extend over lands currently deeded to the Tampa Port Authority.

The NMFS staff conducted a site inspection of the project area on September 21, 2012, to assess potential concerns related to living aquatic resources within Delaney Creek and unnamed tidal creeks, the mouth of the Alafia River, Bullfrog Creek and Hillsborough Bay. NMFS stated that the lands adjacent to the corridor are principally residential, commercial, industrial, agricultural, palustrine wetlands and estuarine habitats. Mangroves occur adjacent to the project at Delaney Creek (Bridge #100467), unnamed tidal creeks (Bridge #100047 and 100046), the Alafia River bridges (Bridge #100045 and 100107), the Bullfrog Creek bridges (Bridge #100106 and 100044), a tidal creek south of Mabrey Avenue, and along the stretch of US 41 from south of Adams Street to Kracker Avenue. In addition, salt marsh occurs in the vicinity of Bridge #100047 and along the stretch of US 41 from south of Adams Street to Kracker Avenue. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH). Mangroves have been identified as EFH for postlarval/juvenile, sub-adult and adult red and gray snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Salt marshes have been identified as EFH for postlarval/juvenile, sub-adult and adult red drum and gray snapper, and postlarval/juvenile and sub-adult penaeid shrimp. Activities which may adversely impact EFH are required to consult with NMFS and an EFH Assessment must be prepared as part of the consultation process for impacts to EFH. NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the ecosystem. In addition, best management practices should be employed during road construction to prevent siltation of estuarine habitats.

The FDOT will prepare an EFH Assessment as part of the Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species and existing habitat within the project area. This report and the FDOT's findings will be coordinated with the appropriate regulatory agencies. The FDOT provided additional information regarding the project to NMFS to reduce the degree of effect from Substantial to Moderate.

Degree of Effect: 3 Moderate assigned 01/23/2013 by David A. Rydene, National Marine Fisheries Service

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Delaney Creek and unnamed tidal creeks, the mouth of the Alafia River, Bullfrog Creek, and Hillsborough Bay which contain estuarine and marine habitats such as seagrass, mangrove, and salt marsh used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for

ETDM Project # 5180. The Florida Department of Transportation District 7 proposes widening US 41 from south of Causeway Boulevard to Kracker Avenue in Hillsborough County, Florida. The road would be widened from four lanes to six lanes, and the US 41 Alafia River Bridges would be replaced. NMFS staff conducted a site inspection of the project area on September 21, 2012, to assess potential concerns related to living marine resources within Delaney Creek and unnamed tidal creeks, the mouth of the Alafia River, Bullfrog Creek, and Hillsborough Bay. The lands adjacent to the proposed project are principally residential, commercial, industrial, and agricultural properties, palustrine wetlands, and estuarine habitats. It appears that the project will directly impact NMFS trust resources (i.e. mangroves and salt marsh). Mangroves occur adjacent to the existing road and its associated bridges and culverts at Delaney Creek (Bridge #100467), unnamed tidal creeks (Bridges # 100047 and 100046), the Alafia River Bridges (Bridges # 100045 and 100107), the Bullfrog Creek Bridges (Bridges # 100106 and 100044), a tidal creek just south of Mabrey Avenue, and along the stretch of US 41 from south of Adams Street to Kracker Avenue. In addition, salt marsh occurs in the vicinity of Bridge # 100047 and along the stretch of US 41 from south of Adams Street to Kracker Avenue. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Mangroves have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Salt marshes have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and postlarval/juvenile and sub-adult penaeid shrimp. Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH Assessment must be prepared to accompany the consultation request. Regulations require that EFH Assessments include: 1. a description of the proposed action; 2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species; 3. the Federal agency's views regarding the effects of the action on EFH; and 4. proposed mitigation, if applicable. Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the federal agency (e.g. Federal Highway Administration) or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations for the project. NMFS also recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the system. In addition, best management practices should be employed during road construction to prevent siltation of estuarine habitats. NMFS has changed its original Degree of Effect determination from "Substantial" to "Moderate" based on additional information provided by FDOT indicating that the road widening should occur within the the existing right of way with the possible exception of some stormwater treatment ponds. FDOT has also indicated that an EFH Assessment will be done and included within the Wetland Evaluation Report during the PD&E phase.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Hillsborough County is listed as a coastal county under the Coastal Zone Management Act. In addition to the general county classification, the bridges located within the proposed project area may be extending over lands currently deeded to the Tampa Port Authority.

Comments on Effects to Resources:

Prior to the issuance of the permit an additional CZM Noticing period will be required for all wetland and surface water impacts associated with the construction. Depending on the type of permit requested the CZM Noticing period is either 10 days (General) or 30 days (Individual) with an additional 5 day mailing timeframe added to each.

Additional Comments (optional):

SWFWMD has assigned a Degree of Effect (DOE) of Moderate based on the additional time and effort associated with the permitting requirements for the proposed construction activities.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative:
Federal Highway Administration

Contaminated Sites

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), Southwest Florida Water Management District (SWFWMD), and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Moderate.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates there is 1 biomedical waste facility, 2 brownfield location boundaries, 5 compliance and enforcement tracking facilities, 2 hazardous waste facilities, 3 petroleum contamination monitoring sites, 2 solid waste facilities, 2 storage tank contamination monitoring sites, 2 Super Act risk sources, and 6 USEPA Resource Conservation and Recovery Act (RCRA) regulated facilities within the 100-foot buffer. There are 13 compliance and enforcement tracking facilities, 11 hazardous waste facilities, 20 petroleum contamination monitoring sites, 13 storage tank contamination monitoring sites, 7 Super Act risk sources, and 9 RCRA regulated facilities within the 200-foot buffer.

The USEPA identified the types of facilities listed above in the EST GIS screening. It was stated that the types and number of contaminated sites identified within the buffers to be a concern for the proposed project. A Contamination Screening Evaluation should be conducted during the PD&E phase of the project. The study should confirm the types and locations of contaminated facilities as well as identify any other potential contamination impacts along the corridor. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the Contamination Evaluation Screening Report (CSER).

The SWFWMD identified numerous potential contamination sites as listed in the EST GIS analysis. It was identified that segments 1 and 2 are between 1 and 2 miles away from Sensitive Kart Areas (SKAs). Proposes surface water management systems should avoid contaminated sites. The degree of effect of Moderate was assigned due to the belief that future Environmental Resource Permitting (ERP) permitting is expected to be non-routine for potential pollution resources, the nearby Toxic Release Inventory Site, 2 nearby brownfield sites, high DRASTIC scores of the surficial and underlying Floridan aquifer, and FAVA classification of Vulnerable for the majority of the area occupied by the Floridan aquifer. To minimize groundwater and surface water pollution the FDOT should consider the following: conduct and Environmental Audit at the appropriate level to identify specific facilities of interest; coordinate with FDEP and USEPA and prepare an appropriate Contamination Assessment Report; avoid known contamination sites where possible; confirm the presence of existing potable supply wells; evaluate potential stormwater treatment pond sites for the presence of contamination and avoid contamination sites as potential pond sites; design and construct stormwater management facilities to avoid breaching the upper confining unit; and consider temporary drainage and erosion control through areas of potential contamination.

The FDEP stated a Contamination Screening Evaluation is recommended to evaluate the proximity to potential petroleum and hazardous material handling facilities. Special attention should be made in the screening evaluation to historical land uses that may have an effect on the proposed project, including stormwater retention and treatment areas.

The FDOT will prepare a CSER as part of the PD&E study. Any potential contamination source identified will be assessed further during any future design of the project in order to determine the need for remediation during construction.

Degree of Effect: 3 *Moderate* assigned 11/04/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, Brownfield areas, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned for the proposed project, US Hwy 41,ETDM #5180.

Comments on Effects to Resources:

EPA reviewed the contaminated sites GIS analysis data for buffer distances of 100, 200, and 500 feet. There were contamination features identified in the online EST GIS analysis data search, including Brownfield Location Boundaries (small amount of acreage), compliance and enforcement tracking facilities, hazardous waste facilities, petroleum contamination monitoring sites, solid waste facilities, storage tank contamination monitoring sites, and USEPA RCRA regulated facilities. Overall, there are the types and numbers of contaminated sites features identified within the buffer boundaries to be of concern for the proposed project. Therefore, impacts to and/or from contaminated site features are expected to be of a moderate degree of effect.

A Contamination Screening Evaluation should be conducted during the environmental review (PD&E) phase of the project. This type of study should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. Documentation of environmental impacts associated with contaminated sites or contaminated facilities should be included in the report.

If any contaminated sites features (e.g., petroleum storage tanks) are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels

of pollutants are identified, remediation may be required prior to commencement of construction of the project. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the Contamination Evaluation Screening report.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Information regarding proposed off-site stormwater management facilities will not be available until after the subsequent PD&E and design phases of this project. Therefore, the SWFWMD utilized the FDOTs Environmental Screening Tool - EST (supplemented with information from the SWFWMDs Geographic Information System - GIS) for identifying potential contaminated sites that may affect subsequent Environmental Resource Permits (ERPs) for the FDOT. The facilities of concern within 500 feet of this US-41 widening project include (but are not limited to) the following:

Brownfield Locations: Two (2) facilities.

Petroleum Contamination Monitoring Sites: Twenty-two (22) facilities.

Storage Tank Contamination Monitoring: Eighteen (18) facilities.

Toxic Release Inventory Sites: One (1) facility.

Approximate locations of these contaminated sites can be viewed within the EST under the Contaminated Sites map and > *Waste* layer. In view of the current / past land uses in the project area, there may be other (unknown) contaminated sites.

Contamination sites (or potential contamination sites) of particular interest to the SWFWMD include the following:

- The two (2) Brownfield sites near the north & south termini of the project (Segments S-003 and S-001) - Pendola Point and Kracker Road Area.
- The Toxic Release Inventory Site near the north terminus of the project (Segment S-003) along Denver Street (Port Consolidated, Inc.).
- The numerous (22) Petroleum Contamination Monitoring Sites along the majority of this projects length.
- Other current / past commercial & industrial activities near the proposed project.

From the SWFWMDs GIS and FDOTs EST, no sinkholes or subsidence Incident Reports were noted within the 500 foot buffer of this US-41 project. However, segments S-001 and S-003 are between one (1) and two (2) miles away from Sensitive Karst Areas - SKAs (reference: the FDOTs EST Contaminated Sites Map and > *Geology* > *SWFWMD Sensitive Karst Areas* layer).

From the SWFWMDs Geographic Information System (GIS) and the FDOTs Environmental Screening Tool (EST), the project area is characterized by a three-aquifer system that includes the Surficial, Intermediate and Floridan aquifers.

Within a 500 foot buffer of the US-41 widening project, the pollution potential of the intact Surficial Aquifer is high as indicated by DRASTIC weighted indexes of 172 186 (for all three Segments). The Intermediate Aquifer is lower as indicated by DRASTIC weighted indexes of 109 114, and is located in Segments S-001, S-002 and the south 7,500 +/- feet of S-003. The DRASTIC weighted indexes of the Floridan Aquifer range from 115 171 (for all three Segments). Graphical locations of the DRASTIC information can be viewed within the FDOTs EST under the Contaminated Sites map and > *Water Resource* > *DRASTIC Coverage* layers.

FAVA Surficial Aquifer System:

Classified as More Vulnerable within the 500 foot buffer for 42.6 + / - % of the project length, Vulnerable for an additional 0.6 + / - %, and Unknown Description for the remaining 56.8 + / - %. Graphical locations of the Surficial FAVA can be viewed within the FDOTs EST under the Contaminated Sites map and > *Water Resource* > *Surficial Aquifer System Response* layer.

FAVA Intermediate Aquifer System:

Classified as More Vulnerable within the 500 foot buffer for 44.8 + / - % of the project length, Vulnerable for an additional 0.7 + / - %, and Unknown Description for the remaining 54.5 + / - %. Graphical locations of the Intermediate FAVA can be viewed within the FDOTs EST under the Contaminated Sites map and > *Water Resource* > *Intermediate Aquifer System Response* layer.

FAVA Floridan Aquifer System:

Classified as More Vulnerable within the 500 foot buffer for 5.3 + / - % of the project length, Vulnerable for an additional 89.4 + / - %, and Unknown Description for the remaining 5.3 + / - %. Graphical locations of the Floridan FAVA can be viewed within the FDOTs EST under the Contaminated Sites map and > *Water Resource* > *Floridan Aquifer System Response* layer.

Comments on Effects to Resources:

If encountered and disturbed during construction, any contaminated site could result in surface and / or groundwater water pollution. While the US-41 footprint may not directly impact contaminated sites, proposed surface water management systems and other project construction activities should avoid these areas.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMDs proprietary or regulatory interests and obligations. For this US-41 widening project, a DOE of moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:

- Potential pollution sources (particularly petroleum / storage tank contamination).
- The nearby Toxic Release Inventory Site.
- The two (2) nearby Brownfield sites.
- High DRASTIC scores of the intact Surficial Aquifer and underlying Floridan aquifer.
- FAVA classification of Vulnerable for the majority of the area occupied by the Floridan aquifer.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMDs regulatory staff.

Potential impacts due to Contaminated Sites would generally be limited to areas of new stormwater management ponds located outside of the existing R/W of US-41. The SWFWMD concurs with FDOTs 09/19/12 Advance Notification (AN) package in regard to recommending the following Technical Studies:

- Contamination Screening Evaluation Report

To minimize groundwater and surface water pollution potential, the following actions should be considered by the FDOT:

- Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment (**with particular attention to current & past commercial / industrial areas along the proposed alignment**);
- Coordinate with FDEP & USEPA, and prepare an appropriate Contamination Assessment Report;
- Avoid known contaminated sites where possible in the selection of the project alignment. If discovered during the recommended soils investigation, contamination should be remediated properly so as to eliminate the potential for ground water contamination;
- If applicable, avoid / minimize all construction activity in proximity to known sinkholes and / or Subsidence Incident Reports along or near the projects alignment;
- Confirm the presence or absence of existing potable supply wells, both public and domestic (refer to the GIS well information below), and identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems;
- **Thoroughly evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as potential pond sites;**
- Design and construct stormwater management facilities to avoid breaching the upper confining unit;
- Temporary drainage & erosion control through areas of potential contamination may be important considerations for the FDOT and their construction contractor.

Contamination sources such as existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly. In addition, existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor Reference: Rule 40D-4.381(1)(i), Florida Administrative Code, available at <http://www.swfwmd.state.fl.us/permits/rules/>.

Water use and well construction information is now available in the EST under Contaminated Sites > Permits > SWFWMD Well Construction Permits. Useful information includes the permit number, name of the permittee, well casing diameter(s), street address of the well(s), well driller name and the approximate location(s) by latitude / longitude. **As of October, 2012, the EST indicated seventy-eight (78) permits had been issued within the 500 foot buffer of this US-41 widening project.** Similar information can be obtained from the SWFWMDs Permits Map Viewer, Well Construction Permit Search and Water Use Permit Search web sites as follows:

<http://www8.swfwmd.state.fl.us/ExternalPermitting/>

<http://www18.swfwmd.state.fl.us/search/search/wcpsimple.aspx>

<http://www18.swfwmd.state.fl.us/search/search/searchwupsimple.aspx>

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:

<http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm>

http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm

http://www.dep.state.fl.us/swapp/documents/Florida_Aquifer_Vulnerability_Assessment.pdf

http://suwanneehoo.ifas.ufl.edu/documents/FAVA_REPORT_MASTER_DOC_3-21-05.pdf

CLC Commitments and Recommendations:

Degree of Effect: **3** *Moderate* assigned 10/31/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The GIS report indicates that there are 16 hazardous waste facilities, 22 petroleum contamination monitoring sites, 2 solid waste facilities, 18 storage tank contamination monitoring sites, 1 toxic release inventory site and 15 RCRA regulated facilities within the 500-ft. buffer of the project.

Comments on Effects to Resources:

A Contamination Screening Evaluation (similar to Phase I and Phase II Audits) may need to be conducted along the project right-of-way, considering the proximity to potential petroleum and hazardous material handling facilities. The Contamination Screening Evaluation should outline specific procedures that would be followed by the applicant in the event drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal) that may have an affect on the proposed project, including stormwater retention and treatment areas.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Contaminated Sites issue for this alternative:
Federal Highway Administration

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of Minimal.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates there are 106.2 acres (63.76%), 207.4 acres (61.99%), and 466.6 acres (55.08%) of Farmland of Unique Importance within the 100-foot, 200-foot and 500-foot buffers, respectively.

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, any soils with important soil properties and have significant acreages that are used in production of commodity crops are considered as Farmlands of Unique Importance or Farmlands of Local Importance. Even though there is Prime Farmland and agricultural cropland acreage at all buffer widths, a degree of effect of minimal was assigned based on 3 factors: (1) the project is strictly a widening project; (2) the agricultural resources along this portion of US 41 are highly fragmented and trending towards conversion to urban lands; and (3) mapping of Hillsborough County was completed in 1983. If these areas were re-mapped today, many of the map units would be correlated as Soil-Urban land complexes and would not be considered as Farmlands of Prime, Unique, or Local importance.

The majority of the corridor is developed and includes industrial, commercial and residential land uses. The FDOT will evaluate potential impacts to farmland during the PD&E study.

Degree of Effect: 2 *Minimal* assigned 10/02/2012 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

We are rating the Degree of Effect to Farmland Resources as Minimal, even though there is Prime Farmland and agricultural cropland acreage at all buffer widths. This reduced rating is based on 3 factors. First, the project is strictly a widening project. Second, the agricultural resources along this portion of U.S. 41 is highly fragmented and tending towards conversion to urban lands. Third, mapping of Hillsborough County was completed in 1983. Substantial urbanization has taken place. If these areas were re-mapped today, many of the map units would be correlated as "Soil-Urban land complexes". These map units would not be considered as Farmlands of Prime, Unique, or Local importance.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Substantial.

A review of the geographic information system (GIS) analysis data indicates that there are 166.5 acres (100%), 334.5 acres (100%) and 846.1 acres (99.88%) of FEMA flood Zone AE (100-year flood plain) located within the 100-foot, 200-foot, and 500-foot buffer, respectively.

The USEPA indicated that development within the 100-year floodplain is of a high level of importance. It is indicated that nearly 100% of the project area is located within Zone AE of the 100-year floodplain. Any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains.

The SWFWMD has assigned a degree of effect of substantial due to the present belief that Environmental Resource Permitting (ERP) permitting will not be routine for expected impacts to Zone AE floodplains which currently cover over 99% of the proposed project area. SWFWMD supported Watershed Management Models are generally based on more recent land cover and topographic information, and it is recommended that the FDOT utilize data from these flood studies in preference to generalized information on flows and stages. Proposed stormwater management systems by FDOT may necessitate updates to the current or proposed Watershed Management Models. The SWFWMD will require compensation for fill/encroachments into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachments will adversely affect conveyance, storage, water quality or adjacent lands.

The FDOT will evaluate floodplain impacts and evaluate compensation opportunities for any floodplain encroachment and lost floodplain storage. Compensatory mitigation will be provided if mitigation is deemed necessary by regulatory agencies. The FDOT will prepare a Location Hydraulics Report (LHR) for the project. The FDOT will avoid or minimize impacts to floodplain resources and functions wherever possible.

No comments were received from the Florida Department of Environmental Protection (FDEP).

Degree of Effect: 4 *Substantial* assigned 11/04/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadways discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood.

Comments on Effects to Resources:

A review of GIS analysis data (Special Flood Hazard Areas, FEMA Insurance Rate Maps 1996 and DFIRM Flood Hazard Areas) in the EST at the programming screen phase of the project indicates that nearly 100% of the project area is located within Zone AE of the 100-year floodplain, as indicated by both DFIRM mapping information and FEMA Special Flood Hazard Areas designation. Digital Flood Insurance Rate Maps (DFIRMs) are digital versions of the Flood Insurance Rate Maps (FIRMs) that are the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community. 100% of the project area is located within the 100-year floodplain. The proposed project is located to the south of Tampa, a fast growing region in the metropolitan area. The stated purpose of the proposed project is to accommodate existing and future traffic demands on US 41 due to growth within the project limits and surrounding areas. US 41 is part of the Florida Intrastate Highway System (FIHS) and plays a significant role in connecting southern Hillsborough County to the Tampa Bay region.

Comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Consultation and coordination with appropriate flood management agencies, such as the Southwest Florida Water Management District and FEMA, should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The following information was obtained from the FDOTs Environmental Screening Tool (EST) and supplemented with information from the SWFWMDs Geographic Information System (GIS):

Digital Flood Insurance Rate Map (DFIRM) areas of interest include the following:

- Zone A: representing 0.1 + / - % of US-41 within the 500 foot buffer.
- **Zone AE: representing 99.9 + / - % of US-41 within the 500 foot buffer.**
- **Zone VE: NOT within the 500 foot buffer of this US-41 project.**

Approximate locations of these DFIRM Zones can be viewed within the EST under the Floodplains map and *Water Resource > DFIRM Flood Hazard Zones* layer.

As of October, 2012, the following DFIRM Panel Numbers for the US-41 widening project (from south to north) can be obtained from the FEMA Map Service Center at:

<https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>

Panel # 12057C0492H: Date of issue 08/28/08 (Hillsborough County)

Panel # 12057C0484H: Date of issue 08/28/08 (Hillsborough County)

Panel # 12057C0482H: Date of issue 08/28/08 (Hillsborough County)

Panel # 12057C0369H: Date of issue 08/28/08 (Hillsborough County)

Panel # 12057C0367H: Date of issue 08/28/08 (Hillsborough County)

Comments on Effects to Resources:

Potential impacts for the US-41 widening project will depend upon the required filling, encroachment or alteration of existing (or future) Zone A & AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMDs proprietary or regulatory interests and obligations. For this US-41 widening project, a DOE of Substantial was assigned to this issue due to the present belief that future **ERP permitting is expected to be non-routine for expected impacts to Zone AE floodplains which currently cover over 99 percent of the proposed project area. ERP permitting is expected to be more difficult, and will require close coordination and considerable effort on the part of the SWFWMDs permitting staff.** SWFWMD supported Watershed Management Models are generally based on more recent land cover and topographic information. The SWFWMD recommends that the FDOT utilize data from these flood studies in preference to generalized information on flows and stages. FDOT should coordinate with District Engineering & Watershed Management Section staff in Brooksville regarding the status & data availability of these Watershed Management Models. Ongoing / future SWFWMD studies (within mile of US-41) that may be helpful in the PD&E and design phase include the following:

Project Number: B126

Project Name: WMP - Hillsborough County Model Review

Area(s) of Responsibility: Flood Protection / Floodplain Management

Project Status: **Complete**

Project Manager: Ms. Robin Bailey

Project Number: L099

Project Name: WMP - Hillsborough Watershed Model Update

Area(s) of Responsibility: Flood Protection / Floodplain Management

Project Status: **Ongoing**

Project Manager: Ms. Robin Bailey

As of October, 2012, the SWFWMDs GIS indicated the following watershed studies would apply to this US-41 widening project:

- **Bullfrog Creek (all of Segment S-001 and the southern portion of Segment S-002).**
- **Alafia River [within all three segments (S-001, S-002 and S-003)].**
- **Delaney Creek (all of Segment S-003 and the northern portion of Segment S-002).**

If available, floodplain information developed through these studies can be viewed through the SWFWMDs Floodplain Map Viewer at <http://www.swfwmd.state.fl.us/projects/wmp/>. **As of October, 2012, no information was available the Floodplain Map Viewer.** Proposed stormwater management systems by FDOT may necessitate updates to the current or proposed Watershed Management Models.

Filling within any floodplain, floodway or historic basin storage area may decrease stormwater storage which could increase flooding depth and duration. The SWFWMD will require compensation for fill (or other encroachments) into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands (Reference: Sections 4.4 and 4.7 of the Districts ERP Basis of Review, available at <http://www.swfwmd.state.fl.us/permits/rules>).

The FDOT may reduce the degree of effect for flooding by:

- restricting the filling / encroachment into floodplain, floodway and historic basin storage areas to only those areas that are necessary;
- constructing stormwater treatment ponds outside floodplain, floodway and historic basin storage areas;
- providing equivalent compensation for lost floodplain, floodway and historic basin storage.

The SWFWMD recommends that the FDOT quantify floodplain, floodway and historic impacts based on existing or special basin hydrologic studies. Roadway modification improvements may also affect existing cross drainage / bridge facilities along the entire length of the US-41 widening project. Additional bridge hydraulics reports should be prepared and submitted with the Environmental Resource Permit application. The SWFWMD concurs with FDOTs 09/19/12 Advance Notification (AN) package in regard to recommending the following Technical Studies:

- **Location Hydraulics Report**
- **Drainage / Pond Siting Report**
- **Bridge Hydraulics Report**

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that there is one Federal Aviation Administration (FAA) tower, one limited use drinking water well and one wireless antenna structure within the 500-foot buffer. There are approximately 6,517 feet and 12,739 feet of railways within the 200-foot and 500-foot buffers, respectively.

According to SWFWMDs GIS system, there are multiple ground water and surface water monitoring wells/sites within the 500-foot buffer. The SWFWMD has cooperative programs with National Geodetic Survey (NGS), Florida Department of Environmental Protection (FDEP) and other local agencies to establish and maintain benchmarks throughout the District. There are approximately 37 benchmarks identified near the project corridor. The SWFWMD an active 4-inch ground water/geologic well near Park Grove Drive (Site ID #18110) and three proposed surface water monitoring sites along Bullfrog Creek (Site IDs #703013, #703019, and #703023) are of heightened concern. SWFWMD requests that FDOT avoid disturbing data collection facilities or adjacent survey benchmarks.

The FDOT will assess potential impacts to existing infrastructure and take measures to minimize any project related impacts.

Degree of Effect: 2 *Minimal* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

From the SWFWMDs Geographic Information System (GIS) and the FDOTs Environmental Screening Tool (EST), **the following District owned / controlled lands are located within the one (1) mile buffer around the US-41 widening project:**

- A 132 + / - acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located about mile west / southwest of the southern terminus of Segment S-001.

- Another 84 + / - acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located on the south side of Bullfrog Creek, approximately 4,800 feet east of Segment S-001.

In addition, several additional parcels are identified for potential acquisition by the SWFWMD within the one (1) mile buffer of this US-41 widening project.

Approximate (graphical) locations of these parcels can be viewed within the EST under the Infrastructure map and > *Conservation > Water Management District Owned Lands* layer. Aerial photography of these parcels can also be accessed in this same EST map.

The following information (regarding SWFWMD owned / controlled / cooperative data collection sites) was obtained from the SWFWMDs GIS system, and was analyzed for information within 500 feet of this US-41 widening project:

SITE_ID: 18110

SITE_NAME: SOUTHWEST HILLSBOROUGH 220 FLDN

SITE_TYPE_DESC: Ground Water/Geologic

STATUS_DESC: Active

AGENCY: SWFWMD / US Geological Survey

APPROX_LAT: 27 49 26.93
APPROX_LONG: 82 22 53.20
SITE_ID: 703013
SITE_NAME: BULLFROG CREEK 07BFC19
SITE_TYPE_DESC: Surface water
STATUS_DESC: Proposed
AGENCY:
APPROX_LAT: 27 50 13.19
APPROX_LONG: 82 22 57.70
SITE_ID: 18168
SITE_NAME: WILLIAMS 201
SITE_TYPE_DESC: Surface Water
STATUS_DESC: Inactive
AGENCY:
APPROX_LAT: 27 51 37.80
APPROX_LONG: 82 23 03.48
SITE_ID: 712249
SITE_NAME: HILLSBOROUGH-ALAFIA RIVER-201-1
SITE_TYPE_DESC: Surface water
STATUS_DESC: Proposed
AGENCY:
APPROX_LAT: 27 51 33.30
APPROX_LONG: 82 23 03.18
SITE_ID: 703019
SITE_NAME: BULLFROG CREEK 07BFC24
SITE_TYPE_DESC: Surface Water
STATUS_DESC: Proposed
AGENCY:
APPROX_LAT: 27 50 11.39
APPROX_LONG: 82 22 55.90
SITE_ID: 17991
SITE_NAME: ALAFIA RIVER AT GIBSONTON
SITE_TYPE_DESC: Surface water
STATUS_DESC: Canceled
AGENCY: US Geological Survey
APPROX_LAT: 27 51 32.80
APPROX_LONG: 82 23 01.00
SITE_ID: 703023
SITE_NAME: BULLFROG CREEK 07BFC25
SITE_TYPE_DESC: Surface Water
STATUS_DESC: Proposed
AGENCY:
APPROX_LAT: 27 50 10.67
APPROX_LONG: 82 22 46.18

The SWFWMD has cooperative programs with NGS, FDEP and other local agencies to establish and maintain benchmarks throughout the District. The following Benchmarks are located near this proposed US-41 widening project:

http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7608
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7607
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7606
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1721
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1720
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7611
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7609
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7610
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7612
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1718
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7472
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7473
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7471

http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7470
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7469
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7468
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7467
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7466
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7465
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1715
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1716
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG6117
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG8853
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG8856
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=CR8126
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=CR8127
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG6124
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG6123
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1714
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG6120
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1717
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG6118
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG6119
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7372
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DL1719
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG6076
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG1774

Beginning on 09/04/12, the SWFWMD revised its website to provide benchmark data that is searchable by section, township and range, or by interactive map. The URL for this website is as follows:

<http://www.swfwmd.state.fl.us/data/surveycontrol/>

Comments on Effects to Resources:

Construction activities related to the project and associated surface water management facilities have the potential to damage the Districts data collection stations or to impair their collection functions. Of heightened concern are potential R/W acquisitions and construction easements that could impact:

- The active 4 inch Ground Water/Geologic well near Park Grove Drive (Site ID #18110 noted above).
- The three (3) proposed surface water monitoring sites along Bullfrog Creek (Site IDs #703013, #703019 and #703023 noted above).

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMDs proprietary or regulatory interests and obligations. For the US-41 widening project, a DOE of Minimal was assigned to this issue due to the present belief that that little or no adverse impacts to SWFWMD owned or controlled infrastructure.

The SWFWMD requests that FDOT avoid disturbing data collection facilities or adjacent survey benchmarks. Coordination with the SWFWMDs Hydrologic Data and Survey Sections in Brooksville will be helpful in protecting these infrastructure components.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Navigation

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has reviewed comments from the US Army Corps of Engineers (USACE) and recommends a Degree of Effect of Moderate.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that there are 4 Florida Marine Facilities within the 100-foot and 200-foot buffers and 6 within the 500-foot buffer. No potential navigable waterways or potential navigable waterway crossing were identified by the EST GIS analysis; however, the Alafia River, Bullfrog Creek and other waterway crossings are known to exist within the project corridor.

The USCG identified that a Coast Guard Permit will be required for any modification or replacement of any bridge that crosses a navigable waterway. It is clear that a Coast Guard Bridge Permit will be required for the bridges that cross the Alafia River and Bullfrog Creek. Any other waterway crossings will need to be evaluated to ensure a permit will not be required.

The USACE identified navigable waterways within the project area. The study should ensure an evaluation, with an emphasis on vessel usage, is performed for the waterways anticipated to be affected by the project. The effects to be considered should include, but not limited to, effects associated with temporary work trestles or bridges, bridge demolition, and usage of barges or other vessels during construction.

There are navigable waterways within the project area and bridges over these waterbodies, including the Alafia River and Bullfrog Creek. The FDOT will evaluate horizontal and vertical clearance of the existing and proposed bridges as well as the considerations listed above by the USACE.

Degree of Effect: 3 *Moderate* assigned 12/18/2012 by Gene Stratton, US Coast Guard

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

A Coast Guard Permit will be required for any modification or replacement of any bridge that crosses a navigable waterway. From the project description, it is clear that a Coast Guard Bridge Permit will be required for the bridges that cross the Alafia River and Bullfrog Creek. Any other waterways crossings will need to be evaluated to ensure a permit will not be required.

Comments on Effects to Resources:

Any bridge crossing is an obstruction to navigation. A change to the approved clearances will impact all navigation up river of the bridge site.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 11/16/2012 by Garrett Lips, US Army Corps of Engineers

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Navigable waters are within the project area.

Comments on Effects to Resources:

The study should ensure an evaluation with an emphasis on vessel usage is performed for the waterways anticipated to be affected by the project. The effects that should be considered include, but not limited to, effects associated with temporary work trestles or temporary bridges, bridge demolition, and usage of barges or other vessels used during construction.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: Federal Highway Administration

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and US Environmental Protection Agency (USEPA) and recommends a Degree of Effect (DOE) of Moderate.

Other special designation resources associated with Floodplains, Recreation Areas, Contamination, and Farmlands are identified in their respective Degrees of Effect.

According to the geographic information system (GIS) data from the Environmental Screening Tool (EST), there are 0.97 acre, 6.77 acres, and 28.37 acres of mangroves within the 100-foot, 200-foot and 500-foot buffers, respectively.

The USEPA identified two brownfield areas within the project area. The mangrove acreages in the EST were identified by USEPA.

Mangroves provide nursery habitat for fish, crustaceans, and shellfish and provide food for several types of marine species.

Mangroves also provide shelter and nesting areas for coastal birds. Water quality within this area of Tampa Bay is impaired; therefore, protection of the coastal wetlands is critical to fish habitat and other marine resources. The USEPA recommended that the PD&E study project include an analysis and review of soils mapping and classification information to determine any potential impacts to farmland resources. Efforts should be made to avoid or minimize impacts to farmland resources and functions.

The SWFWMD identified portions of the Alafia River, Bullfrog Creek and the Bullfrog Creek Marine Preserve extend into the 200-foot buffer of the proposed project. Work proposed in, on or over wetlands and surface waters associated with the Alafia River, Bullfrog Creek and Bullfrog Creek Marine Preserve will require additional permitting efforts with the Tampa Port Authority. The FDOT will evaluate potential impacts to special designations as part of the PD&E study. The FDOT will design the project to meet SWFWMD water quality standards pursuant to state rules and statutes and the Environmental Resource Permit (ERP) Basis of Review (BOR), as well as criteria set forth by other regulatory agencies. The FDOT provided additional information regarding the project to USEPA to reduce the degree of effect from Substantial to Moderate. No comments were received from the Florida Department of Agriculture and Consumer Services (DACS).

Degree of Effect: 3 Moderate assigned 01/17/2013 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Features identified as Special Designations (Brownfield Location Boundaries, Special Flood Hazard Areas, Mangroves, Public Lands, Prime Farm Land).

Level of Importance: These special designation features are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #5180, US Hwy 41).

Comments on Effects to Resources:

A review of GIS analysis data at the programming screen phase of the project indicates that there are Brownfield Location Boundaries, DFIRM 100-Year Flood Plain/Special Flood Hazard Areas, Mangroves, Public Lands, and Prime Farm Lands within proximity of the proposed project.

See Floodplains issue for information relating to floodplains.

See Recreation Areas issue for information relating to public lands (The Kitchen).

Brownfield Location Boundaries -

The GIS analysis data indicates that there are two Brownfield properties (Kracker Road Area and Pendola Point Brownfield Area) located within proximity of the proposed project.

Mangroves -

According to the GIS analysis results, the following acres of mangroves are located within the project area:

100-foot buffer distance 1.0 acre

200-foot buffer distance 6.8 acres

500-foot buffer distance 28.4 acres

Mangroves serve several important ecosystem functions. They provide nursery habitat for fish, crustaceans, and shellfish and they provide food for several types of marine species. Both recreational and commercial fisheries in Florida are dependent upon healthy mangrove forests. Mangroves also provide shelter and nesting areas for coastal birds. Protecting mangrove acreage is critical, especially since most of the loss of acreage is due to human impact such as development and construction.

Tampa Bay is one of the largest ports in the nation. As a result of dramatic changes in the Tampa Bay area, a significant amount of coastal wetlands acreage has been lost, including mangroves and salt marshes. Water quality in this area of Tampa Bay is impaired due to historical and current industrial activities. Therefore, protection of the coastal wetlands is critical to fish habitat and other marine resources.

Regulations to protect mangrove forests have been developed by both state and local agencies. These regulations must be met and consultation with other agencies such as the National Marine Fisheries Service may be required. Avoidance measures should be strongly considered for this project. Also, mitigation to provide enhanced or increased function should be strongly evaluated within the same general area of Tampa Bay.

Prime Farm Land -

A review of the GIS analysis data in the EST at the programming screen phase of the project indicates that there are Prime Farmland Soils present within the project area. At the 100 foot buffer distance there are 106.2 acres of soils that could support farmlands of unique importance, at the 200 foot buffer distance there are 207.4 acres, and at the 500 foot buffer distance there are 466.6 acres. Based upon land use changes within the County and project area from agricultural to urban and the fact that the listed acreage of farmlands of unique importance in the GIS analysis data are outdated map units (1983), most of these soils within the project buffer distances are most likely not in agricultural use. The project, as proposed is not expected to impact farmland crops of unique importance. The environmental review phase (PD&E) of the project should include an analysis and review of soils mapping and classification information to determine any potential impacts to farmland resources. Efforts should be made to avoid or minimize impacts to farmland resources and functions.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: **3** *Moderate* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Portions of the Alafia River, Bullfrog Creek and the Bullfrog Creek Marine Preserve extend into the 200 foot buffer limits of this proposed US-41 widening project. Beyond the 200 foot buffer, but still within the 5,280 foot buffer, there are several parcels of land owned and maintained by ELAPP, FDEP and the District.

As previously noted in the Contaminated Sites section of the EST, no sinkholes or subsidence Incident Reports were noted within the 500 foot buffer of this US-41 project. However, segments S-001 and S-003 are between one (1) and two (2) miles away from Sensitive Karst Areas - SKAs (reference: the FDOTs EST Contaminated Sites Map and > *Geology* > *SWFWMD Sensitive Karst Areas* layer).

Comments on Effects to Resources:

Work proposed in, on, or over wetlands and surface waters associated with the Alafia River, Bullfrog Creek and the Bullfrog Marine Preserve will require additional permitting efforts with the Tampa Port Authority. Expansion of the ROW into the limits of the ELAPP, FDEP, and SWFWMD properties will also require additional coordination to receive authorization to utilize lands purchased with State Funds or deeded to the state.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMDs proprietary or regulatory interests and obligations. **For this US-41 widening project, a DOE of Moderate was assigned to this issue due to additional permitting coordination with the Tampa Port Authority.** However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMDs regulatory staff.

It is recommended that the stormwater facilities be designed as shallow as practical and that geotechnical evaluations of specific pond sites be conducted to determine the potential for sinkhole development and direct entry of runoff to the underlying Intermediate and Floridan Aquifers. A Drainage or Pond Siting Report, incorporating area-specific geotechnical information on the basin, will be necessary. Direct discharges to active sinkholes (if applicable) are strongly discouraged due to the potential for groundwater contamination. **The SWFWMD concurs with FDOTs 09/19/12 Advance Notification (AN) package in regard to recommending the following Technical Studies:**

- Drainage / Pond Siting Report

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:

<http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm>

http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm

http://www.dep.state.fl.us/swapp/documents/Florida_Aquifer_Vulnerability_Assessment.pdf

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services, Federal Highway Administration

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: **4** *Substantial* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP), US Environmental Protection Agency (USEPA), and Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Substantial.

A review of the Geographical Information Systems (GIS) analysis data indicates that there are 73.62 acres, 149.62 acres and 381.83 acres of 303(d) 1998 Impaired Waters within the 100-foot, 200-foot and 500-foot buffer, respectively. There are 33, 57 and 126 EPA water quality data monitoring stations within the 100-foot, 200-foot and 500-foot buffer, respectively. There are two principal aquifers of the State of Florida and two recharge areas of the Floridan Aquifer within the 100-500 foot buffers. The EST identified 18 Verified Impaired Florida Waters: Cycle 1 Group 1-5 Basins and Cycle Group 1-3 Basins (2010) within the 100-foot and 200-foot buffers and 19 within the 500-foot buffer.

The USEPA stated the project location encompasses several drainage basins, some of which are on the Clean Water Act 303(d) list of impaired waters for exceedance of water quality standards. Further impairment to waterbodies such as Bullfrog Creek, Alafia River, Delaney Creek, and Tampa Bay is a concern from both point and non-point sources. Bridge removal and construction techniques should minimize impacts to water quality. The PD&E study should include an in-depth review of water quality data, water

quality concerns in nearby surface waters and wetlands, and groundwater concerns and/or issues. It is recommended the FDOT coordinate with both the SWFWMD and FDEP during the PD&E study.

The SWFWMD identified eleven waterbody IDs (WBIDs) within the 500-foot buffer of the project. It was noted that the FDEP recently posted the Draft list of impaired waters for Cycle 3 of the Group 1 Basins. Proposed updates to pollutants are identified for WBIDs within the project area. Untreated or under-treated runoff from the proposed US 41 improvements could impact the eleven WBIDs within the project area. The FDOT recommends FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP. Additional runoff from the proposed US 41 improvements could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities. A degree of effect of Substantial was assigned due to the belief that Environmental Resource Permitting (ERP) is expected to be non-routine for expected impacts to Zone AE floodplains and potential impacts to nutrient verified impaired waters within three of the eleven WBIDs and four additional WBIDs with the recent release of the Draft Cycle 3 assessments. The SWFWMD will require stormwater management systems that directly or indirectly discharge into water not meeting water quality standards provide a net improvement condition in the waterbody terms of the pollutants that contribute to the waterbodies impairment. It is recommended that the FDOT consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the stormwater management components of this project.

The FDEP noted that every effort should be made to maximize the treatment of stormwater runoff from the proposed project to prevent ground and surface water contamination. Stormwater management system should be designed to maintain the natural predevelopment hydroperiod and water quality and protect the natural functions of adjacent wetlands. Retrofitting of stormwater conveyance systems could help reduce impacts to water quality.

The FDOT will create a stormwater pollution prevention plan (SWPPP) and erosion and sediment control plan during any future design phase of this project. Proper best management practices (BMPs) will be used during construction. The FDOT will coordinate with SWFWMD for water quality and will adhere to state water quality standards during permitting of the proposed project. The FDOT will prepare a Pond Siting Report and an ERP permit will be obtained from SWFWMD during any future design of this project and prior to construction.

Degree of Effect: 4 *Substantial* assigned 11/04/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Water quality (surface water, groundwater) Level of Importance: Water quality is of a high level of importance in the State of Florida and in the project area. A substantial degree of effect is being assigned to this issue for the proposed project.

Comments on Effects to Resources:

The project location encompasses several drainage basins, some of which are listed on the Clean Water Act 303(d) list of impaired waters for exceedance of water quality standards. Certain segments of surface water bodies within the project area are scheduled for development of or have approved/established Total Maximum Daily Loads (TMDLs). Further impairment to water bodies such as Bullfrog Creek, Alafia River, Delaney Creek, and Tampa Bay is a concern from both point and non-point sources. The project includes the replacement of bridges over the Alafia River, the bridge over Bullfrog Creek and several other small bridges. Bridge removal and construction techniques should minimize impacts to water quality. Consideration should be given to construction activities and the potential for stormwater runoff into the water bodies. Best management practices and stormwater collection, treatment, and pond design should avoid or minimize impacts to surface water bodies in the area. Due to the potential to have a significant impact on surface water bodies, the PD&E study should include an indepth review of water quality data, water quality concerns in nearby surface waters and wetlands, and groundwater concerns and/or issues. FDOT should consult with the Southwest Florida Water Management District (SWFMD) and FDEP on stormwater permitting issues and other water quality issues relating to point and nonpoint source discharges into surface water bodies. The PD&E study should include a review of water quality standards in 303(d) listed (water quality impaired) water bodies, sources of water quality impairments, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the Florida Department of Environmental Protection water quality program on this issue. Impacts to water quality include stormwater runoff into nearby surface water bodies. Stormwater runoff from urban sources, including roadways, carry pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Water Quality:

The following information was obtained from the FDOTs Environmental Screening Tool (EST) and supplemented with information from the SWFWMDs Geographic Information System (GIS):

The total length of the US-41 widening project equals 6.84 miles within three (3) segments for planning and evaluation purposes. A graphical location of this project can be viewed within the EST. The public EST can be accessed at <https://etdmpub.fl.a-etat.org/est/>

The SWFWMDs public GIS can be accessed at <http://www.swfwmd.state.fl.us/data/>

and <http://www8.swfwmd.state.fl.us/GeneralMapView/>

From south to north, Water Body Identification Numbers (WBIDs) for this US-41 widening project (within the 500 foot buffer) include:

Segment S-001

- The Kitchen (WBID #1676)
- Kitchen Branch (WBID #1682)
- Bullfrog Creek Tidal Segment (WBID #1666A)
- South Channel (WBID #1664)
- Alafia River above Hillsborough Bay (WBID #1621G)

Segment S-002

- South Channel (WBID #1664)
- Alafia River above Hillsborough Bay (WBID #1621G)

Segment S-003

- Alafia River above Hillsborough Bay (WBID #1621G)
- Direct runoff to Bay (WBID #1648)
- Archie Creek - Tidal (WBID #1628A)
- Delaney Creek Pop off Canal (WBID #1632)
- Black Point Channel (WBID #1637)
- Port Sutton Ditch (WBID #1636)
- Delaney Creek Tidal (WBID #1605D)

An approximate (graphical) location of these eleven (11) WBIDs can be viewed within the FDOTs EST Water Quality & Quantity Map and > *Water Resource > Drainage Basins (Water body IDs)* layer.

During October, 2012, the following information was obtained from the FDEP regarding Impaired Water Assessments along this US-41 widening project:

The Kitchen (WBID #1676), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Not impaired (Assessment Category 2) for Dissolved Oxygen.
- **Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).**
- Not impaired (Assessment Category 2) for Nutrients (Chlorophyll-a).
- Insufficient data (Assessment Category 3B) for Nutrients (Historic Chlorophyll-a).

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

It should be noted that the FDEP recently posted their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins.*

As of October, 2012, this list is available at the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

For WBID 1676 (The Kitchen), the following pollutants are listed as Impaired (Assessment Category 5):

- **Dissolved Oxygen (Nutrients and BOD).**
- **Fecal Coliform.**
- **Nutrients (Chlorophyll-a).**

Kitchen Branch (WBID #1682), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Insufficient data (Assessment Category 3B) for Dissolved Oxygen.
- Insufficient data (Assessment Category 3B) for Fecal Coliform.
- Insufficient data (Assessment Category 3B) for Nutrients (Chlorophyll-a).
- Insufficient data (Assessment Category 3B) for Nutrients (Historic Chlorophyll-a).

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

It should be noted that the FDEP recently posted their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins.*

As of October, 2012, this list is available at the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

For WBID 1682 (Kitchen Branch), the following pollutants are listed as Impaired (Assessment Category 5):

- **Dissolved Oxygen (BOD).**
- **Fecal Coliform.**
- **Nutrients (Chlorophyll-a).**
- **Mercury (in fish tissue).**

Bullfrog Creek Tidal Segment (WBID 1666A), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- **Verified Impaired (Assessment Category 5) for Dissolved Oxygen.**
- **Verified Impaired (Assessment Category 5) or Fecal Coliform.**
- **Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).**
- **Verified Impaired (Assessment Category 5) (Chlorophyll-a).**
- **Verified Impaired (Assessment Category 5) for Nutrients (Historic Chlorophyll-a).**

Two (2) TMLD documents are available at the following FDEP web site:

<http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=tmdlPermitDetailsAction&srcWbid=1666A>

The first (August, 2009) document is entitled *Final TMDL Report: Fecal Coliform TMDL for Bullfrog Creek (WBID 1666A), Bullfrog Creek (WBID 1666) and Little Bullfrog Creek (WBID 1688)*. **This 1st report is FDEP adopted and EPA approved.**

The second (February, 2010) document is entitled *TMDL Report: Dissolved Oxygen and Nutrient TMDL for the Bullfrog Creek Tidal Segment (WBID 1666A)*. **This 2nd report is a DRAFT document by FDEP.**

A Basin Management Action Plan (BMAP) was not available from the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/bmap.htm>

South Channel (WBID #1664), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Insufficient data (Assessment Category 3B) for Dissolved Oxygen.
- **Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).**

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

Alafia River above Hillsborough Bay (WBID #1621G), Group 2 (Tampa Bay), Alafia River Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- **Verified Impaired (Assessment Category 5) for Dissolved Oxygen.**
- Not impaired (Assessment Category 2) for Fecal Coliform.
- **Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).**
- **Verified Impaired (Assessment Category 5) for Nutrients (Chlorophyll-a).**
- **Verified Impaired (Assessment Category 5) for Nutrients (Historic Chlorophyll-a).**

A TMLD documents is available at the following FDEP web site:

<http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=tmdlPermitDetailsAction&srcWbid=1621G>

This (March, 2011) FINAL document is entitled *TMDL Report: Dissolved Oxygen and Nutrient TMDL for the Alafia River above Hillsborough Bay Tidal Segment (WBID 1621G)*. **This report is FDEP adopted and EPA approved.**

A Basin Management Action Plan (BMAP) was not available from the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/bmap.htm>

However, the large scale BMAP graphic (dated June, 2012) from this web site indicates the Alafia River Basin is a priority area with BMAP activities in progress. This is verified with the supporting table (dated 07/22/11) of ongoing BMAP activities within the FDEPs Southwest District.

Direct Runoff to Bay (WBID #1648), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Insufficient data (Assessment Category 3B) for Dissolved Oxygen.
- **Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).**

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

Archie Creek Tidal (WBID #1628A), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Insufficient data (Assessment Category 3B) for Dissolved Oxygen.
- Insufficient data (Assessment Category 3B) for Fecal Coliform.
- **Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).**

- Insufficient data (Assessment Category 3B) for Nutrients (Chlorophyll-a).
- Insufficient data (Assessment Category 3B) for Nutrients (Historic Chlorophyll-a).

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

It should be noted that the FDEP recently posted their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins.*

As of October, 2012, this list is available at the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

For WBID 1628A (Archie Creek - Tidal), the following pollutants are listed as Impaired (Assessment Category 5):

- Dissolved Oxygen (Nutrients).
- Fecal Coliform.

Delaney Creek Pop off Canal (WBID #1632), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).

- No data (Assessment Category 3A) for Fecal Coliform.

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

It should be noted that the FDEP recently posted their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins.*

As of October, 2012, this list is available at the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

For WBID 1632 (Delaney Creek Pop off Canal), the following pollutants are listed as Impaired (Assessment Category 5):

- Fecal Coliform.

Black Point Channel (WBID #1637), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Not impaired (Assessment Category 2) for Dissolved Oxygen

- No data (Assessment Category 3A) for Fecal Coliform.

- Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).

- Planning List (Assessment Category 3C) for Nutrients (Chlorophyll-a).

- Insufficient data (Assessment Category 3B) for Nutrients (Historic Chlorophyll-a).

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

Port Sutton Ditch (WBID #1636), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Assessments incomplete (for Cycle 2).

It should be noted that the FDEP recently posted their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins.*

As of October, 2012, this list is available at the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

For WBID 1636 (Port Sutton Ditch), the following pollutants are listed as Impaired (Assessment Category 5):

- Dissolved Oxygen (BOD).

- Fecal Coliform.

- Mercury (in fish tissue).

Delaney Creek - Tidal (WBID #1605D), Group 1 (Tampa Bay), Coastal Hillsborough Bay Tributary Planning Unit, FDEP Southwest Regulatory District:

Selected Assessments for Cycle 2 (as of 05/14/09):

- Verified Impaired (Assessment Category 5) for Dissolved Oxygen.

- Verified Impaired (Assessment Category 5) or Fecal Coliform.

- Verified Impaired (Assessment Category 5) for Lead.

- Insufficient data (Assessment Category 3B) for Copper

- No data (Assessment Category 3A) for Iron

- Verified Impaired (Assessment Category 5) for Mercury (in fish tissue).

- Verified Impaired (Assessment Category 5) for Nutrients (Chlorophyll-a).

- Not impaired (Assessment Category 2) for Nutrients (Historic Chlorophyll-a).

A Total Maximum Daily Load (TMDL) document was not available for this WBID.

No Basin Management Action Plan (BMAP) was available for this WBID.

It should be noted that the FDEP recently posted their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins.*

As of October, 2012, this list is available at the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

For WBID 1605D (Delaney Creek - Tidal), the following pollutants are listed as Impaired (Assessment Category 5):

- **Copper**

- **Iron**

Assessment Category information (for the above 11 WBIDs) was obtained from the Permits tab of the FDEPs TMDL Tracker, accessible at:

<http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=dashboard#>

Assessment Category definitions can be found in Table 7.5 of FDEPs 2012 *Integrated Water Quality Assessment for Florida*, (May, 2012), available at:

<http://www.dep.state.fl.us/water/pubs.htm>

http://www.dep.state.fl.us/water/docs/2012_integrated_report.pdf

From Table 7.3 of this same report, it should be noted that Cycle 3 rotation assessments are scheduled to be completed as follows:

Group 1 Basins 06/30/12 [will potentially affect ten (10) of the eleven (11) WBIDs within this US-41 project (ETDM 5180)]

Group 2 Basins - 06/30/13 (will potentially affect WBID 1621G (the Alafia River above Hillsborough Bay)

Group 3 Basins 06/13/14

Group 4 Basins 06/30/15

Group 5 Basins 06/30/16

As noted previously, the FDEP recently posted their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins*. As of October, 2012, this list is available at the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

This DRAFT list may affect the following six (6) WBIDs for this US-41 project (ETDM 5180):

- **The Kitchen (WBID #1676)**

- **Kitchen Branch (WBID #1682)**

- **Archie Creek Tidal (WBID #1628A)**

- **Delaney Creek Pop off Canal (WBID #1632)**

- **Port Sutton Ditch (WBID #1636)**

- **Delaney Creek - Tidal (WBID #1605D)**

Total Maximum Daily Load (TMDL) information is available from the following FDEP web sites:

<http://www.dep.state.fl.us/water/basin411/default.htm>

http://www.dep.state.fl.us/water/tmdl/final_tmdl.htm

http://www.dep.state.fl.us/water/tmdl/repost_tmdl.htm

http://www.dep.state.fl.us/water/tmdl/draft_tmdl.htm

Basin Management Action Plan (BMAP) information is available from the following FDEP web site:

<http://www.dep.state.fl.us/water/watersheds/bmap.htm>

Additional FDEP web links & gateways for impaired waters information (including new listings / delistings) are as follows:

<http://www.dep.state.fl.us/water/watersheds/assessment/vdlists.htm>

<http://www.dep.state.fl.us/water/watersheds/assessment/index.htm>

<http://www.dep.state.fl.us/water/tmdl/index.htm>

<http://ca.dep.state.fl.us/mapdirect/?focus=tmdlvi>

<http://www.dep.state.fl.us/gis/>

Water Quantity:

Floodplain issues for the US-41 widening project were addressed in a previous section of this document.

Comments on Effects to Resources:

Water Quality:

Untreated or under-treated runoff generated by the US-41 widening project could impact the eleven (11) watersheds (WBIDs) identified in the previous section. For Cycle 2 assessments three (3) of the eleven (11) watersheds are currently classified as Verified impaired (Assessment Category 5) by the FDEP for nutrient related pollutants. **However, this could change in the future as development activities increase within these respective WBIDs. As noted previously, this has already occurred with FDEPs recent release of their *DRAFT list of impaired waters for Cycle 3 of the Group 1 Basins*. Four (4) additional WBIDs may be classified (in the near future) as Verified impaired (Assessment Category 5) for nutrient related pollutants. The SWFWMD recommends that FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP.**

Water Quantity:

Un-attenuated or under-attenuated runoff from the US-41 widening project could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities. Additional impacts will depend upon the required filling, encroachment or alteration of existing Zone A & AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMDs proprietary or regulatory interests and obligations. For this US-41 widening project, a DOE of Substantial was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:

- **Expected impacts to Zone AE floodplains which currently cover over 99 percent of the proposed project area.**
- **Potential impacts to Nutrient verified impaired waters within three (3) of the eleven (11) WBIDs (Cycle 2 assessments) and four (4) additional WBIDs with the recent release of the DRAFT (Cycle 3) assessments.**

ERP permitting is expected to be more difficult, and will require close coordination and considerable effort on the part of the SWFWMDs permitting staff.

As applicable, the SWFWMD will require that stormwater management systems that discharge directly or indirectly into waters not meeting standards, including impaired waters, provide a net improvement condition in the water body in terms of the pollutants that contribute to the water bodys impairment. A higher level of treatment may be necessary (Reference: Section 3.3.1.4 of the Districts ERP Basis of Review, available at <http://www/permits/rules/>). If applicable, reductions in pollutant loading from stormwater runoff via stormwater treatment facilities or other BMPs will be required to implement future TMDLs and BMAPs should they be finalized and adopted.

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:

- **The alternate, contributing areas are hydrologically equivalent to the new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system;**
- **The pollution source and loading characteristics are reasonably equivalent, and**
- **The treatment benefits occur in the same receiving waters and in the same general locality as the existing point(s) of discharge from the new project area.**

It is recommended that the FDOT consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the stormwater water management, components of this project. The SWFWMD concurs with FDOTs 09/19/12 Advance Notification (AN) package in regard to recommending the following Technical Studies:

- **Water Quality Impact Evaluation (WQIE)**
- **Location Hydraulics Report**
- **Drainage / Pond Siting Report**
- **Bridge Hydraulic Report**

The US-41 widening project is within the Tampa Bay Watershed of the SWFWMDs Surface Water Improvement and Management (SWIM) program. FDOT should coordinate with the SWFWMDs Surface Water Improvement and Management (SWIM) department in Tampa regarding the appropriate details & data availability. The nearest SWIM projects that may be of interest in the PD&E and design phase of this US-41 widening project include the following:

Project Number: W385

Project Name: Ekker Property Restoration (Tampa Bay)

Area(s) of Responsibility: Natural Systems / Natural Systems Conservation & Restoration

Project Status: **Ongoing**

Project Manager: Mr. Mike Dalsis

Project Number: W346

Project Name: Davis Tract Habitat Restoration

Area(s) of Responsibility: Natural Systems / Natural Systems Conservation & Restoration

Project Status: Complete

Project Manager: Mr. Brant Henningsen

Project Number: W345

Project Name: Dug Creek Habitat Restoration

Area(s) of Responsibility: Natural Systems / Natural Systems Conservation & Restoration

Project Status: Complete

Project Manager: Mr. Brant Henningsen

Project Number: W347

Project Name: The Kitchen Ecosystem Restoration

Area(s) of Responsibility: Natural Systems / Natural Systems Conservation & Restoration

Project Status: Complete

Project Manager: Mr. Brant Henningsen

Project Number: W357

Project Name: Apollo Beach Habitat Restoration

Area(s) of Responsibility: Natural Systems / Natural Systems Conservation & Restoration

Project Status: Complete

Project Manager: Ms. Stephanie Powers

Project Number: W386

Project Name: Newman Branch Habitat Restoration
Area(s) of Responsibility: Natural Systems / Natural Systems Conservation & Restoration
Project Status: **Ongoing**
Project Manager: Mr. Mike Dalsis
Project Number: W367

Project Name: Palm River Restoration
Area(s) of Responsibility: Water Quality
Project Status: **Ongoing**
Project Manager: Ms. Stephanie Powers
Project Number: W370

Project Name: Desoto Park Addition Shoreline Restoration
Area(s) of Responsibility: Natural Systems / Water Quality
Project Status: Complete
Project Manager: Ms. Stephanie Powers
Project Number: W243 East Shore Commerce Park Parcel Stormwater Retrofit

Project Name: Northeast McKay Bay
Area(s) of Responsibility: Natural Systems / Water Quality
Project Status: Complete
Project Manager: Ms. Janie Hagberg
Project Number: W389

Project Name: Hillsborough County - McKay Bay Nature Preserve
Area(s) of Responsibility: Natural Systems
Project Status: Complete
Project Manager: BJ Grant
Project Number: W392

Project Name: Tampa Shoreline Restoration Initiative
Area(s) of Responsibility: Natural Systems
Project Status: Complete
Project Manager: BJ Grant

Specific studies that contain useful water quality and hydrologic information have been done by FDEP, the SWFWMD and the USGS. These reports can be accessed through the Districts Library at <http://www15.swfwmd.state.fl.us/dbtw-wpd/mywebqbe/librarybasic.htm>. Type in the County or water body of interest, click on Submit query then click on the pull-down menu in the upper left and select Record Display Web.

The following information is provided for the SWFWMDs Minimum Flows and Levels (MFL) Program within 1.0 mile of the US-41 widening project:

Adopted MFLs:
- ALAFIA RIVER ESTUARY - INCLUDES LITHIA AND BUCKHORN SPRINGS

Proposed MFLs:
- Bullfrog Creek

MFL reports are available at:
http://www.swfwmd.state.fl.us/projects/mfl/mfl_reports.php

Guidance Level information is available at:
<https://www.flrules.org/gateway/ChapterHome.asp?Chapter=40D-8>

Filling within any floodplain, floodway or historic basin storage area may decrease stormwater storage which could increase flooding depth and duration. The SWFWMD will require compensation for fill (or other encroachments) into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands (Reference: Sections 4.4 and 4.7 of the Districts ERP Basis of Review, available at <http://www.swfwmd.state.fl.us/permits/rules>).

The FDOT may reduce the degree of effect for flooding by:

- restricting the filling / encroachment into floodplain, floodway and historic basin storage areas to only those areas that are necessary;
- constructing stormwater treatment ponds outside floodplain, floodway and historic basin storage areas;
- providing equivalent compensation for lost floodplain, floodway and historic basin storage.

As previous noted in the Floodplains section of this document, the SWFWMD recommends that the FDOT quantify floodplain, floodway and historic impacts based on existing, future or special basin hydrologic studies.

Roadway widening improvements may also affect existing cross drainage facilities along the entire length of this US-41 widening project, or require additional cross drains. Additional / updated bridge hydraulics reports should be prepared and submitted with the Environmental Resource Permit application.

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and

stormwater treatment. Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically). **As of October, 2012, the EST indicated the following permits had been issued within 500 feet of this US-41 widening project:**

SWFWMD Works of the District: None

SWFWMD Dredge & Fill Permits: None

SWFWMD Environmental Resource Permits: Fifty-four (54)

SWFWMD Storm Water Management Permits: Three (3)

Similar information can be obtained from the SWFWMDs Permits Map Viewer and Environmental Resource Permit Search web sites as follows:

<http://www8.swfwmd.state.fl.us/ExternalPermitting/>

<http://www18.swfwmd.state.fl.us/erp/erp/search/ERPSearch.aspx>

Previous FDOT, D7 permits that may be of interest to in the future PD&E and design phases of the US-41 widening project are as follows:

Environmental Resource Permits (5):

- 31842.000 - FDOT-US41-15TH AVE-RUSKIN-BULLFROG
- 31842.001 - FDOT-US 41 OVER BULLFROG CREEK SCOUR PROTECTION
- 14399.000 - DEP-TAMPA BAY PARK & amp; CARGILL PROPERTIES
- 24555.000 - HILLS CO-MADISON AVE AT US41
- 32399.000 - DOT-TRADEMARK METALS TURNLANE WIDENING

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the Districts ERP Basis of Review. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 4.8 of the Districts Basis of Review, available at <http://www.swfwmd.state.fl.us/permits/rules/>).

The Districts ERP Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management systems will meet the conditions for issuance of an Environmental Resource Permit (ERP). Parameters frequently over or under estimated include: seasonal high water levels, seasonal high groundwater table elevations, soil vertical & horizontal hydraulic conductivity, depth to the soil confining units, historic basin storage, floodplain storage, conveyance way hydraulic capacity, peak discharge rates and timing, tailwater conditions in the receiving system, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to book values.

The District recommends that the FDOT consider providing a pond siting report that addresses the above referenced design approaches and criteria. For those improvements that may affect existing cross drainage facilities, an updated bridge hydraulics report(s) should be prepared and submitted with the ERP application.

If this project will require the acquisition of new right-of-way areas, the current rule for eminent domain noticing is 40D-1.603(9), FAC and requires the applicant to provide the noticing to the affected property owners. Additionally, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ETDM #5180, the District has assigned a pre-application file (**PA #399568**) for the purpose of tracking its participation in the ETDM review of this project. File **PA #399568** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 10/31/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The recreational, ecological, and commercial impacts of the Tampa Bay system on West Central Florida make it a regionally significant environmental resource.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed highway widening project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration

Wetlands

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), US Army Corps of Engineers (USACE), US Fish and Wildlife Service (USFWS), and National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Substantial.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that there are approximately 4.8 acres, 18.8 acres and 94.0 acres of estuarine wetlands, 0.3 acre, 1.8 acres and 14.1 acres of lacustrine, and 0.6 acre, 5.8 acres, and 26.2 acres of palustrine wetlands within the 100-foot, 200-foot and 500-foot buffers, respectively.

The USACE noted that Kitchen Branch, Dug Creek, Bullfrog Creek, Alafia River, Archie Creek and Delaney Creek are hydrologically connected under US 41, while The Kitchen and Bullfrog Creek Marine Preserve are directly abutting the existing roadway. There are conveyance roadside ditches throughout most of the project which may also be classified as wetlands depending on presence of hydric soils, hydrology, and hydrophytic vegetation. There are large, undisturbed areas of mangrove swamps and tidally influenced wetlands that comprise a portion of Hillsborough Bay, many of which are protected or in a preservation status. The replacement of the bridge at the Alafia River has the potential to impact both wetlands and surface waters by shading and direct impacts. Impacts to the canals would likely be considered surface water impacts; however, the creeks will require additional assessment since the systems may be classified as wetlands. Bridges are not regulated by the USACE; however, the dredging/filling or other work in, over or under tidal water would require authorization. Impacts to roadway ditches can be classified as temporary surface water ditches if they are only going to be shifted during construction. All existing compensatory mitigation sites and should be identified and avoided. The USACE will not process an application for projects that propose adverse effects on previously authorized mitigation sites. The USACE stated they reserve the right to change the degree of effect to Dispute Resolution depending on the depending on the anticipated effects based on findings of the study. The study should quantify all avoidance and minimization efforts in acres or magnitude of effect. The USACE recommends the FDOT follow the Every day counts philosophy prescribed by FHWA to pursue only the minimum project size and footprint, but which also achieves the project purpose. For unavoidable wetland impacts, the USACE recommends using an approved mitigation bank for mitigation.

The USEPA assigned a moderate degree of effect to the wetlands issue due to the fact that the project encompasses several surface waterbodies, includes many bridge crossings, and the presence of mangrove swamps within close proximity. The USEPA recommends the PD&E include a delineation and evaluation of wetlands be completed. The evaluation should include analysis of value and function of wetlands, avoidance and minimization strategies, and mitigation for adverse impacts. A wetlands evaluation report should be prepared for the project.

The SWFWMD stated that Kitchen Branch, Dug Creek, Bullfrog Creek, Alafia River, Archie Creek and Delaney Creek are hydrologically connected under US 41, while The Kitchen and Bullfrog Creek Marine Preserve are directly abutting the existing roadway. There are large, undisturbed areas of mangrove swamps and tidally influenced wetlands associated with Hillsborough Bay, many of which are owned and/or managed by ELAPP, FDEP or SWFWMD and are under a protected, preservation status. Tampa Bay Park is one of the largest areas and is owned by Mosaic Fertilizer, LLC; however, the Environmental Education Center was permitted in coordination with FDEP. The replacement of the bridge at the Alafia River has the potential to impact both wetlands and surface waters by shading and direct impacts. The bottomlands associated with the Alafia River and Bullfrog Creek appear to fall under the jurisdiction of the Tampa Port Authority. Impacts to the canals would likely be considered surface water impacts; however, the creeks will require additional assessment since the systems may be classified as wetlands. Impacts to roadway ditches can be classified as temporary surface water ditches if they are only going to be shifted during construction; however, if piped and filled the impact will be considered permanent. Proposed wetland impacts and impacts to the creeks will require an analysis utilizing the Uniform Mitigation Assessment Method (UMAM). The project is located within the service area for the Tampa Bay Mitigation Bank and the Hillsborough River Mitigation Bank. A pre-application file (PA #399568) has been assigned for this project.

The FDEP stated an environmental resource permit (ERP) will be required from SWFWMD, and FDOT will be required to eliminate or reduce the proposed wetland resource impacts to the greatest extent practicable. The FDEP noted that minimization should emphasize avoidance-oriented corridor alignments, wetlands fill reduction via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits. Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales. Mitigation must be provided to offset unavoidable impacts.

The USFWS stated that the project crosses the Alafia River, Bullfrog Creek, and unnamed tidal creeks, all of which drain to Tampa Bay. At least 2,114 acres of salt and brackish water marsh can be found within 500 feet of the project corridor. Other wetlands include riverine swamps, estuarine and palustrine habitats. The presence of submerged aquatic vegetation is likely due to shallowness of shoreline areas. The method of bridge removal and the timing and duration for the replacement construction should be discussed once detailed design plans are known. Stormwater treatment systems should be upgraded all along the project corridor to prevent run off from reaching wetland ecosystems.

NMFSs summary can be found in the Coastal and Marine DOE.

The FDOT will prepare a WEBAR as part of the PD&E study. The WEBAR will assess locations and function of existing wetlands and the potential for impacts to these resources. As part of the WEBAR, FDOT shall research existing permits for all parcels directly adjacent to the existing and proposed right-of-way for conservation easements (perpetual or temporary), municipal consents, mitigation, or other restrictions that may exist on the adjacent parcels. Conservation easements may include, but not be limited to, easements in favor of the USACE, USFWS, FDEP, FFWCC, and SWFWMD. The FDOT research methods may include, but should not be limited to, review of permit files at the regulatory agencies, review of on-line databases, review of GIS data and shape files, review of local government land use and zoning data, contacting local governments as necessary and review of county property appraisers records.

Permitting will be conducted with the appropriate regulatory agencies during any future design and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands, existing conservation easements, mitigation areas or other environmentally sensitive areas.

Degree of Effect: 3 *Moderate* assigned 01/23/2013 by David A. Rydene, National Marine Fisheries Service

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Delaney Creek and unnamed tidal creeks, the mouth of the Alafia River, Bullfrog Creek, and Hillsborough Bay which contain estuarine and marine habitats such as seagrass, mangrove, and salt marsh used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 5180. The Florida Department of Transportation District 7 proposes widening US 41 from south of Causeway Boulevard to Kracker Avenue in Hillsborough County, Florida. The road would be widened from four lanes to six lanes, and the US 41 Alafia River Bridges would be replaced. NMFS staff conducted a site inspection of the project area on September 21, 2012, to assess potential concerns related to living marine resources within Delaney Creek and unnamed tidal creeks, the mouth of the Alafia River, Bullfrog Creek, and Hillsborough Bay. The lands adjacent to the proposed project are principally residential, commercial, industrial, and agricultural properties, palustrine wetlands, and estuarine habitats. It appears that the project will directly impact NMFS trust resources (i.e. mangroves and salt marsh). Mangroves occur adjacent to the existing road and its associated bridges and culverts at Delaney Creek (Bridge #100467), unnamed tidal creeks (Bridges # 100047 and 100046), the Alafia River Bridges (Bridges # 100045 and 100107), the Bullfrog Creek Bridges (Bridges # 100106 and 100044), a tidal creek just south of Mabrey Avenue, and along the stretch of US 41 from south of Adams Street to Kracker Avenue. In addition, salt marsh occurs in the vicinity of Bridge # 100047 and along the stretch of US 41 from south of Adams Street to Kracker Avenue. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Mangroves have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Salt marshes have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and postlarval/juvenile and sub-adult penaeid shrimp. Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH Assessment must be prepared to accompany the consultation request. Regulations require that EFH Assessments include: 1. a description of the proposed action; 2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species; 3. the Federal agency's views regarding the effects of the action on EFH; and 4. proposed mitigation, if applicable. Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the federal agency (e.g. Federal Highway Administration) or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations for the project. NMFS also recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the system. In addition, best management practices should be employed during road construction to prevent siltation of estuarine habitats.

NMFS has changed its original Degree of Effect determination from "Substantial" to "Moderate" based on additional information provided by FDOT indicating that the road widening should occur within the the existing right of way with the possible exception of some stormwater treatment ponds. FDOT has also indicated that an EFH Assessment will be done and included within the Wetland Evaluation Report during the PD&E phase.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 11/16/2012 by Garrett Lips, US Army Corps of Engineers

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

There are several water bodies that intersect with the proposed US-41 widening project, including creeks, canals, rivers, and tidally influenced wetland systems. Kitchen Branch, Dug Creek, Bullfrog Creek, Alafia River, Archie Creek and Delaney Creek are hydrologically connected under US-41, while The Kitchen and Bullfrog Creek Marine Preserve are directly abutting the existing roadway. In addition to these named systems, there are conveyance roadside ditches extending throughout most of the proposed project area which may also be classified as wetland depending on the presence or absence of hydric soils, hydrology, and hydrophytic vegetation.

There are large, undisturbed segments of mangrove swamps and tidally influenced wetlands that comprise a portion of Hillsborough Bay, and many of these wetlands are protected or in a preservation status.

Comments on Effects to Resources:

Widening US-41 from 4 lanes to 6 lanes has the potential to impact wetlands and surface waters throughout the proposed route. Many of the wetlands surrounding the existing right of way are undisturbed and tidally influenced. These systems appear to be high functioning and should be avoided to the extent practical. The replacement of the Alafia River Bridge has the potential to impact both wetlands and surface waters, through shading and direct impacts.

The creeks and canals that cross under US-41 will most likely require replacement or modification to the existing bridges and box culverts to handle the additional lanes of traffic. For the majority of the canals connected under the road, the impacts would be viewed as surface water impacts. However, the creeks will require additional assessments since the system may be classified as wetlands. The widening of the bridges will result in shadowing impacts in addition to the direct wetland impacts from the structure. Bridges are not regulated by the Corps; however, the dredging/filling or other work in over or under tidal water would require authorization. The study should include a constructability evaluation to identify and evaluate the anticipated effects associated with bridge replacements, including the potential for temporary roads/trestles or other accesses.

Impacts to the roadway ditches can be classified as temporary surface water ditches if they are only going to be shifted during the construction activities. However, if the ditches are proposed to be filled and piped, the impact will be considered to be a permanent impact. Both types of impacts will need to be accounted for during the permitting process along with the total acreage located within the project boundaries.

The project should include an analysis of the adjacent wetlands to ensure the areas were not part of a Department of the Army compensatory mitigation site. All compensatory mitigation site should be identified and avoided. The Corps will not process an application for projects that propose adverse effects on previously authorized mitigation sites. The Corps reserves the right, based on the findings of the study and if mitigation sites exist, to change the degree of effect to Dispute Resolution depending upon the anticipated effects.

Additional Comments (optional):

The Corps is requesting the project alternatives be developed in conjunction with a clearly defined project purpose, and to develop and identify the specific criteria used in identifying alternatives. The study should show that all practicable alternatives capable of achieving the project purpose are evaluated. All practicable offsite and onsite alternatives shall be evaluated. Each alternative evaluated should identify the extent of wetland impacts or the extent or need to fill waters of the United States. The study should quantify all avoidance and minimization efforts to track, in acres or magnitude of effect, each design feature that results in avoidance or minimization of wetland impacts.

The Corps recommends the FDOT follow the "Every day counts" philosophy prescribed by FHWA to pursue only the minimum project size and footprint, but which also achieves the project purpose is investigated from the beginning. The Corps recommends in areas of wetlands, reduced lane widths, traffic barriers/separators in lieu of medians, utilization of disturbed uplands for stormwater treatment areas, and avoidance of scour protection for new bridges by using longer sheet piling if seagrass or other aquatic resources are present, etc.

It is likely an individual permit is required; however, a nationwide may be possible depending on the extent of wetland impacts, including dredging and filling.

The WER should include a summary discussion of all waters and the acreage. For unavoidable impacts, the FDOT should consider using a mitigation bank as the Corps preferred option.

CLC Commitments and Recommendations:

Degree of Effect: 3 Moderate assigned 11/04/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: wetlands, wetlands habitat, surface waters

Level of Importance: These resources are of a high level of importance in the State of Florida and the project area. A moderate degree of effect is being assigned to this issue for the proposed project.

Comments on Effects to Resources:

A review of GIS analysis data in the EST at the programming screen phase of the project indicates that there are estuarine, lacustrine, and palustrine wetlands located within proximity of the proposed project. EPA is assigning a moderate degree of effect to the wetlands issue due to the fact that the project encompasses several surface water bodies, includes many bridge crossings (with bridge replacements), and the presence of mangrove swamps within close proximity to the project area. EPA recommends that the environmental phase (PD&E) of the project include a complete delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. A wetlands evaluation report should be prepared for the project.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Analysis of SWFWMDs ArcMap GIS system shows there are approximately 36 acres of wetlands and 13 acres of surface waters located within the 200 foot buffer of the proposed US-41 widening project. These estimates are based on the 2010 Land Use Land Cover. The majority of the surface water acreage is associated with the Alafia River (approximately 9.08 acres), which is located in Segment S-002.

There are several water bodies that intersect with the proposed US-41 widening project, including creeks, canals, rivers, and tidally influenced wetland systems. Kitchen Branch, Dug Creek, Bullfrog Creek, Alafia River, Archie Creek and Delaney Creek are hydrologically connected under US-41, while The Kitchen and Bullfrog Creek Marine Preserve are directly adjacent to the existing roadway. In addition to these named systems, there are conveyance roadside ditches extending throughout most of the proposed project area.

Since US-41 is in close proximity to the coast line for Hillsborough Bay, there are large, undisturbed segments of mangrove swamps and tidally influenced wetlands. Many of these wetlands are owned and/or managed by ELAPP, FDEP or SWFWMD and are under a protected, preservation status. Tampa Bay Park is one of the largest areas and is owned by Mosaic Fertilizer, LLC; however, the Environmental Education Center was permitted in coordination with FDEP. This area is located just south of the Alafia River, west of US-41.

Comments on Effects to Resources:

Widening US-41 from 4 lanes to 6 lanes has the potential to impact wetlands and surface waters throughout the proposed route. Many of the wetlands surrounding the existing right of way are undisturbed and tidally influenced. Impacts to these systems may result in high UMAM scores due to their current conditions. This may result in a higher amount of acreage of wetland mitigation to offset the impacts. The replacement of the Alafia River Bridge has the potential to impact both wetlands and surface waters, through shading and direct impacts. **The bottomlands associated with the Alafia River and Bullfrog Creek appear to fall under the jurisdiction of the Tampa Port Authority; therefore, coordination with the Port will be required.**

The creeks and canals that cross under US-41 will most likely require replacement or modification to the existing bridges and box culverts to handle the additional lanes of traffic. For the majority of the canals connected under the road, the impacts would be viewed as surface water impacts. However, the creeks will require additional assessments since the system may be classified as wetlands. The widening of the bridges will result in shadowing impacts in addition to the direct wetland impacts from the structure. There are several ERP permits with binding wetland lines delineating the wetlands and surface waters located within the defined 200 foot buffer of the proposed project area. The wetland limits as determined by these permits can be utilized during the permitting process if the permits are still valid. However, if the permits have expired then new wetland delineations will be required before or during the permitting process, which can lengthen the amount of time required for the review.

Impacts to the roadway ditches can be classified as temporary surface water ditches if they are only going to be shifted during the construction activities. However, if the ditches are proposed to be filled and piped, the impact will be considered to be a permanent impact. Both types of impacts will need to be accounted for during the permitting process along with the total acreage located within the project boundaries.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the

SWFWMDs proprietary or regulatory interests and obligations. For this project, a DOE of Moderate was assigned to this issue due to the fact the vegetated ditch and wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the permit review. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMDs regulatory staff. Wetland mitigation may be required to offset the potential impacts to the wetlands located within the proposed ROW. In addition, water quality will need to be addressed to offset the impacts to the existing vegetation.

The District will require a delineation of the landward extent of wetland and surface water features by a qualified environmental scientist, pursuant to Chapter 62-340, F.A.C. The District recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal.

Proposed wetland impacts and the impacts to the creeks will require an analysis utilizing the Uniform Mitigation Assessment Method (UMAM). The proposed US-41 Improvement project is located within the service area for the Tampa Bay Mitigation Bank and the Hillsborough River Mitigation Bank. Therefore, coordination with these mitigation banks may be needed during the permit application process if the proper type of mitigation credits is available. If not, other mitigation options will need to be assessed.

An Environmental Resource Permit (ERP) will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. **The SWFWMD concurs with FDOTs 09/19/12 Advance Notification (AN)**

package in regard to recommending the following Technical Studies:

- Wetlands Evaluation and Biological Assessment Report

For ETDM #5180, the District has assigned a pre-application file (**PA #399568**) for the purpose of tracking its participation in the ETDM review of this project. File **PA #399568** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: **3** *Moderate* assigned 10/31/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that a total of 94.0 acres of estuarine wetlands, 14.1 acres of lacustrine wetlands and 26.2 acres of palustrine wetlands occur within the 500-ft. buffer zone of the project. Additionally, 28.4 acres of mangroves occur within the 500-ft. project buffer zone.

Comments on Effects to Resources:

An Environmental Resource Permit (ERP) will be required from the Southwest Florida Water Management District - the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of highway construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems and seagrass beds, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: **4** *Substantial* assigned 10/29/2012 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

High quality wetland ecosystems associated with the Alafia River and Tampa Bay.

Comments on Effects to Resources:

The project crosses the Alafia River, Bullfrog Creek, and unnamed tidal creeks all of which drain into Tampa Bay. At least 2,114 acres of salt and brackish water marsh can be found within 500 feet of the project corridor. Other wetland ecosystems connected to Tampa Bay include riverine swamps, estuarine and palustrine habitats. The presence of submerged aquatic vegetation (SAV) is likely due to the shallowness of the shoreline areas. Greenways Ecological Priority Linkages and FNAI managed land (The Kitchen) can be found within 200 feet of the proposed widening project. Two bridges across the Alafia River are scheduled to be replaced (#100045 and 310017) as well as the bridge over Bullfrog Creek and several tidal creek bridges. The method of bridge removal and the timing and duration for the replacement construction should be discussed once detailed design plans are known. Bridge design should include the capture of contaminated stormwater runoff and the protection of these already impaired waterways and downstream estuaries. Increased use of the road could result in an increase in the amount of sediment, oil and grease, gas, trash and other contaminants. Stormwater treatment systems should be upgraded all along the project corridor to prevent run off from reaching

wetland ecosystems.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD), Florida Fish and Wildlife Conservation Commission (FFWCC), and US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Moderate.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates there are 166.5 acres, 334.5 acres and 847.1 acres of the Greater Tampa Bay Ecosystem Management Area (EMA) within the 100-foot, 200-foot, and 500-foot buffers, respectively. The Kitchen is located within the 200-foot buffer. Manatee Consultation Area, Piping Plover Consultation Area, Scrub-jay Consultation Area, and Scrub-jay Service Area are located within the 100-foot buffer. The project is also located within the core foraging area (CFA) for five wood stork colonies.

The SWFWMD stated that upland habitat in the project area as a whole is generally rural or converted for commercial or residential purposes. The entire 200-foot buffer falls within the Consultation Area for the scrub-jay and piping plover and the wood stork core foraging area. The site is listed as a USFWS Ecological Service Area for the following federally-listed species: West Indian Manatee, Piping Plover, Florida Scrub-Jay, Wood Stork, Red-Cockaded Woodpecker, Eastern Indigo Snake, and the Florida Golden Aster. The Florida manatee has been observed in Hillsborough Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. Stormwater outfall pipes and structures extending below the Mean High Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. Correspondence with FFWCC, regarding permitting concerns for widening US 41, would be a completeness item during the permitting process. The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process. A pre-application file (PA #399568) has been assigned for this project.

The FFWCC stated that a majority of the land along the project area is moderately developed. Based on known range and preferred mix of habitat types, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) may potentially occur within the project assessment area: gopher tortoise (ST), Florida pine snake (SSC), Eastern indigo snake (FT), gopher frog (SSC), Shermans fox squirrel (SSC), Florida manatee (FE), Florida mouse (SSC), little blue heron (SSC), white ibis (SSC), tri-colored heron (SSC), reddish egret (SSC), snowy egret (SSC), roseate spoonbill (SSC), limpkin (SSC), Florida burrowing owl (SSC), Florida scrub jay (FT), wood stork (FE), brown pelican (SSC), black skimmer (SSC), American oystercatcher (SSC), least tern (T), Florida sandhill crane (T) Southeastern American kestrel (ST), loggerhead sea turtle (FT), green turtle (FE), hawksbill turtle (FE), Kemp's Ridley (FE), leatherback turtle (FE). The USFWS has also established that the project is located within the CFA of five wood stork colonies. The project area crosses the Alafia River and Bullfrog Creek, and is 200 feet from The Kitchen, a 384-acre public land tract which is owned and managed by Hillsborough County and supports coastal hammock, tidal marsh, and mangrove swamp. FFWCC Strategic Habitat Conservation Areas have also been established for the Coopers hawk within 1.7 percent (14.2 acres) and the mangrove cuckoo at 3.1% (26.0 acres) within 500 feet of the ROW. As the project moves forward, the FFWCC recommended that impacts to native upland and wetland plant communities including marine habitats be minimized, and that Drainage Retention Areas and equipment and materials staging and storage areas be located on previously disturbed sites. In addition, FDOT should continue to coordinate with resource agencies to implement avoidance and minimization procedures for the Alafia River Bridge replacement projects. Coordination with FWCs Imperiled Species Management Section on avoidance measures for the Florida manatee and sea turtles is recommended because the timing of the bridge replacement, the length and duration of the project as well as the specific dredging plan is still unknown. Manatee protection measures may be required and could include Standard Manatee Conditions for In-Water Work, restrictions on blasting, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. Further consultation will be necessary in order to determine site-specific measures for this project. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project.

The USFWS identified two potential species within the project area: wood stork and eastern indigo snake. The roadway passes through the CFA of at least five active nesting colonies of the endangered wood stork. Thousands of acres of salt and brackish water marsh and shrub/scrub occur within 200 feet of the project corridor. Riverine, palustrine and estuarine wetlands are adjacent to the

project including mangroves and tidal creeks. The USFWS has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, the USFWS recommended that impacts to suitable foraging habitat be avoided. Twenty percent of the land within 200 feet of the corridor is classified as active and unique agricultural land. These agricultural lands are within the geographic range of the threatened eastern indigo snake. Implementing the current standard construction conditions and protection measures for eastern indigo snake will reduce the direct risks to snakes during the construction phase. Surveys for gopher tortoise burrows will also facilitate the use of the eastern indigo snake effect determination keys utilized by the USACE. The gopher tortoise is a federal candidate species at this point in time but may be federally listed before construction of this project begins.

The FDOT will prepare a Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species and existing habitat within the project area. This report and the FDOTs findings will be coordinated with the USFWS and FFWCC.

Degree of Effect: 3 Moderate assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Upland habitat in the project area as a whole is generally rural or converted for commercial or residential purposes. Within the 200-foot buffer, 61.87% of the area is listed as high impact urban, and 13.54% being classified into a wetland or surface, based upon the 2003 FFWCC Habitat and Land Cover Grid.

As analyzed on September 18, 2012, the 200 buffer falls within the Consultation Area for the Scrub Jay and Piping Plover and the Woodstork Core Foraging Area. The site is listed as a USFWS Ecological Service Area for the following Federally Listed Species: West Indian Manatee, Piping Plover, Florida Scrub-Jay, Wood Stork, Red-Cockaded Woodpecker, Eastern Indigo Snake, and the Florida Golden Aster. The uplands and wetlands located within the 200 foot buffer to the 5,280 foot buffer have the potential to provide habitat to Bald Eagles, Brown Pelican (SSC), Black Bear, American Oystercatcher (SSC), American Alligator (FT) and Gopher Frogs (SSC).

Comments on Effects to Resources:

While the proposed US-41 widening project is more than 660 feet away from the eagle nests, coordination with Florida Fish and Wildlife Conservation Commission may be required to be in compliance with the current Eagle Management Plan.

Coordination with the Florida Fish and Wildlife Conservation Commission will be required in order to be in compliance with their requirements for threatened or endangered species who may be utilizing the habitats potentially being impacted through the widening of the roadway and during the construction phase of the project.

The Florida Manatee has been observed in Hillsborough Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. A Specific Condition will be used in the ERP outlining the standard operating procedure during the demolition of the old bridge and construction of the replacement bridge. Please be advised that stormwater outfall pipes and structures extending below the Mean High Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. [FWC *Grates and Other Manatee Exclusion Devices for Culverts and Pipes (February 2011)* http://myfwc.com/media/415238/manatee_grates.pdf]

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect of Moderate regarding this section. While there are a number of threatened and endangered species that may inhabit the area, ensuring the continuing safety of these animals would require coordination with Florida Fish and Wildlife Conservation Commission and their regulations. Correspondence with FFWCC, regarding permitting concerns for widening US 41, would be a completeness item during the permitting process.

Depending on the FDOTs approach to design, and the final construction means and methods, portions of this project may qualify under F.A.C. 40D-400.443, General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation (bridge and abutment replacement) and F.A.C. 40D-4.051(13), Minor Roadway Safety Projects (roadway improvements on either side of the bridge). **The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process.**

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

Wildlife and Habitat impacts can be reduced by the following:

- (1) Adjustment of the alignment to avoid direct impacts to the wetlands,
- (2) Implementation of strict controls over sediment transport off site during construction,
- (3) Restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging; and,
- (4) Implementing effective mitigation measures to compensate for seagrass/wetland impacts.

The SWFWMD concurs with FDOTs 09/19/12 Advance Notification (AN) package in regard to recommending the following Technical Studies:

- Wetlands Evaluation and Biological Assessment Report

For ETDM #5180, the District has assigned a pre-application file (**PA #399568**) for the purpose of tracking its participation in the ETDM review of this project. File **PA #399568** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: **3** *Moderate* assigned 10/29/2012 by Bonita Gorham, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The Office of Conservation Planning Services of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #5180 in Hillsborough County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

Project Description:

This project involves widening US-41 from four to six lanes over a distance of 7.7 miles from Kracker Avenue to south of SR-676, and replace two bridges over the Alafia River (Bridge Numbers 100045 and 100107). Multi-modal improvements such as sidewalks, bicycle lanes, and accommodations for transit are also included, however no information was provided on the possible need for additional offsite Drainage Retention Areas (DRAs) to accommodate stormwater runoff for the expanded roadway surface. FDOT is requesting input from state and federal resource and permit agencies at this early project stage to identify potential natural resource issues so they can be addressed and resolved as the project moves forward into the Project Development and Environment phase (PD&E).

Wildlife and Habitat Resources:

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet on either side of the existing Right-of-Way (ROW) and results show that a majority of the land along the 23.0 mile project area is moderately developed. A total of approximately 60.6 percent (513.7 acres) is in High and Low Impact Urban Lands, wetlands account for 22.9 percent (194.1 acres), upland plant communities total 14.8 percent (125.1 acres) while agricultural land uses account for 1.8 percent (6.3 acres). Wetlands include cypress swamp (0.5 percent 4.4 acres), freshwater marsh (3.4 percent 28.6 acres), hardwood swamp (1.6 percent 13.8 acres), mixed wetland forest (0.9 percent 7.8 acres), open water (4.7 percent 39.9 acres), shrub swamp (3.6 percent 30.6 acres), mangrove swamp (2.5 percent - 21.3 acres), and coastal salt marsh (5.6 percent - 47.7 acres). Uplands consist of dry prairie (1.9 percent 16.2 acres), upland hardwood hammock (3.6 percent - 30.4 acres) mixed hardwood-pine forests (3.2 percent 27.3 acres), pinelands (5.0 percent 41.9 acres), and shrub and brushland (1.1 percent 9.3 acres).

Based on known range and preferred mix of habitat types, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) may potentially occur within the project assessment area: gopher tortoise (ST), Florida pine snake (SSC), Eastern indigo snake (FT), gopher frog (SSC), Shermans fox squirrel (SSC), Florida manatee (FE), Florida mouse (SSC), little blue heron (SSC), white ibis (SSC), tri-colored heron (SSC), reddish egret (SSC), snowy egret (SSC), roseate spoonbill (SSC), limpkin (SSC), Florida burrowing owl (SSC), Florida scrub jay (FT), wood stork (FE), brown pelican (SSC), black skimmer (SSC), American oystercatcher (SSC), least tern (T), Florida sandhill crane (T) Southeastern American kestrel (ST), loggerhead sea turtle (FT), green turtle (FE), hawksbill turtle (FE), Kemps Ridley (FE), leatherback turtle (FE).

In addition, the following species, although not officially state listed, are considered Species of Greatest Conservation Need by our agency and may also occur within appropriate habitats along the project area: spotted skunk, striped skunk, river otter, Eastern cottontail rabbit, Southeastern pocket gopher, Eastern diamondback rattlesnake, Southern hognose snake, Eastern hognose snake, Gulf Coast box turtle, Mississippi diamondback terrapin, Coopers hawk, short-tailed hawk, Northern bobwhite, ground dove, hairy woodpecker, red-headed woodpecker, Northern flicker, swallow-tail kite, bald eagle, and the peregrine falcon.

The results of our habitat assessment also show that FWCs Integrated Wildlife Habitat Ranking System (IWHRS) has mapped about 69.6 percent (589.4 acres) of the lands within 500 feet of the ROW as low quality, while 22.2 percent (187.9 acres) are ranked as medium quality. FWC Strategic Habitat Conservation Areas have also been established for the Coopers hawk within 1.7 percent of the area (14.2 acres), and the mangrove cuckoo 3.1 percent (26.0 acres). Furthermore, the U.S. Fish and Wildlife Service (USFWS) has designated all of the approximately 850 acre assessment area as official Consultation Areas for the following federally listed species: Florida scrub jay, Florida Manatee and the piping plover. The USFWS has also established the following five Wood stork Core Foraging Areas within portions of the total assessment areas as follows: **615336** (73.0 %), **615333** (100 %), **East Lake/Bellows Lake** (100 %), **Lower Hillsborough River and Swamp** (30.6 %), and an unnamed rookery (65 %). The project area crosses the Alafia River and Bullfrog Creek, and is 200 feet from The Kitchen, a 384-acre public land tract which is owned and managed by Hillsborough County and supports coastal hammock, tidal marsh, and mangrove swamp. The project area is also located 0.5 miles west of the 1,191-acre Golden Aster Scrub Nature Preserve which is owned by the State of Florida and managed by Hillsborough County. The tract supports sandpine scrub, scrubby and mesic flatwoods, and upland mixed forests.

Marine habitat at the mouth of the Alafia River and other numerous tidally influenced bays just west of the project area also supports

spotted seatrout, whiting, common snook, grey snapper, red drum, Atlantic croaker, red drum, black drum, striped mullet, Atlantic flounder, blue crab and many other species. The protection of marine plant communities and the quality and clarity of bay waters are important factors in the continued productivity of this marine system, which directly supports commercial fisheries along with recreational opportunities for local residents and tourists, and employment.

Primary wildlife issues associated with this project include: potential direct loss of wildlife habitat from expansion of US-41 from four to six lanes; and potential adverse effects to a significant number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern. Our assessment shows that while portions of the project area are developed and impacted by past last use practices associated with mining processing, mangroves, coastal saltmarsh, and marine bay communities occur adjacent to or within 200 feet of the roadway ROW. In addition two bridges will be replaced over the Alafia River as part of the 7.7 mile project.

Comments on Effects to Resources:

Based on the project information provided, FWC believes direct and indirect effects of this project could be moderate. As the project moves forward, we recommend that impacts to native upland and wetland plant communities including marine habitats be minimized, and that Drainage Retention Areas and equipment and materials staging and storage areas be located on previously disturbed sites. In addition, FDOT should continue to coordinate with resource agencies to implement avoidance and minimization procedures for the Alafia River Bridge replacement projects.

The PD&E Study should address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed as Federally Endangered or Threatened, or by the State of Florida as Threatened (ST) or Species of Special Concern (SSC) should be performed, both along the Right-of-way and within sites proposed for equipment staging areas. Based on these survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should be formulated and implemented. If gopher tortoises or nests of other ST or SSC species are present within any permanent or temporary construction area, a permit should be obtained from the FWC. Equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation.

Additional Comments (optional):

Coordination with FWC's Imperiled Species Management Section on avoidance measures for the Florida manatee and sea turtles is recommended because the timing of the bridge replacement, the length and duration of the project as well as the specific dredging plans is still unknown. Manatee protection measures may be required and could include Standard Manatee Conditions for In-Water Work, restrictions on blasting, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. Further consultation will be necessary in order to determine site-specific measures for this project.

The use of bridge rubble for offshore reef construction has been a highly successful program in Florida for providing offshore recreational fishing and diving opportunities. If this is being considered for the Alafia River Bridge, early coordination with our agency and our County partners is essential for required permitting, scheduling, reef site selection and approval process, coordination with potential contractors for transport of rubble, and to ensure that special conditions and standards are defined and adhered to, such as removal of steel rebar from bridge reef material to ensure public safety.

A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. FWC supports land acquisition and restoration of appropriate tracts adjacent to existing public lands near the project area such as The Kitchen or the Golden Aster Scrub Nature Preserve, or tracts placed under conservation easement and located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact FWC biologist Terry Gilbert at (850) 728-1103 or email terry.gilbert@MyFWC.com initiate the process for further overall coordination on this project.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 10/29/2012 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally listed species and the ecosystems upon which they depend.

Comments on Effects to Resources:

The purpose of the proposed project is to accommodate existing and future traffic demands on US 41 due to growth within the project limits and surrounding areas. US 41 is part of the Florida Intrastate Highway System (FIHS) and plays a significant role in

connecting southern Hillsborough County to the Tampa Bay region. The need for this project stems from projected future traffic, which shows the level of service (LOS) deficiencies in this Corridor. This corridor is projected to operate at LOS F with the 2035 traffic. US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton.

This project was evaluated on ETDM in 2005 under the project #5180 and again under #9511. The widening of highway 41/45 also known as the S. Tamiami Trail, may be done in three segments. According to the information provided on ETDM, the PD& E study is currently funded by the State but the long range planning and construction will not begin until 2035.

Wood Stork (*Mycteria americana*) The project corridor is approximately 7.7 miles long. The roadway passes through the Core Foraging Areas (CFA) of at least five active nesting colonies of the endangered wood stork. Thousands of acres of salt and brackish water marsh and shrub/scrub occur within 200 feet of the project corridor. Riverine, palustrine and estuarine wetlands are adjacent to the project including mangroves and tidal creeks. FNAI managed land, known as The Kitchen is within 200 feet of the corridor. The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. The Service encourages the utilization of the Wood Stork Effect Determination Key developed with the Army COE. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

Eastern Indigo Snakes (*Drymarchon corais couperi*)

Twenty percent of the land within 200 feet of the corridor is classified as active and unique agricultural land. These agricultural lands are within the geographic range of the threatened eastern indigo snake (EIS). Sightings of this snake have been documented on several wildlife conservation areas and on private lands within the action area (Florida Fish and Wildlife Conservation Commission, unpublished data, 2010). It is very likely that this species occurs in the agricultural lands, ditches, wetlands, and rural areas within the action area. Implementing the current standard construction conditions and protection measures for EIS will reduce the direct risks to snakes during the construction phase. These guidelines can be found on the North Florida Ecological Services website: <http://www.fws.gov/northflorida>. Surveys for gopher tortoise burrows will also facilitate the use of the EIS Effect determination keys utilized by the Army COE. The gopher tortoise is a federal candidate species at this point in time but may be federally listed before construction of this project begins.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Wildlife and Habitat issue for this alternative:
Federal Highway Administration

**ETAT Reviews and Coordinator Summary: Cultural
Historic and Archaeological Sites**

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and Florida Department of State (SHPO) and recommends a Degree of Effect of Moderate.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that numerous cultural resource assessment surveys (CRAS) have been conducted within the 100-foot buffer of the project; however, none were conducted specifically for this section of US 41. One Florida Site File Historic Bridge is located within the 200-foot buffer, the Alafia River Swing Span Bridge (HI01007). There are three, thirteen, and eighteen Florida Site File Historic Standing Structures within the 100-foot, 200-foot, and 500-foot buffers, respectively. There are five, seven, and twelve Florida Site File Archaeological or Historic Sites within the 100-foot, 200-foot, and 500-foot buffers, respectively.

The SHPO identified several surveys which have been completed within 100 feet of the project corridor; however, none were found to be specific to this project. There were no identified National Register properties, historic cemeteries, or identified Indian lands within a half-mile of the project area. There are three "sets" of bridges which are historic within the project's area of potential effect. They are the Fred's Creek bridge, the Bullfrog Creek bridge and the Archie Creek bridge. There is also the Alafia river bridge.

HI1022 (B&C), which were part of The Giants Motel and HI1058, the Kep-rite Tourist Court Office are within the 100-foot buffer. HI1059, the East Tampa Depot is located within the 200 ft. buffer and is likely eligible for listing in the NR and should be included within the survey. HI1375-1379 are located within the 500-foot buffer. There are numerous archaeological sites within the project's 500-foot buffer, most of which have not been evaluated. These identified sites include: HI71, HI 73, HI6747, HI215, HI16, HI17-22, HI26, HI31, HI35, HI36, HI87. Continued coordination with the SHPO office relating to this project will help to avoid or minimize any adverse impacts to significant historic properties eligible or listed in the National Register of Historic Places. SHPO requested that a good descriptive narrative of the history of Gibsonton be included. Considering the project area's history, careful consideration

should be given to its historical and cultural heritage so that its sense of place remains intact.

SWFWMD stated that their role is to identify historic and archaeological resources on SWFWMD-owned/controlled lands and identified a 132 +/- acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located about mile west/southwest of the southern project limit and another 84 +/- acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located on the south side of Bullfrog Creek, approximately 4,800 feet east of the project area. In addition, several additional parcels are identified for potential acquisition by the SWFWMD within the one mile buffer. All historic and archaeological sites shall be considered in the evaluation of the application for an Environmental Resource Permit (ERP). A degree of effect of minimal was assigned to this issue due to the present belief that little or no adverse impacts to historical or archaeological sites are expected within the two (2) SWFWMD-owned / controlled parcels noted above.

The FDOT will prepare a Cultural Resource Assessment Survey (CRAS) as part of the PD&E Study for concurrence by SHPO. If applicable, Section 106 Consultation would be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP. The FDOT provided additional information regarding the project to SHPO to reduce the degree of effect from Substantial to Moderate.

No comments were received from the Seminole Tribe of Florida.

Degree of Effect: 3 Moderate assigned 02/15/2013 by Alyssa McManus, FL Department of State

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

There are several surveys which have been completed within 100 ft of the project's corridor. However, none were found to be specific to this project. There is a 2008 survey for US 41 from 12th St. to Kracker and a submerged resources survey, which was completed in 1999 which may or may not relate to the project at hand.

There were no identified National Register properties within a half-mile of the corridor. However, the Hyde Park historic district is expressed by a few historic structures on S. Orleans Avenue.

There were no historic cemeteries located within a half-mile of the project area.

There were no identified Indian lands within a half-mile of the project area.

There are three "sets" of bridges which are historic within the project's area of potential effect. They are the Fred's Creek bridge, the Bullfrog Creek bridge and the Archie Creek bridge. There is also the Alafia river bridge. It is unknown to this surveyor at this time which are considered to be eligible for listing in the National Register.

Historic Structures w/in 100 ft. buffer: HI1022 (B&C), which were part of The Giants Motel and HI1058, the Kep-rite Tourist Court Office. More of the structures that go with these groups of buildings are expressed within the 200-500 ft buffer. A cursory review of Google Earth and some research by this reviewer indicate that the structures related to the Giants Motel are no longer extant in this place and that perhaps some of the buildings were moved over to Ruskin. The Kep-rite Tourist Court still stands and has potential to be significant.

HI1059, the East Tampa Depot is located within the 200 ft. buffer. This is likely eligible for listing in the NR and should be included within the survey. Enough information will be needed to make the determination of eligibility for listing.

HI6462, 6124 Nundy Ave is located within the project area of potential effect, but is likely to be ineligible for listing in the NR.

HI1378 and HI1379 are also located within the 500 ft buffer and HI1375-1379 are within the 500 ft. buffer. These are included within the Hyde Park Area.

It should be noted that none of these buildings has been evaluated for listing in the NRHP.

There are numerous archaeological sites within the project's 500 ft. buffer. Most have not been evaluated. The likelihood for new sites is great. These identified sites include: HI71, HI 73, HI6747, HI215, HI16, HI17-22, HI26, HI31, HI35, HI36, HI87. Most of these sites have not been evaluated for eligibility as of this time or have insufficient information to determine eligibility based upon previous information provided. The project area has good potential for more sites to be identified.

Comments on Effects to Resources:

Depending on the scope and area of potential effect, numerous potentially eligible sites may be impacted by this project's activities. At this time, this office requests that a cultural resources survey be conducted for the project area. Since an underwater survey has already been performed, the findings of that survey should be included as an appendix to this report to determine if more work is needed or if any located sites will be affected.

What happened to the Giant Motel and its related buildings and features? What is visible is a Giant Boot statue. This statue has been erected to memorialize the Tomaini Family, a prominent family who helped to develop the local character of Gibsonton.

The bridges that will be effected should be included within this CRAS. None of them have been evaluated.

Careful consideration should be given to historic districts, even their peripheral boundaries, which may be affected by this project's activities.

Continued coordination with this office relating to this project will help to avoid or minimize any adverse impacts to significant historic properties eligible or listed in the National Register of Historic Places.

Additional Comments (optional):

Please include a good descriptive narrative of the history of Gibsonton. Considering the project area's history, careful consideration should be given to its historical and cultural heritage so that its sense of place remains intact.

CLC Commitments and Recommendations:

Degree of Effect: **2** *Minimal* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

SWFWMDs responsibility in the ETDM review process is to identify only those historical and archeological sites located on District owned/controlled lands. From the SWFWMDs Geographic Information System (GIS) and the FDOTs Environmental Screening Tool (EST), **the following District owned / controlled lands are located within the one (1) mile buffer around the US-41 widening project:**

- A 132 + / - acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located about mile west / southwest of the southern terminus of Segment S-001.
- Another 84 + / - acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located on the south side of Bullfrog Creek, approximately 4,800 feet east of Segment S-001.

In addition, several additional parcels are identified for potential acquisition by the SWFWMD within the one (1) mile buffer of this US-41 widening project.

Approximate (graphical) locations of these parcels can be viewed within the EST under the Historic & Archeological Sites map and > *Conservation* > *Water Management District Owned Lands* layer. Aerial photography of these parcels can also be accessed in this same EST map. **The following SHPO Survey Areas were noted around / adjacent to the two (2) District owned / controlled parcels noted above:**

- Survey #8727 Cultural resource assessment survey of proposed addition to Port Redwing, Hillsborough County, Florida.
- Survey #11802 Technical Memorandum: Cultural resources assessment of proposed SWFWMD / SWIM restoration site, Ekker parcel on Bullfrog Creek, Hillsborough County, Florida (T 30S, RG 19E, SEC 25).
- Survey 8328 Proposed Cellular Tower Site: Bullfrog Creek (FL-3428G)
- Survey 816 A preliminary Archaeological & Historical Survey of the Tampa Hillsborough 201 Plan.
- Survey 6115 Cultural Resources Assessment Survey (CRAS) of the Proposed Tampa South Lateral Reroute of the Florida Gas Transmission Company FGT Phase IV Expansion Hillsborough County.
- Survey 6116 - Cultural Resources Assessment Survey (CRAS) for the Proposed Hillsborough County Water Department & apos; S Falkenburg to South County Water Main.

Potential impacts to all historical and archaeological sites shall be considered in evaluation of the application for an environmental resource permit (refer to the Additional Comments section below).

Comments on Effects to Resources:

If impacts are proposed to these two parcels by the widening of US-41 (and historical or archeological artifacts are discovered), FDOT shall immediately notify the District and the Florida Department of State Division of Historic Resources; Reference: Rule 40D-4.381(1)(w) F.A.C., available at <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=40D-4>

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMDs proprietary or regulatory interests and obligations. For this US-41 widening project, a DOE of minimal was assigned to this issue due to the present belief that little or no adverse impacts to historical or archaeological sites are expected within the two (2) District owned / controlled parcels noted above.

The SWFWMD did not comment on Historic & Archeological Sites during the 2005 Planning Screen review. However, the subsequent Planning Screen summary report had extensive comments from the Florida Department of State regarding this issue. The reader may review these previous comments within the FDOTs Environmental Screening Tool (EST).

The FDOTs 09/19/12 Advance Notification (AN) package contained the 05/26/05 Coordinators Summary where FDOT concurred with the Florida Department of States recommended *Degree of Effect* (DOE) of Substantial, and went on to state that that the US-41 project had not been subject to a systematic Cultural Resources Assessment Survey (CRAS). FDOT also stated (on 05/26/05) that a CRAS will be conducted in the project development phase. **However, the CRAS is NOT listed in the required technical studies within the 09/19/12 AN package.**

Pursuant to Rule 40D-4.302, F.A.C. (Additional Conditions for Issuance of Permits), applicants must provide reasonable assurance that proposed activities will not be contrary to the public interest, or if such an activity significantly degrades or is within an Outstanding Florida Water, that the activity will be clearly in the public interest. **One of the factors considered in this determination is whether the activity will adversely affect or will enhance significant historical and archaeological resources under the provisions of Section 267.061, F.S.**

Pursuant to Section 3.2.7.c of the Districts ERP Basis of Review (available at <http://www/permits/rules/>), the District will review

proposed secondary impacts to historical and archeological resources as part of an ERP application by the FDOT. All reasonable effort should be made to avoid impacts to significant historical and archaeological resources.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Federal Highway Administration, Seminole Tribe of Florida

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the National Park Service (NPS), US Environmental Protection Agency (USEPA), Southwest Florida Water Management District (SWFWMD), and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Minimal.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates the Alafia River Trail and Bullfrog Creek Trail are located within the 100-foot buffer, and the Hillsborough Bay Trail is located within the 200-foot buffer. The Kitchen, a Florida managed area, is located within the 200-foot buffer. Williams Park and Park at Palm Grove are identified within the 500-foot buffer. There are 65.6 acres, 133.9 acres and 360.3 acres of low-ranked Greenways Ecological Priority Linkages within the 100-foot, 200-foot, and 500-foot buffers, respectively. EST identified low-ranking Multi-Use Trails Priorities and medium-ranking Paddling Trails Priorities within the 100-foot buffer.

The USEPA identified three recreational trails, one Florida managed area, six Florida marine facilities and two parks within the 100-foot to 500-foot buffers. The PD&E phase of the project should include a survey of the area to identify if there are any additional recreation areas within proximity of all of the proposed roadway alignments. Direct and indirect impact to recreational areas should be avoided or minimized to the best extent practicable.

SWFWMD stated that their role is to identify historic and archaeological resources on District owned/controlled lands and identified a 132 +/- acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located about mile west/southwest of the southern project limit and another 84 +/- acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located on the south side of Bullfrog Creek, approximately 4,800 feet east of the project area. In addition, several additional parcels are identified for potential acquisition by the SWFWMD within the one mile buffer. Pursuant to Rule 40D-4.302, F.A.C., applicants must provide reasonable assurance that proposed activities will not be contrary to the public interest, or if such an activity significantly degrades or is within an Outstanding Florida Water, that the activity will be clearly in the public interest. FDOT must provide reasonable assurance that the project will not be contrary to the public interest considering its effects on fishing or recreational values.

The FDEP identified The Kitchen, Alafia River Trail, Bullfrog Creel Trail and Hillsborough Bay Trail are within the 500-foot buffer. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary and cumulative impacts of proposed highway widening on the above public lands and any proposed acquisition sites.

The NPS issues a degree of effect of N/A / No Involvement and provided no comments.

The FDOT will evaluate potential impacts to recreational resources along the project corridor during the PD&E study.

Degree of Effect: 2 *Minimal* assigned 11/04/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Recreation Areas recreational trails, Florida Managed Areas, Florida Marine Facilities and public/private parks.

Level of Importance: These recreational areas are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to this issue for the proposed project (ETDM #5180, US Hwy 41).

Comments on Effects to Resources:

A review of GIS analysis in the EST at the programming screen phase of the project indicates that the following recreational areas are located within the project area (100-foot to 500-foot buffer distances):

Recreational Trails -

Alafia River Trail

Bullfrog Creek Trail

Hillsborough Bay Trail

Florida Managed Areas -

The Kitchen

Florida Marine Facilities -
Archie Creek Bridge
Cargill Park
Doyle E. Carlton Bridge
Dug Creek
Jims Bait N Tackle
Williams Park
Parks -
Williams Park
Park at Palm Grove

The PD&E phase of the project should include a survey of the area to identify if there are any additional recreation areas within proximity of all of the proposed roadway alignments. The minimal degree of effect assigned by EPA is due to the fact that direct impact to these recreational resources is expected to be minimal. However, direct and indirect impacts should be evaluated and considered when selecting design and construction options/alternatives for this roadway. Direct and indirect impact to recreational areas should be avoided or minimized to the best extent practicable.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: **2** *Minimal* assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

SWFWMDs responsibility in the ETDM review process is to identify only those recreation sites located on District owned/controlled lands. From the SWFWMDs Geographic Information System (GIS) and the FDOTs Environmental Screening Tool (EST), **the following District owned / controlled lands are located within the one (1) mile buffer around the US-41 widening project:**

- A 132 + / - acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located about mile west / southwest of the southern terminus of Segment S-001.
- Another 84 + / - acre parcel of the larger Tampa Bay Estuarine Ecosystem project, located on the south side of Bullfrog Creek, approximately 4,800 feet east of Segment S-001.

In addition, several additional parcels are identified for potential acquisition by the SWFWMD within the one (1) mile buffer of this US-41 widening project.

Approximate (graphical) locations of these parcels can be viewed within the EST under the Recreation Areas map and > *Conservation > Water Management District Owned Lands* layer. Aerial photography of these parcels can also be accessed in this same EST map.

Comments on Effects to Resources:

Impacts to all recreational areas shall be considered in evaluation of the application for an environmental resource permit (refer to the Additional Comments section below).

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMDs proprietary or regulatory interests and obligations. For this US-41 widening project, a DOE of minimal was assigned to this issue due to the present belief that little or no adverse impacts to recreational activities are expected within the two (2) District owned / controlled parcels noted above.

The SWFWMD provided comments on Recreation Areas during the 2005 Planning Screen review. However, these comments dealt with parcels and activities owned or controlled by Hillsborough County or the FDEPs Office of Greenways & Trails. The reader may review these previous comments within the FDOTs Environmental Screening Tool (EST).

For the US-41 widening project, design accommodations should be included to eliminate or reduce potential impacts to public lands and recreational areas. FDOT is encouraged to contact the District Land Management Department (in Brooksville) regarding any District-owned or managed lands that may incur actual or potential impacts resulting from this project. If necessary, final design accommodations should be included to eliminate or reduce potential impacts to public lands and recreational areas.

Pursuant to Rule 40D-4.302, F.A.C. (Additional Conditions for Issuance of Permits), applicants must provide reasonable assurance that proposed activities will not be contrary to the public interest, or if such an activity significantly degrades or is within an Outstanding Florida Water, that the activity will be clearly in the public interest. **FDOT must provide reasonable assurance that the project will not be contrary to the public interest considering its effects on fishing or recreational values** (Reference:

CLC Commitments and Recommendations:

Degree of Effect: 2 Minimal assigned 10/31/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

A Hillsborough County public conservation area and three paddling trails occur within the 500-ft. buffer zone of the project: The Kitchen and the Alafia River Trail, Bullfrog Creek Trail and Hillsborough Bay Trail. These areas contain both upland and wetland resources typical of the Tampa Bay estuarine system and watershed.

Comments on Effects to Resources:

These areas contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential and recreational trail opportunities.

Therefore, future environmental documentation should include an evaluation of the primary, secondary and cumulative impacts of proposed highway widening on the above public lands and anyproposed acquisition sites.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: N/A N/A / No Involvement assigned 10/30/2012 by Anita Barnett, National Park Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative: Federal Highway Administration

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of None since a State Environmental Impact Report will be prepared and Federal funds will not be used, therefore Section 4(f) does not apply.

None found

The following organization(s) were expected to but did not submit a review of the Section 4(f) Potential issue for this alternative: Federal Highway Administration

ETAT Reviews and Coordinator Summary: Community

Aesthetics

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Minimal.

This project involves the widening of US 41 from four to six lanes. According to the geographic information system (GIS) data from the Environmental Screening Tool (EST) there are approximately 8.5 acres, 31.5 acres and 139.5 acres of residential land use within the 100-foot, 200-foot, and 500-foot buffers, respectively. It is also identified that the project is located within two 2010 Census Designated Places, Gibsonton and Palm River-Clair Mel.

The FDOT CLC identified residential areas within the 100-foot buffer. The residential acreages within the 500-foot buffer are as follows: high density residential 27.55 acres, medium density residential 4.7 acres and low density residential 107.25 acres. Within

the project area, residential areas and social facilities, which are noted in the Social Degree of Effect, may be affected by traffic noise. There are no existing aesthetic features in the project area. During Project Development a noise evaluation should be conducted for US 41. Consider incorporating aesthetic enhancements such as landscaping or bridge embellishments, into the project plans.

The FDOT will evaluate potential aesthetic impacts as part of the PD&E study. The FDOT will consider incorporating aesthetic enhancements. A traffic noise evaluation will also be conducted as part of the PD&E study that will assess potential noise barriers along the corridor.

Degree of Effect: 2 *Minimal* assigned 11/01/2012 by Wendy Lasher, FDOT District 7

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

100-foot Buffer Area
Residential Areas

Comments on Effects to Resources:

Comments on Effects to Resources:

The project corridor is comprised of mainly transportation, commercial and services, extractive, residential areas, industrial, and saltwater marshes.

Existing Residential Land Uses within the 500-ft. Project Buffer Area (source: 2009 SWFWMD Florida Land Use and Land Cover):

Description	Acres	Percent
Residential High Density	27.55	3.25%
Residential Medium Density	4.70	0.55%
Residential Low Density	107.25	12.66%
Total	139.5	

Within the project area, residential areas and social facilities, which are noted in the Social Degree of Effect, may be affected by traffic noise.

A Degree of Effect of Minimal was assigned because there are no established aesthetic features in the project area.

Recommendations:

During Project Development a noise evaluation should be conducted for US 41. Consider incorporating aesthetic enhancements such as landscaping or bridge embellishments, into the project plans.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: Federal Highway Administration

Economic

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and Florida Department of Economic Opportunity (DEO) and recommends a Degree of Effect of Enhanced.

A review of the Geographic Information Systems (GIS) analysis data indicates the Cargill Gypsum Stack (Mosaic) Development of Regional Impact (DRI) and Riverview Facility DRI are located within the 100-foot buffer. There is one bus transit route, Route 31 South Hillsborough County, within the 100-foot buffer. Eighteen planned unit developments (PUD) located within the 100-foot buffer, twenty-one within the 200-foot buffer and twenty-three within the 500-foot buffer. There are eight mobile home/RV parks within the 100-foot buffer, nine within the 200-foot buffer, and thirteen within the 500-foot buffer. There are twenty-three census block groups with minority population greater than 40% within the 500-foot buffer.

The FDOT CLC identified Cargill Gypsum Stack DRI, Riverview Facility DRI, eighteen PUDs and eight mobile home and RV parks within the 100-foot buffer. According to the Hillsborough County Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP), Hillsborough County population is expected to grow from 1,173,360 to 1,729,300 (47% increase) between 2006 and 2035, and employment is expected to grow from 759,300 to 1,175,920 (55% increase) within this timeframe.

The proposed roadway improvements would not result in any commercial or businesses being bypassed. The local economy has a vital interest in maintaining the accessibility and mobility of the project corridor. As a result of the proposed improvements, property values for commercial uses within the project area are likely to increase along with the Hillsborough County tax base. Therefore, a Degree of Effect of Enhanced has been assigned. FDOT CLC recommends conducting public outreach to residents and businesses in the area to solicit input on the project particularly concerning truck access and relocations.

The DEO stated the project has the potential to attract new development by providing better access to the land uses along the projects length on US 41. Also, since this roadway is an arterial roadway that provides access to the Port of Tampa, this project will enhance the Ports ability to transport/ship more products. The project could generate jobs by providing better transportation access to this area, including the Port of Tampa, allowing increased commerce and more jobs to the area. The project is not in a Rural Area of Critical Economic Concern.

The FDOT will evaluate potential economic impacts as part of the PD&E study and will hold a public hearing where the public will have a chance to voice their views and opinions. The FDOT will conduct public outreach to residents and businesses in the project area to solicit input on the project.

Degree of Effect: 1 *Enhanced* assigned 11/01/2012 by Wendy Lasher, FDOT District 7

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

100-ft. Buffer Area
Cargill Gypsum Stack (Mosaic) Development of Regional Impact (DRI)
Riverview Facility DRI
18 Planned Unit Developments (PUDs)
8 Mobile Home and RV Parks

Comments on Effects to Resources:

Comments on Effects to Resources:

According to the Hillsborough County Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP), Hillsborough County population is expected to grow from 1,173,360 to 1,729,300 (47% increase) between 2006 and 2035, and employment is expected to grow from 759,300 to 1,175,920 (55% increase) within this timeframe.

US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton.

US 41 is part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. US 41 is designated as part of the Florida's Strategic Intermodal System (SIS highways). Improvements to US 41 will enhance access to activity centers in the area and will improve movement for goods and freight in the Tampa Bay region and across the State. The widening of this facility is also intended to provide relief to parallel facilities such as I-75 and US 301.

The Geographical Information System (GIS) analysis identified several properties within the 100-ft. project buffer area including Cargill Gypsum Stack (Mosaic) DRI, Riverview Facility DRI, 8 Mobile Home and RV Parks, and 18 PUDs.

The majority of the project area is transportation, commercial and services, extractive, residential areas and industrial. The proposed roadway improvements would not result in any commercial or businesses being bypassed. The local economy has a vital interest in maintaining the accessibility and mobility of the project corridor. As a result of the proposed improvements, property values for commercial uses within the project area are likely to increase along with the Hillsborough County tax base. Therefore, a Degree of Effect of Enhanced has been assigned.

Recommendation:

Conduct public outreach to residents and businesses in the area to solicit input on the project particularly concerning truck access and relocations.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 1 *Enhanced* assigned 10/19/2012 by Chris Wiglesworth, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The Hillsborough County Comprehensive Plan, effective date August 26, 2008.

Comments on Effects to Resources:

The project has the potential to attract new development by providing better access to the land uses along the projects length on US 41. Also, since this roadway is an arterial roadway that provides access to the Port of Tampa, this project will enhance the Ports ability to transport/ship more products. The project could generate jobs by providing better transportation access to this area, including the Port of Tampa, allowing increased commerce and more jobs to the area. The project is not in a Rural Area of Critical Economic Concern.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration

Land Use

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and Florida Department of Economic Opportunity (DEO) and recommends a Degree of Effect of None.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates the following land uses are prominent along the project corridor within the 200-foot buffer: Transportation (33.43%), Commercial and Services (15.26%), Extractive (9.36%), Residential Medium Density (6.26%), Industrial (5.7%), Saltwater Marshes (5.76%), Pine Flatwoods (4.81%), Hardwood Conifer Mixed (4.11%) and Bays and Estuaries (3.34%).

The FDOT CLC identified the land uses within the 200-foot buffer as identified above in the GIS analysis. Open Land, Freshwater Marshes, Reservoirs, Residential High Density, Residential Low Density, Utilities, Streams and Waterways, Mangrove Swamps, Emergent Aquatic Vegetation, and Wetland Forested Mix are the majority of the remaining land uses. According to the Adopted 2025 Future Land Use Map for Unincorporated Hillsborough County (effective March 12, 2012) the future land use for the project area is mainly heavy and light industrial use north of the Alafia River and residential, suburban mixed use, neighborhood mixed use, and office commercial use south of the Alafia River. This project is consistent with the Future of Hillsborough Transportation Element, which is the Comprehensive Plan for Unincorporated Hillsborough County. The comprehensive plan and the Hillsborough County 2035 LRTP, adopted in December 2009, both indicate the need to improve US 41 to 6-lanes from 19th Avenue NE to Madison Avenue. The FDOT CLC recommends coordinating with the County during Project Development to make sure this project is consistent with the LRTP and Comprehensive Plans for future phases.

The DEO stated the project is compatible with the communitys development goals and is compatible with the County's Comprehensive Plan, and DEO Staff contacted Hillsborough County (John Patrick) to inform them of the project. The project is depicted on the Hillsborough County Comprehensive Plan, Map 25-Corridor Preservation Plan (Future Transportation Map) as a future six-lane facility. The Future Land Use Map categories that surround the project are Suburban Mixed Use-6, Residential Planned-2, Residential-2, Office-Commercial-20, Natural Preservation, Heavy Industrial, Residential-6, and Light Industrial. Several portions of the roadway project are within the coastal high hazard area. The project does not encroach a military base and is not located in an area of critical state concern.

The FDOT will evaluate potential land use changes during the PD&E study.

Degree of Effect: 1 Enhanced assigned 11/01/2012 by Wendy Lasher, FDOT District 7

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

Hillsborough County Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP)
Adopted 2025 Future Land Use Map for Unincorporated Hillsborough County (effective March 12, 2012)

Comments on Effects to Resources:

Comments on Effects to Resources:

Existing Land Uses within the 200-ft. buffer area include:

Description	Acres	Percentage
Transportation	111.8	33.43%
Commercial and Services	51.0	15.26%
Extractive	31.3	9.36%
Residential Medium Density	20.9	6.26%
Saltwater Marshes	19.3	5.76%

Industrial 19.1 5.7%
Pine Flatwoods 16.1 4.81%
Hardwood Conifer Mixed 13.8 4.11%
Bays and Estuaries 11.2 3.34%

Open Land, Freshwater Marshes, Reservoirs, Residential High Density, Residential Low Density, Utilities, Streams and Waterways, Mangrove Swamps, Emergent Aquatic Vegetation, and Wetland Forested Mix are the majority of the remaining land uses. Source: 2009 SWFWMD Florida Land Use and Land Cover

According to the Adopted 2025 Future Land Use Map for Unincorporated Hillsborough County (effective March 12, 2012) the future land use for the project area is mainly heavy and light industrial use north of the Alafia River and residential, suburban mixed use, neighborhood mixed use, and office commercial use south of the Alafia River.

This project is consistent with the Future of Hillsborough Transportation Element, which is the Comprehensive Plan for Unincorporated Hillsborough County. The plan was originally adopted in July 1989 and last amended in June 2008. The comprehensive plan and the Hillsborough County 2035 LRTP, adopted in December 2009, both indicate the need to improve US 41 to 6-lanes from 19th Avenue NE to Madison Avenue.

The project identified in the Hillsborough County 2035 LRTP, as part of the Cost Affordable Highway, Bicycle, and Pedestrian Projects is the widening of US 41 between 19th Avenue NE and Madison Avenue. The project overlaps with the boundaries of US 41 from Kracker Avenue to south of Causeway Boulevard for approximately 6.2 miles. US 41 between 19th Avenue NE and Madison Avenue is listed in the 2035 LRTP as expected to be constructed after 2035 as the project is funded for design but unfunded for right-of-way and construction in the LRTP. The remaining portion of the corridor, from Madison Avenue to Causeway Boulevard is not listed in the 2035 LRTP.

Recommendations:

Coordinate with the County during Project Development to make sure this project is consistent with the LRTP and Comprehensive Plans for future phases.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 0 None assigned 10/19/2012 by Chris Wiglesworth, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The Hillsborough County Comprehensive Plan, effective date August 26, 2008.

Comments on Effects to Resources:

The project is compatible with the community's development goals and is compatible with the County's Comprehensive Plan and DEO Staff contacted Hillsborough County (John Patrick) to inform them of the project. The project is depicted on the Hillsborough County Comprehensive Plan, Map 25- Corridor Preservation Plan (Future Transportation Map) as a future six-lane facility. The Future Land Use Map categories that surround the project are Suburban Mixed Use-6, Residential Planned-2, Residential-2, Office-Commercial-20, Natural Preservation, Heavy Industrial, Residential-6, and Light Industrial. There are several County regional parks that are located within a mile of the project, which could be considered a NEPA 4(f) resource, it is recommended that the impacts to these resources be analyzed. The project is located adjacent to the Port of Tampa (Port Sutton) and near Port Redwing to the south. This project would enhance the operations of the Port once it is completed, by providing improved roadway transportation access to the Port facilities. Also, the project is located proximal to the Cargill Fertilizer Facility DRI, which would also benefit from the increased capacity on US 41 as a result of the project. Several portions of the roadway project are within the coastal high hazard area. Several portions of the roadway project are within the coastal high hazard area. The project does not encroach a military base and is not located in an area of critical state concern (ACSC).

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: Federal Highway Administration

Mobility

Project Effects

Coordinator Summary Degree of Effect: **1** Enhanced assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has reviewed comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Enhanced.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that there is one bus transit route, Route 31 South Hillsborough County, within the 100-foot buffer. There are two existing recreational trails, Alafia River Trail and Bullfrog Creek Trail, within the 100-foot buffer and the Hillsborough Bay Trail within the 200-foot buffer. There is one low priority greenway ecological priority linkage within the 100-foot buffer. There is a railroad identified within the 200-foot buffer. The FDOT CLC identified two Hillsborough Area Regional Transit (HART) bus routes (HART Route 47X Southshore Limited Express and HART Route 31 South Hillsborough County), three railways, Office of Greenways and Trails Multi-use and Paddling Trail Priorities, Alafia River Trail, Bullfrog Creek Trail, and four Florida marine facilities within the 100-foot buffer. The Intermodal Terminal Facility Interbay East and four additional railways are identified within the 200-foot buffer. Within the 500-foot buffer there are two additional Florida marine facilities and three additional railways.

US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. US 41 is listed as an evacuation route by the Hillsborough County Emergency Management and shown on the Florida Division of Emergency Management's evacuation route network. Improvements to US 41 will enhance access to activity centers in the area and will improve movement for goods and freight in the Tampa Bay region and across the State. The widening of this facility is also intended to provide relief to parallel facilities such as I-75 and US 301. The HART system has two bus routes that run on US 41 on the south end of the project; Route 47X, the SouthShore Limited Express and Route 31 serving South Hillsborough County from Brandon to SouthShore via Gibsonton / Apollo Beach. A Degree of Effect of Enhanced has been assigned because the proposed improvement would improve mobility to the area and region. There is also the potential for Multi-modal improvements such as sidewalks, bicycle facilities, and transit accommodations. Coordination with HART should occur during all project phases. Also, connections to existing trails and access to marine facilities should be maintained.

The FDOT will evaluate pedestrian facilities and bicycle accommodations within the corridor during the PD&E study. Coordination will be conducted with local transit agencies, CSX railroad, and Port of Tampa as needed.

Degree of Effect: **1** Enhanced assigned 11/01/2012 by Wendy Lasher, FDOT District 7

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

100-ft. Buffer Area

HART Route 47X - Southshore Limited Express

HART Route 31 - South Hillsborough County

3 Railways

Office of Greenway and Trails Multi-use and Paddling Trail Priorities

Alafia River Trail

Bullfrog Creek Trail

4 Florida Marine Facilities

200-ft. Buffer Area

Hillsborough Bay Trail

4 Additional Railways

Intermodal Terminal Facility - Interbay East

500-ft. Buffer Area

2 Additional Florida Marine Facilities

3 Additional Railways

Comments on Effects to Resources:

Comments on Effects to Resources:

US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton. US 41 is listed as an evacuation route by the Hillsborough County Emergency Management and shown on the Florida Division of Emergency Management's evacuation route network. US 41 provides access to I-275 and I-75 via connection with many east-west roads.

US 41 is part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. US 41 is designated as part of the Florida's Strategic Intermodal System (SIS) highways. Improvements to US 41 will enhance access to activity centers in the area and will improve movement for goods and freight in the Tampa Bay region and across the State. The widening of this facility is also intended to provide relief to parallel facilities such as I-75 and US 301.

Currently, the Hillsborough Area Regional Transit (HART) system has two bus routes that run on US 41 on the south end of the project; Route 47X, the SouthShore Limited Express and Route 31 serving South Hillsborough County from Brandon to SouthShore via Gibston / Apollo Beach. There are also numerous recreational trails, marine facilities, and an intermodal terminal facility within the 500-ft. buffer area. There is a CSX railroad line next to US 41 that runs parallel on the east side of the road from Gibsonton Drive to just north of South 50th Street.

A Degree of Effect of Enhanced has been assigned because the proposed improvement would improve mobility to the area and region. There is also the potential for Multi-modal improvements such as sidewalks, bicycle facilities, and transit accommodations.

Recommendations:

The proposed improvements will enhance mobility, improve safety and improve goods movement within Hillsborough County and the State. Coordination with HART should occur during all project phases. Also, connections to existing trails and access to marine facilities should be maintained.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: Federal Highway Administration

Relocation

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Moderate.

Geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that there are 2.8 acres of Residential High Density, 5.1 acres of Residential Medium Density, and 0.6 acre of Residential Low Density within the 100-foot buffer and 9.0 acres of Residential High Density, 20.9 acres of Residential Medium Density, and 1.6 acres of Residential Low Density within the 200-foot buffer. There are eight mobile home/RV parks within the 100-foot buffer and nine within the 200-foot buffer. The FDOT CLC identified the residential and commercial land uses within the 100-foot, 200-foot, and 500-foot buffers. A Degree of Effect of Moderate has been assigned because residential, commercial, and business relocations are expected along the project corridor. Within the 500-foot project buffer there are 558 households that in the past 12 months were below poverty level and 152 households with public assistance income. Relocation effects should be further analyzed as more detailed project information and right-of-way needs become available. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

Numerous business and commercial properties, as well as some residential properties, are located adjacent to US 41. The FDOT anticipates that this project will be constructed within the right-of-way with the exception of pond sites. The FDOT will evaluate potential impacts to business and residential property owners within the proposed project area for pond sites and reduce right of way needs wherever practicable. The FDOT will develop a Conceptual Stage Relocation Plan (CSR) as part of the PD&E study provided that any potential right-of-way acquisition outcome results in relocation needs. The FDOT will conduct public outreach to residents and businesses in the corridor area to solicit input on the project.

Degree of Effect: 3 *Moderate* assigned 11/01/2012 by Wendy Lasher, FDOT District 7

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

100-ft. Buffer Area

Residential Land Uses:

Residential High Density - 2.84 acres

Residential Medium Density - 0.62 acre

Residential Low Density - 5.06 acres

Commercial and Services Land Use - 15.3 acres

8 Mobile Home Parks

200-ft. Buffer Area

Residential Land Uses:

Residential High Density - 9.04 acres

Residential Medium Density - 1.58 acres

Residential Low Density - 20.94 acres

Commercial and Services Land Use - 51.0 acres

1 Additional Mobile Home Park

500-ft. Buffer Area

Residential Land Uses:

Residential High Density - 27.55 acres

Residential Medium Density - 4.70 acres

Residential Low Density - 107.25 acres

Commercial and Services Land Use -126.0 acres

4 Additional Mobile Home Parks

Comments on Effects to Resources:

Comments on Effects to Resources:

The proposed project consists of the widening of US 41 from a four-lane divided arterial to a six-lane divided arterial and the anticipated replacement of the existing US 41 bridges (Bridge Nos. 100045 and 100107) over the Alafia River. It should be noted that a CSX railroad line is next to US 41 and runs parallel on the east side of the road from Gibsonton Drive to just north of South 50th Street.

Existing Land Uses within the 200-ft. project buffer area include:

Description Acres Percentage

Transportation 111.8 33.43%

Commercial and Services 51.0 15.26%

Extractive 31.3 9.36%

Residential Medium Density 20.9 6.26%

Saltwater Marshes 19.3 5.76%

Industrial 19.1 5.7%

Pine Flatwoods 16.1 4.81%

Hardwood Conifer Mixed 13.8 4.11%

Bays and Estuaries 11.2 3.34%

Open Land, Freshwater Marshes, Reservoirs, Residential High Density, Residential Low Density, Utilities, Streams and Waterways, Mangrove Swamps, Emergent Aquatic Vegetation, and Wetland Forested Mix are the majority of the remaining land uses.

Source: 2009 SWFWMD Florida Land Use and Land Cover

A Degree of Effect of Moderate has been assigned because residential, commercial, and business relocations are expected along the project corridor. Within the 500-ft. project buffer area there are 558 households that in the past 12 months were below poverty level and 152 households with public assistance income.

Recommendation:

Relocation effects should be further analyzed as more detailed project information and right-of-way needs become available.

Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Relocation issue for this alternative: Federal Highway Administration

Social

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates there are two Developments of Regional Impacts (DRI), Cargill Gypsum Stack and Riverview Facility, within the 100-foot buffer. The Alafia River and Bullfrog Creek Trails are located within the 100-foot buffer, and Hillsborough Bay Trail is located within the 200-foot buffer. The US Post Office Gibsonton is located within the 100-foot buffer. The Hillsborough County Sherriffs Department District 4 Gibsonton Community Station is located within the 200-foot buffer. There are four religious centers near the project corridor: Southside Baptist Church of Sun City within the 100-foot buffer and First Baptist Church, Freedom Assembly Church and New Life Restoration Outreach within the 500-foot buffer. The

First Baptist Christian School is also located within the 500-foot buffer. One parcel derived intermodal facility, Interbay East, is located within the 500-foot buffer.

Other social resources associated with Infrastructure, Special Designations, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological are identified in their respective Degrees of Effect.

The FDOT CLC identified numerous social resources within the 100-foot, 200-foot, and 500-foot buffers, mostly as identified above in the GIS analysis. A Degree of Effect of Moderate has been assigned because the US 41 corridor already exists and no splitting of neighborhoods or isolated areas is expected to occur as a result of this project. Mobility in the area will be enhanced. In the project area (500-foot buffer area) there are 524 people (6.4 percent) who speak English not well and 326 people (4 percent) that speak English not at all. Therefore, written translation obligations under safe harbor are expected for this project since the eligible Limited English Proficiency (LEP) language group threshold did constitute five percent. Within the 100-foot project buffer area there are 13 Census Block Groups with a minority population greater than 40 percent (mainly Hispanic or Latino), 505 households that in the past 12 months were below poverty level and 90 households with public assistance income. These populations need to be considered and included in the public involvement process. Social facilities listed above should be avoided whenever possible. Trail connections and marine facility access should be maintained. The FDOT CLC recommends conducting public outreach to residents and businesses in the area to solicit input. Public involvement efforts should include information in Spanish and consider populations that are illiterate. An Environmental Justice analysis including LEP should also be conducted to verify that written translation obligations under "safe harbor" are required.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The FDOT will conduct a Sociocultural Effects (SCE) Evaluation as part of the PD&E study. A Public Involvement Plan will be produced as part of the PD&E study and a Public Hearing will be held to gather public input. Public involvement materials will be available in Spanish and translation services available at all public meetings if needed.

No comments were received from the US Environmental Protection Agency (USEPA).

Degree of Effect: 3 Moderate assigned 11/01/2012 by Wendy Lasher, FDOT District 7

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

100-ft. Buffer Area
Brownfield Location Boundaries
2 Solid Waste Facilities
Cargill Gypsum Stack (Mosaic) Development of Regional Impact (DRI)
Riverview Facility DRI
18 Planned Unit Developments (PUDs)
8 Mobile Home and RV Parks
Office of Greenway and Trails Multi-use and Paddling Trail Priorities
Alafia River Trail
Bullfrog Creek Trail
4 Florida Marine Facilities
US Post Office
Southside Baptist Church of Sun City
International Chemical Workers (use type: Club, Lodge, or Union Hall)

200-ft. Buffer Area
Hillsborough Bay Trail
Intermodal Terminal Facility - Interbay East
1 Additional Mobile Home and RV Park
Hillsborough County Sheriff's Department/Gibsonton Community Station
The Kitchen (Public Land)

500-ft. Buffer Area
2 Additional Florida Marine Facilities
2 Wasterwater Facilities
First Baptist Christian School (Group Care Facility)
4 Additional Mobile Home and RV Parks
First Baptist Church of Gibsonton
Williams Park
Park at Palm Grove
Freedom Assembly Church (Parcel Derived Church)
New Life Restoration (Parcel Derived Church)

Comments on Effects to Resources:

Comments on Effects to Resources:

In the project area (500-ft. buffer area) there are 524 people (6.4 percent) who speak English "not well" and 326 people (4 percent) that speak English "not at all." Therefore, written translation obligations under "safe harbor" are expected for this project since the eligible Limited English Proficiency (LEP) language group threshold did constitute 5 percent.

Within the 100-ft. project buffer area there are 13 Census Block Groups with a minority population greater than 40% (mainly Hispanic or Latino), 505 households that in the past 12 months were below poverty level and 90 households with public assistance income. Within the 200-ft. project buffer area there are 15 Census Block Groups with a minority population greater than 40%, 558 households that in the past 12 months were below poverty level, and 152 households with public assistance income.

A Degree of Effect of Moderate has been assigned because the US 41 corridor already exists and no splitting of neighborhoods or isolated areas is expected to occur as a result of this project. Mobility in the area will be enhanced. There are numerous low income, minority, and limited English and minority populations that need to be considered and included in the public involvement process.

Recommendations:

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

Social facilities listed above should be avoided whenever possible. Trail connections and marine facility access should be maintained.

Conduct public outreach to residents and businesses in the area to solicit input. Public involvement efforts should include information in Spanish and consider populations that are illiterate. An Environmental Justice analysis including LEP should also be conducted to verify that written translation obligations under "safe harbor" are required.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Social issue for this alternative: Federal Highway Administration, US Environmental Protection Agency

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Secondary and Cumulative Effects

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 03/14/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate.

The SWFWMD stated that the uplands located within the 200-foot buffer to the 5,280-foot buffer have the potential to provide habitat to Bald eagles, Florida Sandhill Cranes, gopher frogs, brown pelicans, black bears and the American Oystercatcher. While the proposed road widening is more than 660 feet away from a documented eagle nest, coordination with Florida Fish and Wildlife Conservation Commission (FFWCC) may be required to be in compliance with the current Eagle Management Plan. Coordination with FFWCC for potential sandhill crane nesting sites may also be required after a wildlife survey of the proposed site is completed at the time of design. Compliance with existing permit requirements, the successful use of erosion and sediment control BMPs, and compliance with applicable TMDL and BMAP requirements will help assure that minimum water quality standards are met. For surface water resources, reduce pollutant loads to the drainage features in the project area by treating stormwater runoff from currently untreated areas, by controlling erosion from the project site, by limiting activities in surface water, by protecting surface water from the introduction of oils, greases and fuel spillage from equipment, and by considering restoration strategies at construction sites. Low impact development strategies may help to limit secondary and cumulative impacts. It is reasonable to assume that roadway improvements will result in increased traffic, which without the proper wetland buffer has a higher risk of unanticipated wetland impacts. The project description states that bridges located within the project area will be replaced which can have secondary impact to the water bodies associated with these bridges, specifically fish passage and habitat, wildlife habitat and migration routes, vegetation, and wetlands. Maintaining the 25 foot average wetland buffer can greatly reduce the secondary impacts to the wetlands located within the project area. If the minimum 15 foot wetland buffer cannot be maintained throughout the project, a buffer planting plan, including shrubbery and other transitional species, can be utilized to discourage these secondary impacts.

Permitting will be conducted with the appropriate regulatory agencies during any future design phase and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands. The FDOT will create a stormwater pollution prevention plan

(SWPPP) and erosion and sediment control plan during the design phase of this project. Proper BMPs will be used during construction. Analyses of wetland impacts, including potential secondary impacts will be addressed as part of the PD&E study.

Degree of Effect: 3 Moderate assigned 11/01/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

At-Risk Resource: Wildlife and Habitat

Comments on Effects: The uplands located within the 200 foot buffer to the 5,280 foot buffer have the potential to provide habitat to Bald eagles, Florida Sandhill Cranes, gopher frogs, brown pelicans, black bears and the American Oystercatcher. Review of the SWFWMD ArcMap GIS indicates there is one active eagles' nest within the 5,280 buffer; however, since the upland habitats have a potential for bald eagles nest, coordination with FFWCC may be required during the design phase to ensure no bald eagles nests have been reported.

Recommended Avoidance, Minimization, and Mitigation Measures: While the proposed road widening is more than 660 feet away from the eagle nests, coordination with Florida Fish and Wildlife Conservation Commission may be required to be in compliance with the current Eagle Management Plan. Coordination with FFWCC for potential sandhill crane nesting sites may also be required after a wildlife survey of the proposed site is completed at the time of design.

Recommended Actions to Improve At-Risk Resources: No additional comments.

At-Risk Resource: Water Quality and Quantity

Comments on Effects: In the absence of stormwater treatment & attenuation for new impervious areas, the project has the potential to contribute to water quality & quantity impacts to down-gradient receiving systems.

Recommended Avoidance, Minimization, and Mitigation Measures: Compliance with existing permit requirements, the successful use of erosion and sediment control BMPs, and compliance with applicable TMDL and BMAP requirements will help assure that minimum water quality standards are met. Water quantity concerns will also be addressed during the ERP process. In general, limiting or otherwise offsetting encroachment on the ditches, channels, floodplains and floodways in the area can reduce quantity concerns. For groundwater resources, ensure that spillages of petroleum products and other chemicals do not occur during construction, and that stormwater treatment ponds do not intrude into the limerock or penetrate confining material of the aquifer system, either directly or by sinkhole formation. Low impact development strategies may help with water quality treatment as well as water quantity management.

Recommended Actions to Improve At-Risk Resources: For surface water resources, reduce pollutant loads to the drainage features in the project area by treating stormwater runoff from currently untreated areas, by controlling erosion from the project site, by limiting activities in surface water, by protecting surface water from the introduction of oils, greases and fuel spillage from equipment, and by considering restoration strategies at construction sites. Low impact development strategies may help to limit secondary and cumulative impacts.

At-Risk Resource: Wetlands

Comments on Effects: The proposed US-41 widening from Kracker Avenue to Causeway Boulevard project has the potential to impact the 25 foot defined wetland buffer as they relate to the wetlands adjacent to the Right Of Way (ROW). The removal of the wetland buffer increases the possibility for secondary impacts to occur to the wetlands during and post-construction. It is reasonable to assume that roadway improvements will result in increased traffic, which without the proper wetland buffer has a higher risk of unanticipated wetland impacts

The project description states that bridges located within the project area will be replaced which can have secondary impact to the water bodies associated with these bridges, specifically fish passage and habitat, wildlife habitat and migration routes, vegetation, and wetlands.

Recommended Avoidance, Minimization, and Mitigation Measures: SWFWMD's jurisdiction is limited to construction impacts, both secondary and direct, as they relate to wetlands and surface waters. Maintaining the 25 foot average wetland buffer can greatly reduce the secondary impacts to the wetlands located within the project area. If the minimum 15 foot wetland buffer cannot be maintained throughout the project, a buffer planting plan, including shrubbery and other transitional species, can be utilized to discourage these secondary impacts.

Recommended Actions to Improve At-Risk Resources: No additional comments.

Eliminated Alternatives

Alternative #1 - Eliminated

- **Date Updated:** 07/11/2012
- **Updated By:** FDOT District 7
- **Justification for Elimination:**

Alternative 1 is being eliminated because the limits have been modified since the Planning Screen. Alternative 1 is from SR 674 to Madison Avenue. This stretch of US 41 has been segmented and evaluated as follows:

 - The portion from SR 674 to 12th Street is no longer being considered for further review at this time because it is a constrained corridor.
 - The portion from 12th Street to Kracker Road has already had a Programming Screen (ETDM #9511) and State Environmental Impact Report (SEIR) completed in an effort to support Port of Tampa development and Developer projects planned for the area.
 - The portion from Kracker Road to Causeway Boulevard are the new limits to be evaluated in the current Programming Screen (ETDM #5180).

Project Scope

General Project Commitments

Date	Description
05/27/2005	US 41 FROM SR 674 (COLLEGE AVE.) TO MADISON AVE. Hillsborough County Response to Florida Department of State: Additional right-of-way will be required for this project. It is anticipated that a rural typical section will be used.

Required Permits

Permit	Type	Conditions	Review Org	Review Date
Environmental Resource Permit	State		FDOT District 7	07/02/12
U.S. Coast Guard Bridge Permit	Federal		FDOT District 7	09/13/12
FDEP NPDES General Permit	Other		FDOT District 7	07/02/12
Dredge and Fill Permit	USACE		FDOT District 7	07/02/12
U.S Coast Guard Bridge Permit	Other		FDOT District 7	07/02/12
Environmental Resource Permit	Water		FDOT District 7	07/02/12
Section 404 Water Quality Certification	USACE		FDOT District 7	07/02/12
Consent of Use, Lease, or Easement to use Sovereign Submerged Lands	State		FDOT District 7	09/13/12

Required Technical Studies

Technical Study Name	Type	Conditions	Review Org	Review Date
Location Hydraulics Report	ENGINEERING		FDOT District 7	07/02/2012
Drainage/Pond Siting Report	ENGINEERING		FDOT District 7	09/13/2012
Bridge Hydraulic Report	ENGINEERING		FDOT District 7	07/02/2012
Public Involvement Plan	ENVIRONMENTAL		FDOT District 7	07/02/2012
Noise Study Report	ENVIRONMENTAL		FDOT District 7	07/02/2012
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 7	07/02/2012
Public Hearing Transcript	ENVIRONMENTAL		FDOT District 7	07/02/2012
Traffic Analysis	ENGINEERING		FDOT District 7	07/02/2012
State Environmental Impact Report (SEIR)	ENVIRONMENTAL		FDOT District 7	09/13/2012
Public Hearing Scrapbook	ENVIRONMENTAL		FDOT District 7	07/02/2012
USCG Bridge Questionnaire	Other		FDOT District 7	07/02/2012
Essential Fish Habitat Assessment	ENVIRONMENTAL		FDOT District 7	07/02/2012
Comments and Coordination Report	ENVIRONMENTAL		FDOT District 7	07/02/2012
Preliminary Engineering Report	ENGINEERING		FDOT District 7	07/02/2012
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 7	07/02/2012
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 7	07/02/2012

Wetlands Evaluation and Biological Assessment Report	ENVIRONMENTAL		FDOT District 7	09/13/2012
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Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
State Environmental Impact Report	None	FL Department of Transportation	No Cooperating Agencies have been identified.	No Participating Agencies have been identified.

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Theresa Farmer	FDOT District 7	ACCEPTED	04/10/2013	FDOT ETDM Coordinator

Comments:

The Class of Action was signed by FDOT as a SEIR.

Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Appendices

PED Comments

Advanced Notification Comments

There are no comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #5180 - US HWY 41, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fl-a-etat.org/est/index.jsp?tpID=5180&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 04/10/2013 by Theresa Farmer Milestone** is selected. GIS Analyses snapshots have been taken for Project #5180 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

Note: Attachments are not included in this Summary Report, but can be accessed by clicking on the links below:

Date	Type	Size	Link / Description
	Form SF-424: Application for Federal Assistance	631 KB	http://etdmpub.fl-a-etat.org/est/servlet/blobViewer?blobID=13253
	Hardcopy Map (from Attach Document Tool)	1.96 MB	http://etdmpub.fl-a-etat.org/est/servlet/blobViewer?blobID=13247
	Traffic Analysis	92 KB	http://etdmpub.fl-a-etat.org/est/servlet/blobViewer?blobID=13230

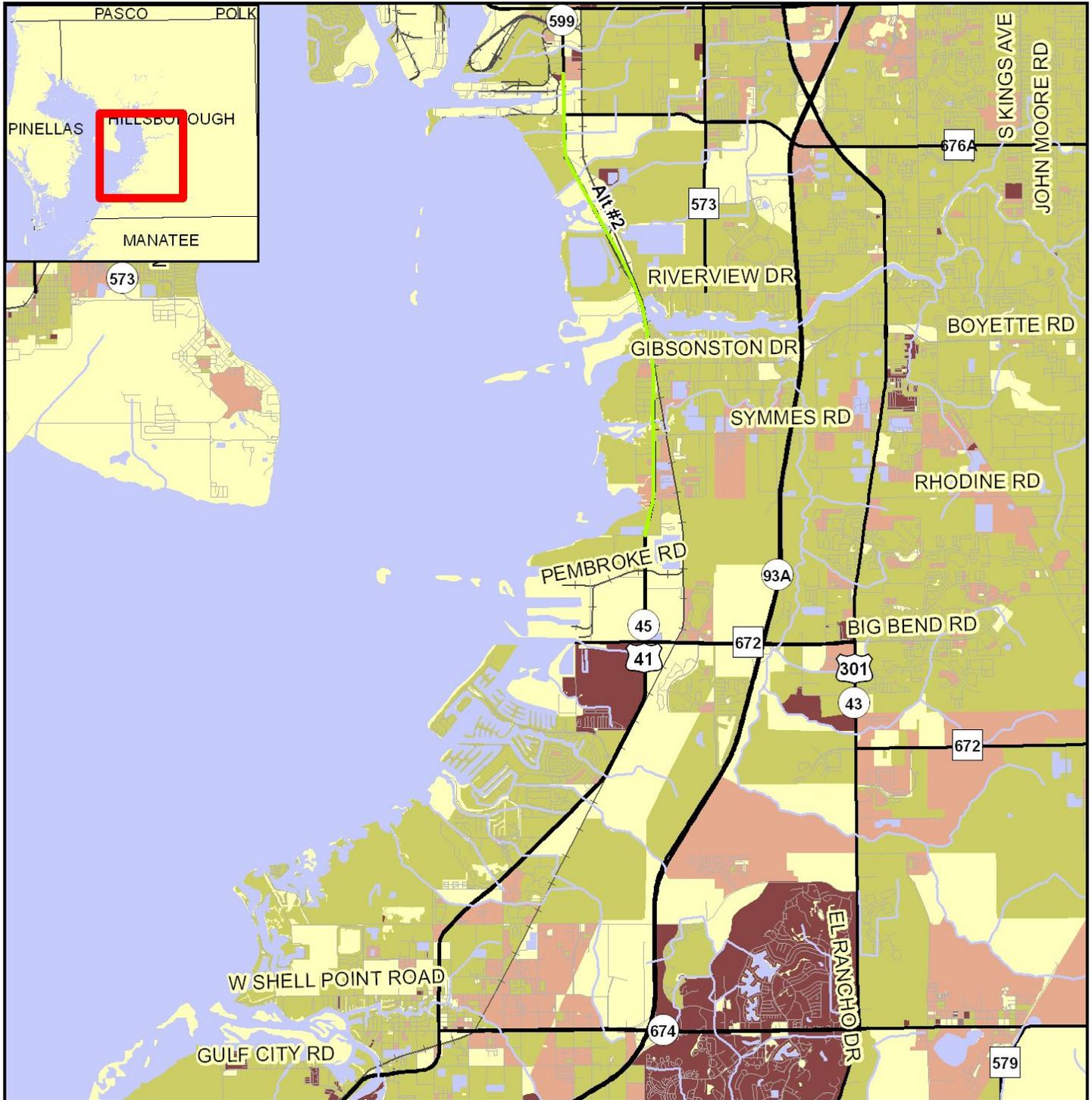
Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Project-Level Hardcopy Maps

5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Population Age Distribution Map

0 5 Miles

0 N
W E
S

Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2000)

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■ ETDM Alternative Point	— Major Road
● ETDM Alternative Terminus	— Local Road or Trail
— ETDM Alternative Segment	— Railroad
■ ETDM Alternative Polygon	— River, Stream or Canal
	■ Water Body

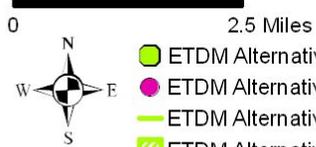
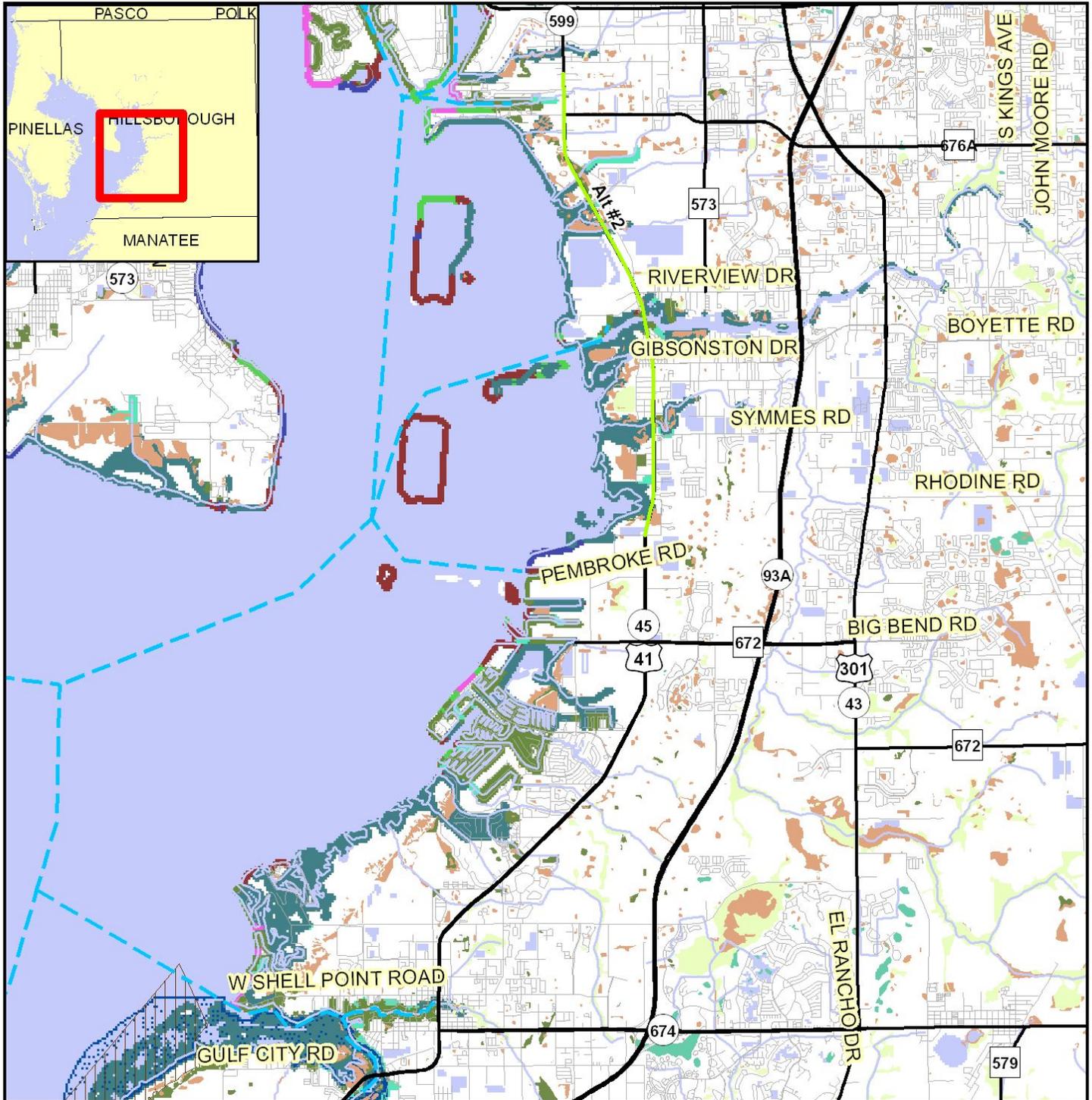
Median Age

0 - 18	18 - 30	30 - 65	> 65



5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Coastal and Marine Resource Map

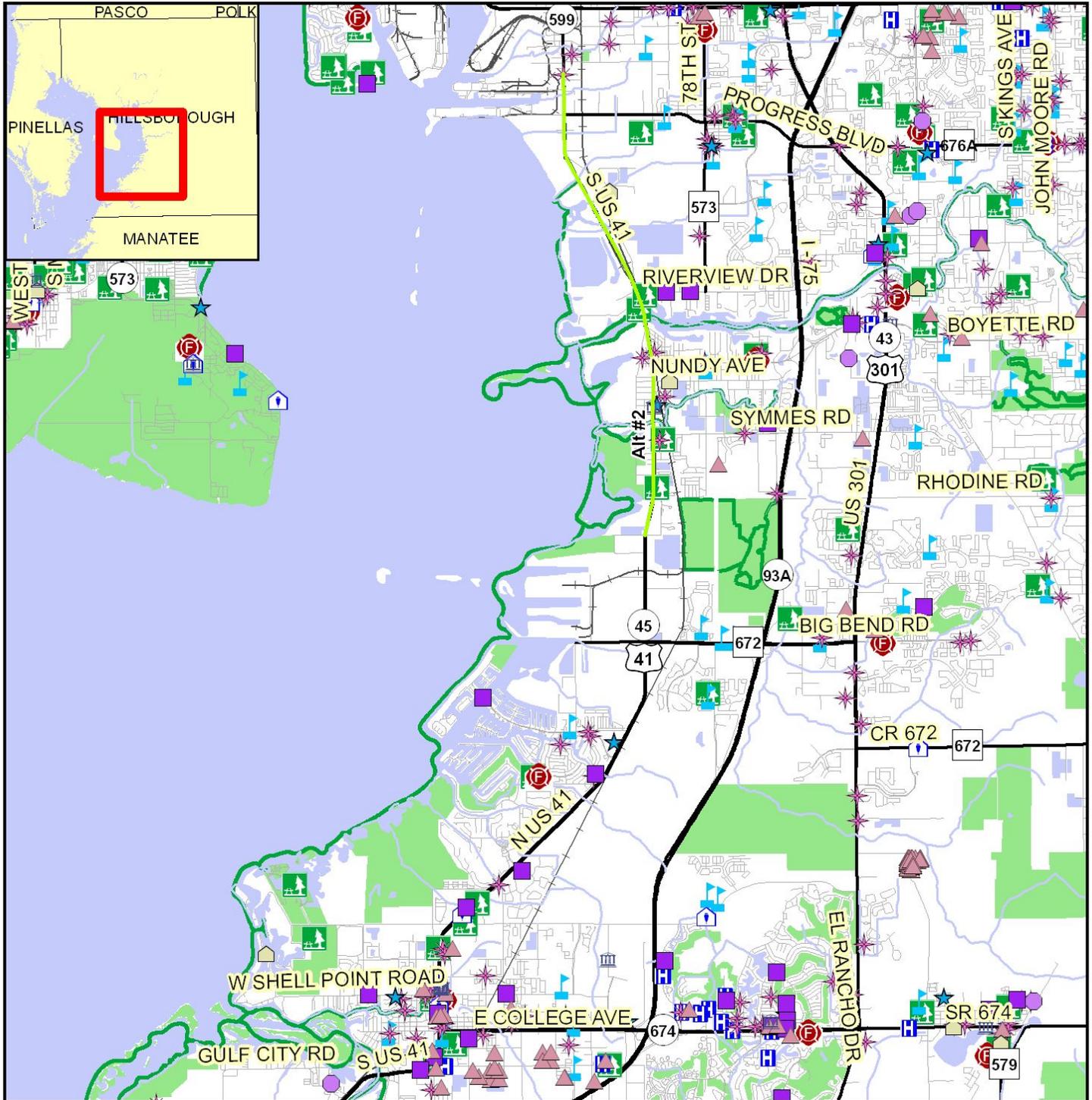
- | | | | |
|---------------------------|------------------------|-------------------------------|--------------------------------------|
| ETDM Alternative Point | Major Road | Continuous Seagrass | Gravel Beach/Riprap |
| ETDM Alternative Terminus | Local Road or Trail | Discontinuous Seagrass | Exposed Tidal Flat |
| ETDM Alternative Segment | River, Stream or Canal | Coastal Barrier Resource Area | Sheltered Tidal Flat |
| ETDM Alternative Polygon | Water Body | Swamp or Marsh | Mixed Sand And Gravel Beach |
| | Aquatic Preserve | Exposed Rocky Platform | Sheltered Rock/Seawall/Vegetated |
| | Navigable Water Way | Sand Beach | Exposed Vertical Rocky Shore/Seawall |

Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard

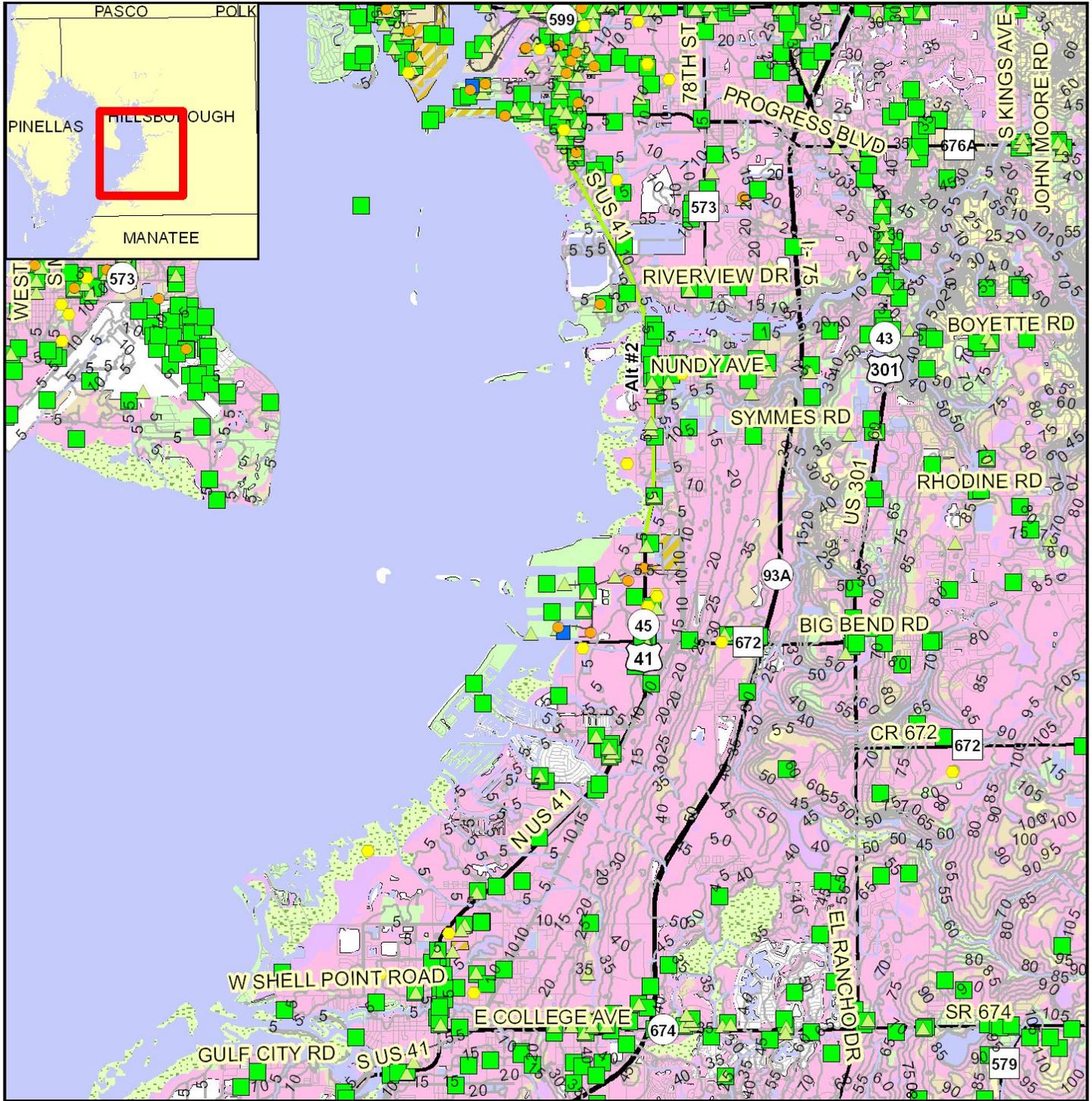


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|---------------------------|------------------|-----------------|---------------------------------|
| ETDM Alternative Point | Government | Cultural Center | River, Stream or Canal |
| ETDM Alternative Terminus | Civic Center | Fire Station | Recreational Trail |
| ETDM Alternative Segment | Cemetery | Health Care | Railroad |
| ETDM Alternative Polygon | Social Service | School | Community Boundary |
| Major Road | Community Center | Water Body | Conservation or Recreation Area |
| Local Road or Trail | Law Enforcement | Park | |
| | Place of Worship | | |

Data Sources:
US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory



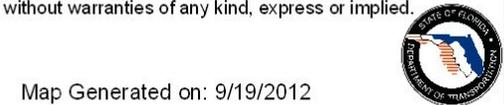
5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard



- 0 2.5 Miles
- | | | | |
|---------------------------|-------------------------|-------------------------|-----------------|
| ETDM Alternative Point | Railroad | NPL Remediation Site | FDEP Tanks |
| ETDM Alternative Terminus | River, Stream or Canal | Hazardous Material Site | Brownfield Area |
| ETDM Alternative Segment | Toxic Release Inventory | Power Plant | 5 FT Contour |
| ETDM Alternative Polygon | Dry Cleaning Facility | Superfund Site | Water Body |
| Major Road | Solid Waste Facility | Nuclear Site | Swamp/Marsh |
| Local Road or Trail | | | |

Data Sources:
 NAV/TEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;
 FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

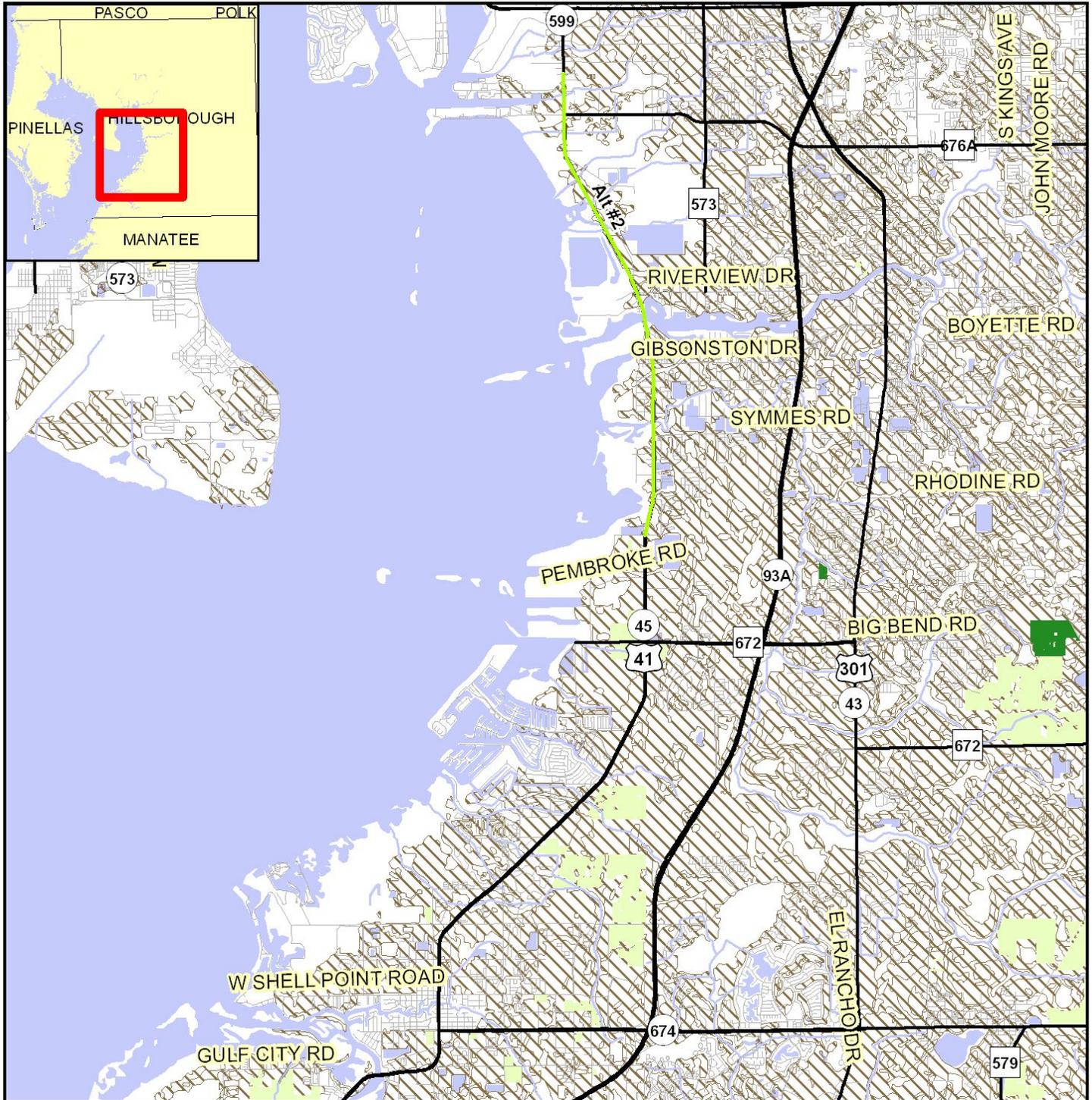
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Map Generated on: 9/19/2012

5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Farmlands Resource Map

0 3 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Prime Farmland Soils
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands

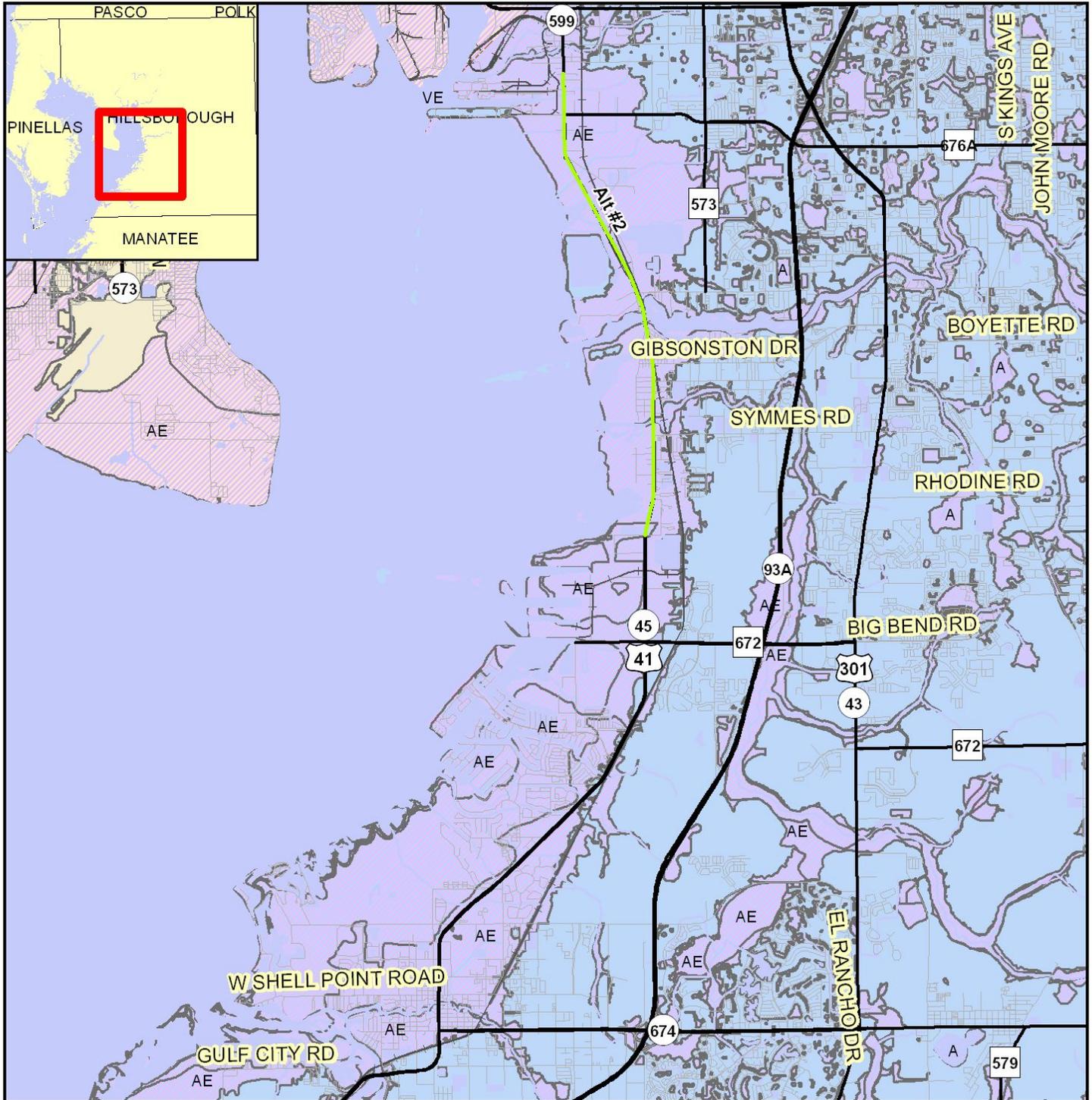
Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

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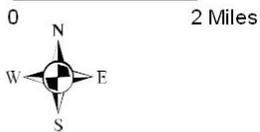


5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Floodplain Resource Map



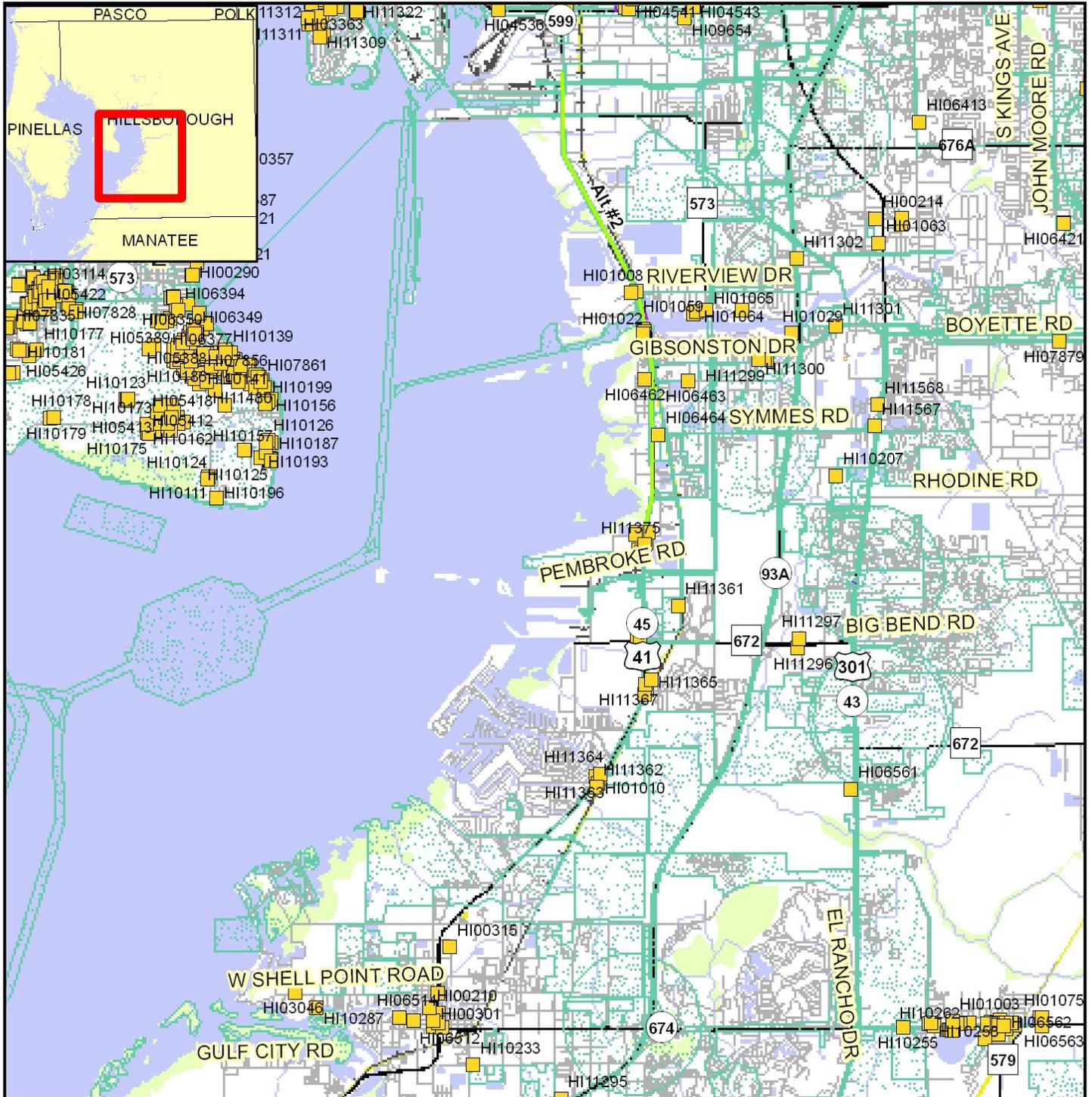
- | | |
|--|-----------------------------|
| ● ETDM Alternative Point | —+— Railroad |
| ● ETDM Alternative Terminus | — River, Stream or Canal |
| — ETDM Alternative Segment | — Water Body |
| ▭ ETDM Alternative Polygon | — City Limits |
| — Major Road | — County Boundaries |
| — Local Road or Trail | — Special Flood Hazard Area |

Data Sources:
 NAVTEQ
 US Geological Survey
 Federal Emergency Management Agency

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5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard



Historic Resources Map

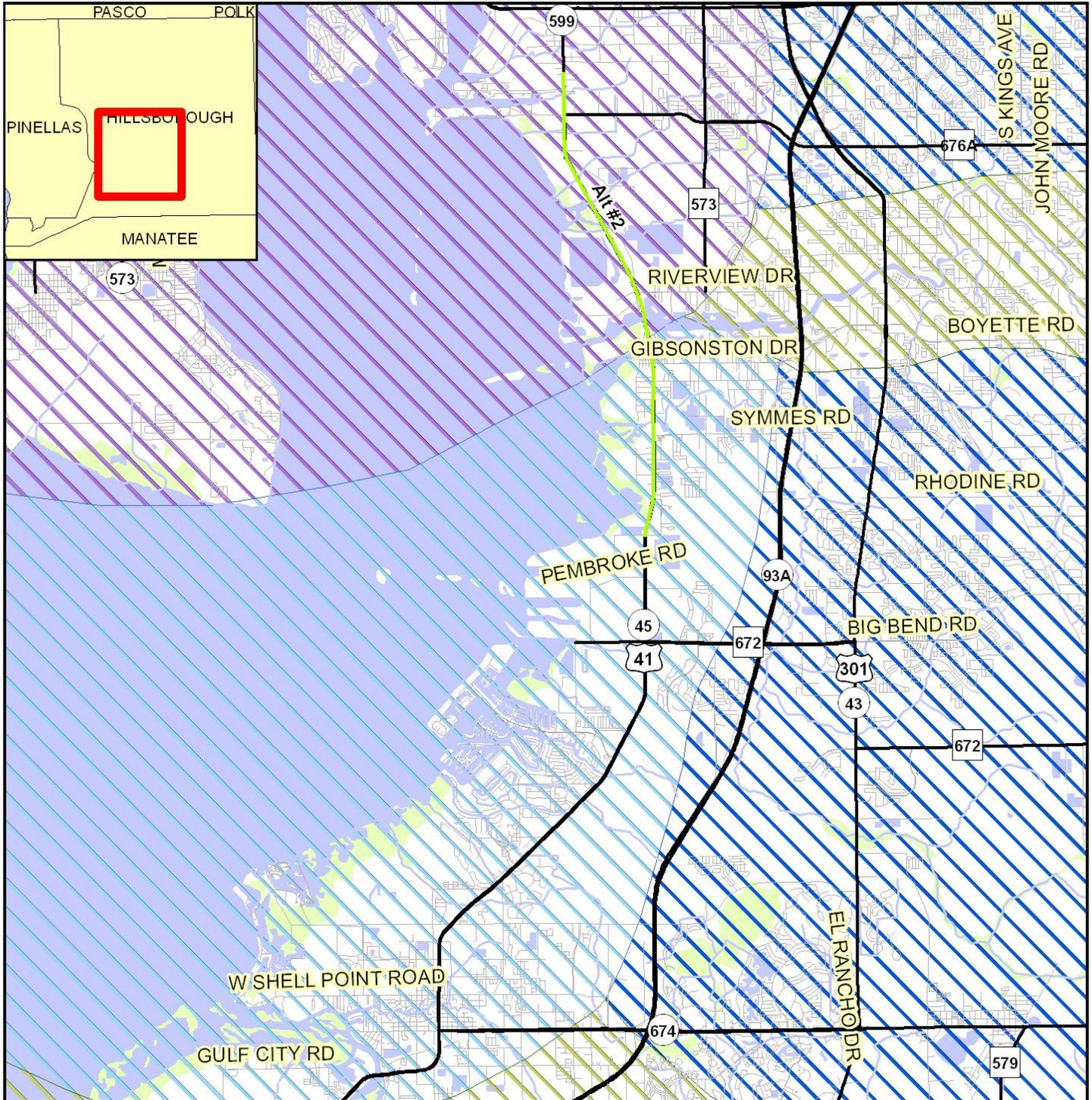
0 6 Miles

<p>Data Sources: NAVTEQ US Geological Survey Florida Department of Transportation Florida Department of State, Bureau of Archaeological Research</p>	<ul style="list-style-type: none"> ● ETDM Alternative Point ● ETDM Alternative Terminus — ETDM Alternative Segment ETDM Alternative Polygon — Major Road — Local Road or Trail — River, Stream or Canal Water Body Swamp/Marsh — Railroad Historic Structure Historic Cemetery Historic Bridge Historic Resource Group Cultural Resource Field Survey Area State Historic Highway
--	--

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Hydrogeology Resource Map

- | | | | | | |
|--------------------|--|---|---|--|---|
| <p>0 2.5 Miles</p> | <ul style="list-style-type: none"> ■ ETDM Alternative Point ● ETDM Alternative Terminus — ETDM Alternative Segment ETDM Alternative Polygon Major Road Local Road or Trail | <ul style="list-style-type: none"> — River, Stream or Canal Water Body Swamp/Marsh | <p>Recharge Areas of the Floridan Aquifer</p> <ul style="list-style-type: none"> Discharge 1 TO 5 Discharge > 5 Discharge < 1 Recharge 1 TO 10 Recharge > 10 Recharge < 1 | <p>Geological Epoch</p> <ul style="list-style-type: none"> Eocene Holocene Miocene Miocene/Pliocene Oligocene | <ul style="list-style-type: none"> Oligocene/Miocene Pleistocene Pleistocene & Holocene Pliocene Pliocene/Pleistocene |
|--------------------|--|---|---|--|---|

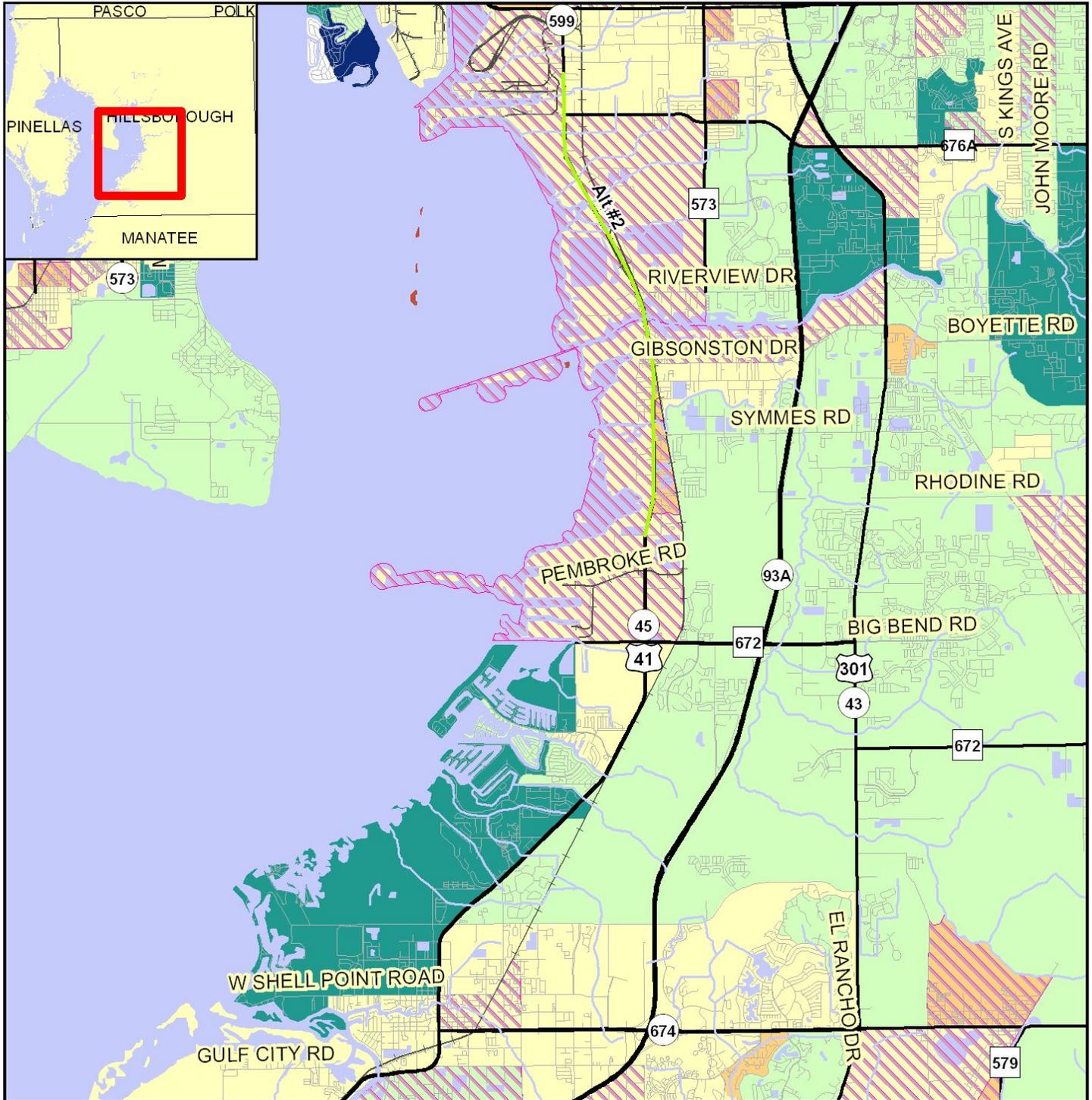
Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard

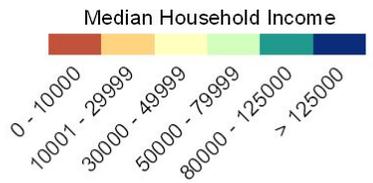


Income Distribution Map



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

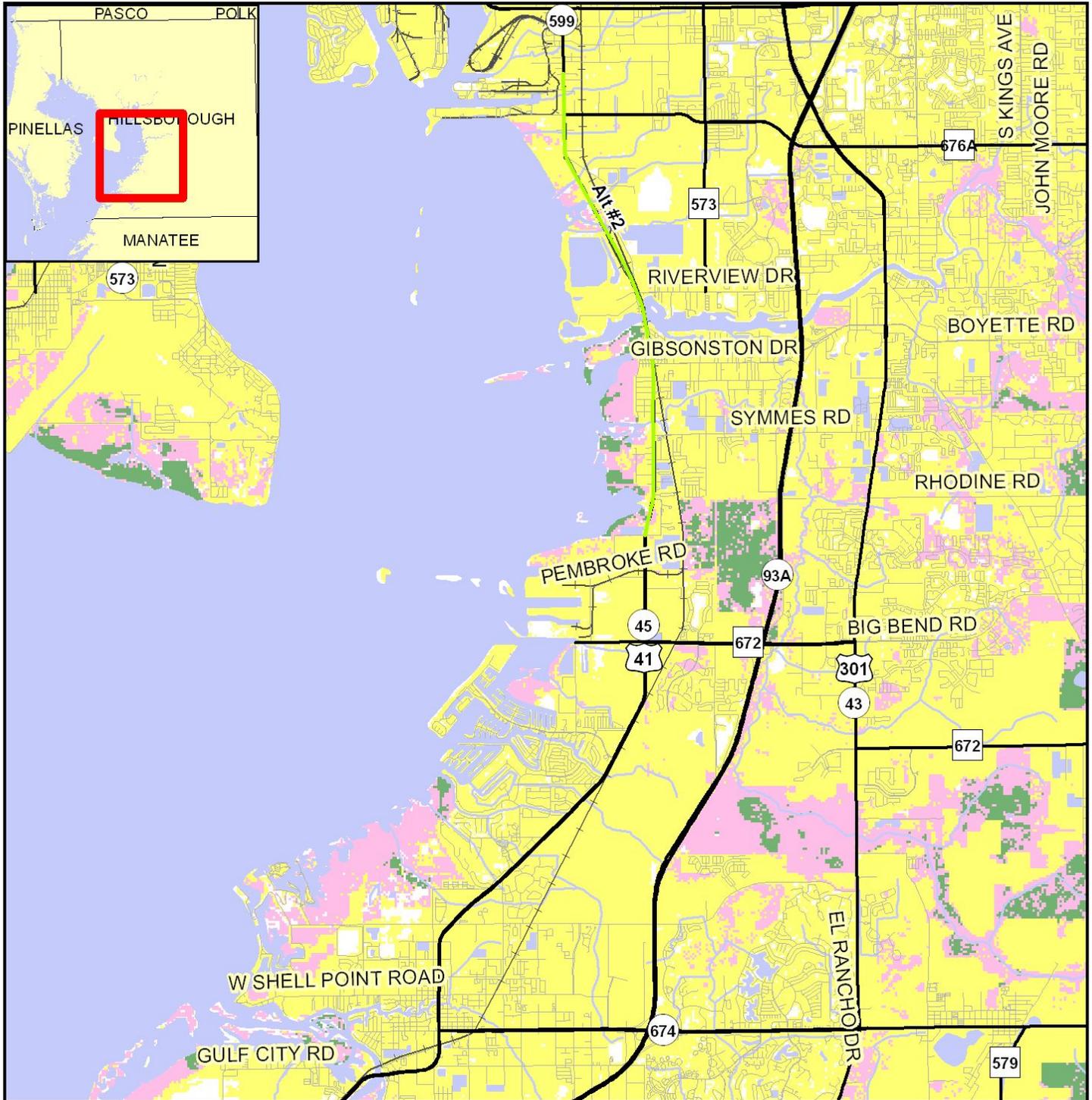
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- > 20% Below Poverty



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5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard



Integrated Wildlife Habitat Ranking System Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

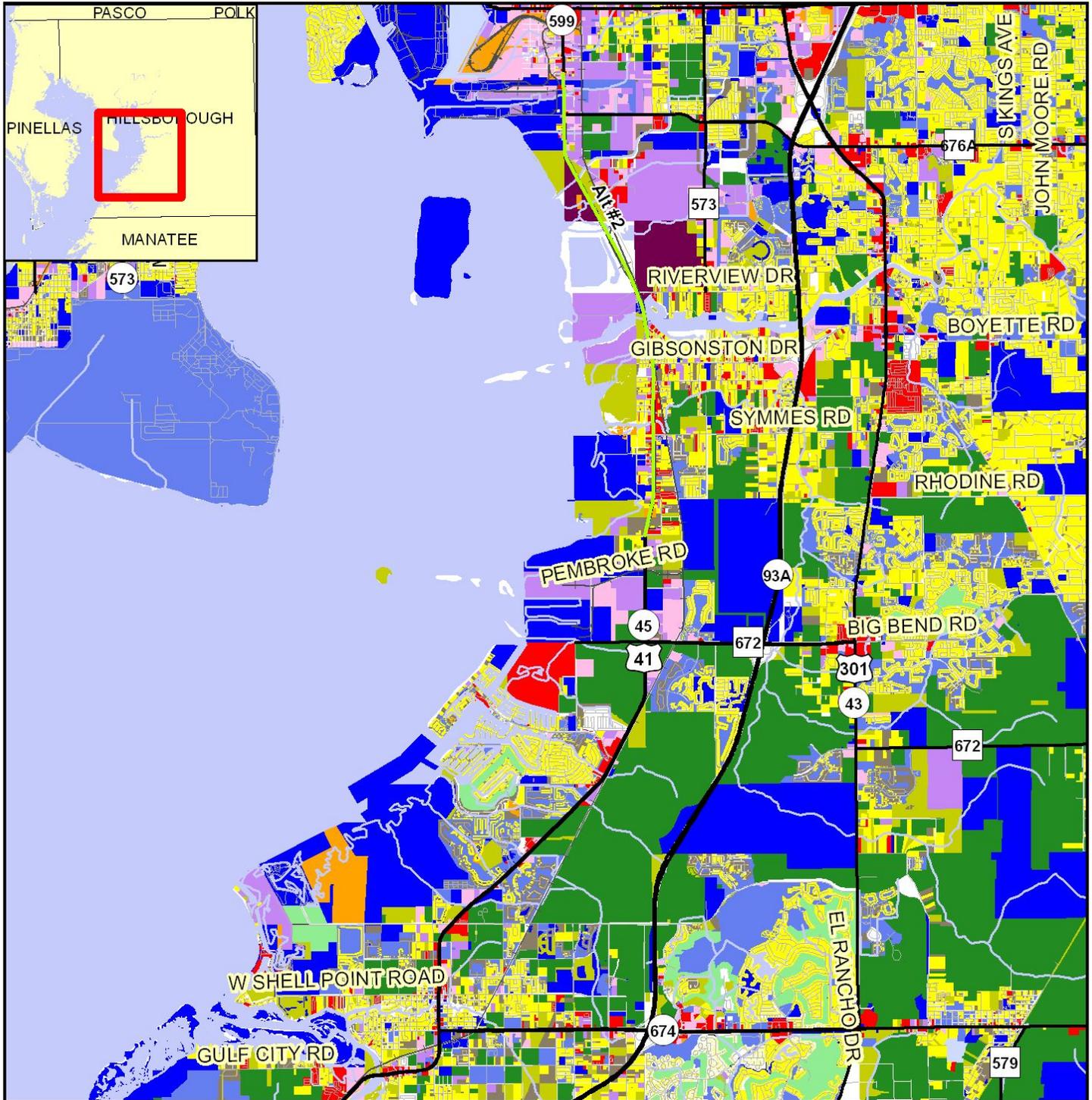
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



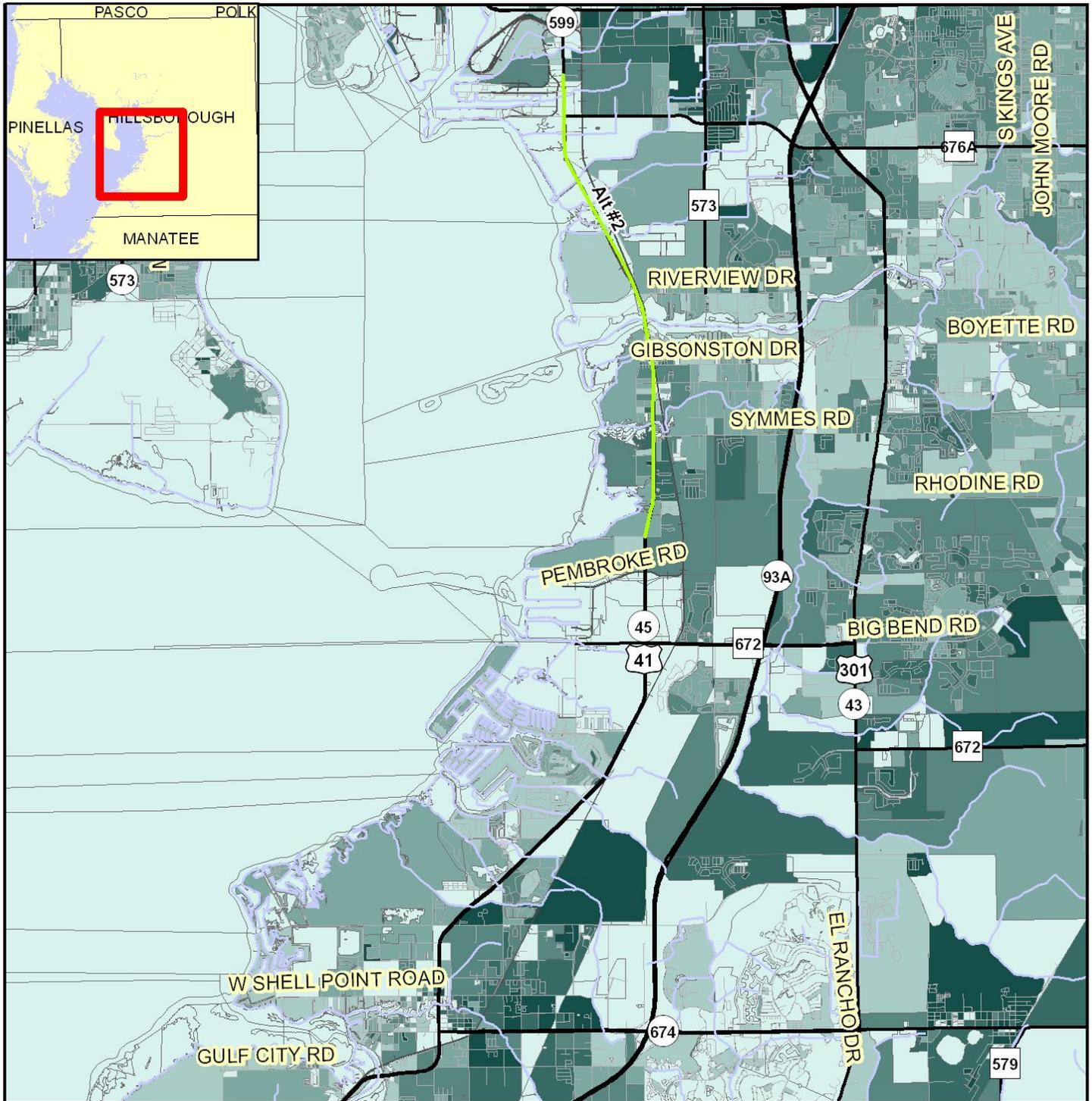
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

Land Use Map

- | | | | |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | Recreational | No Data |
| Local Road or Trail | Mining | Residential | |



5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard

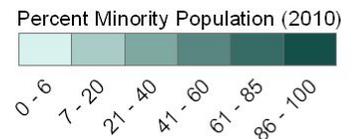


Minority Population Distribution Map



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

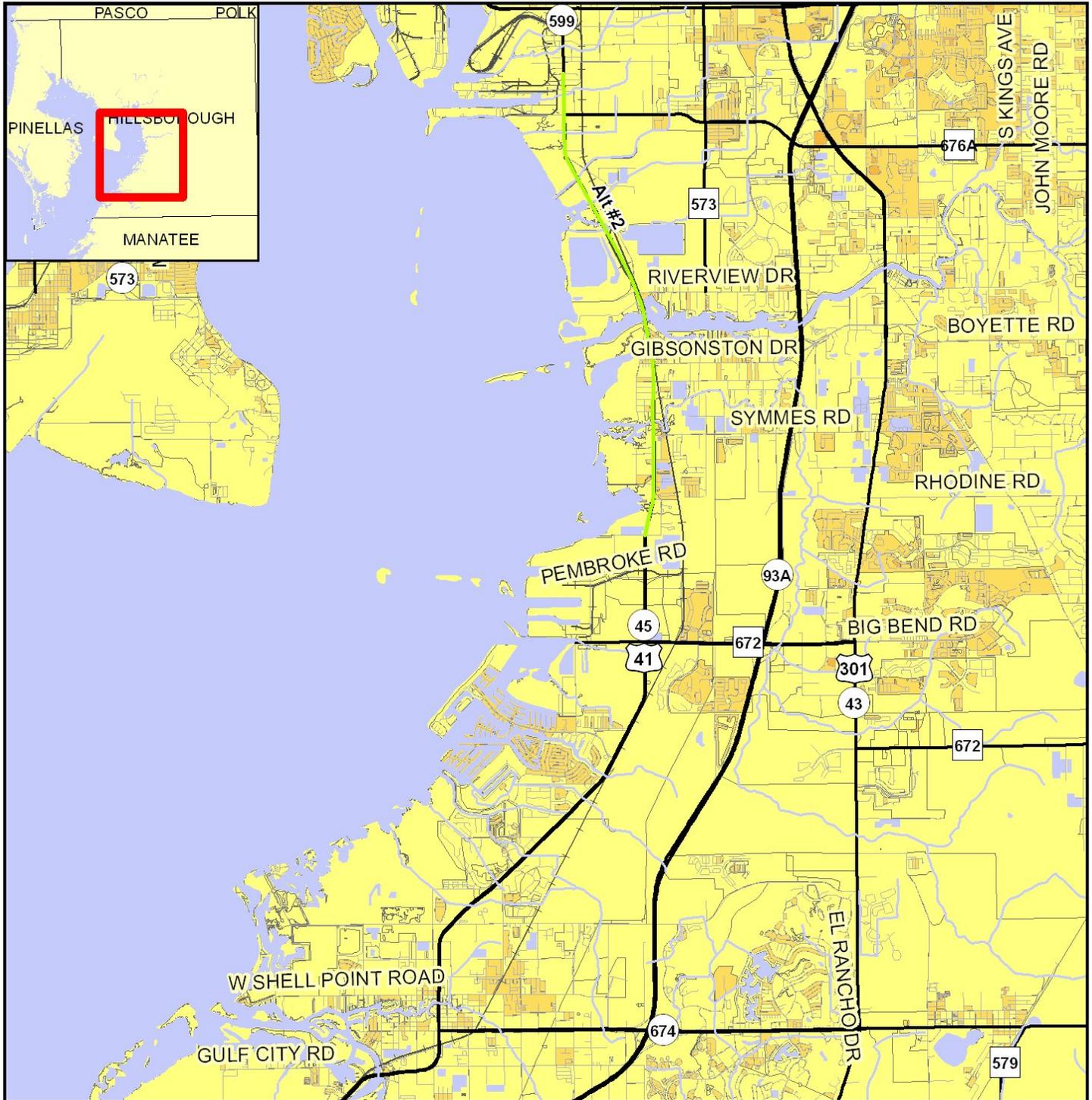


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5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



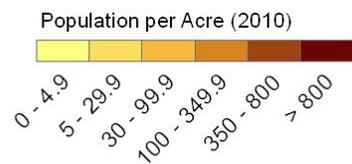
0.25 Miles



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

- ETDM Alternative Point — Railroad
- ETDM Alternative Terminus — River, Stream or Canal
- ETDM Alternative Segment ■ Water Body
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail

Population Density Map



5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Project Aerial Map

0 3 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

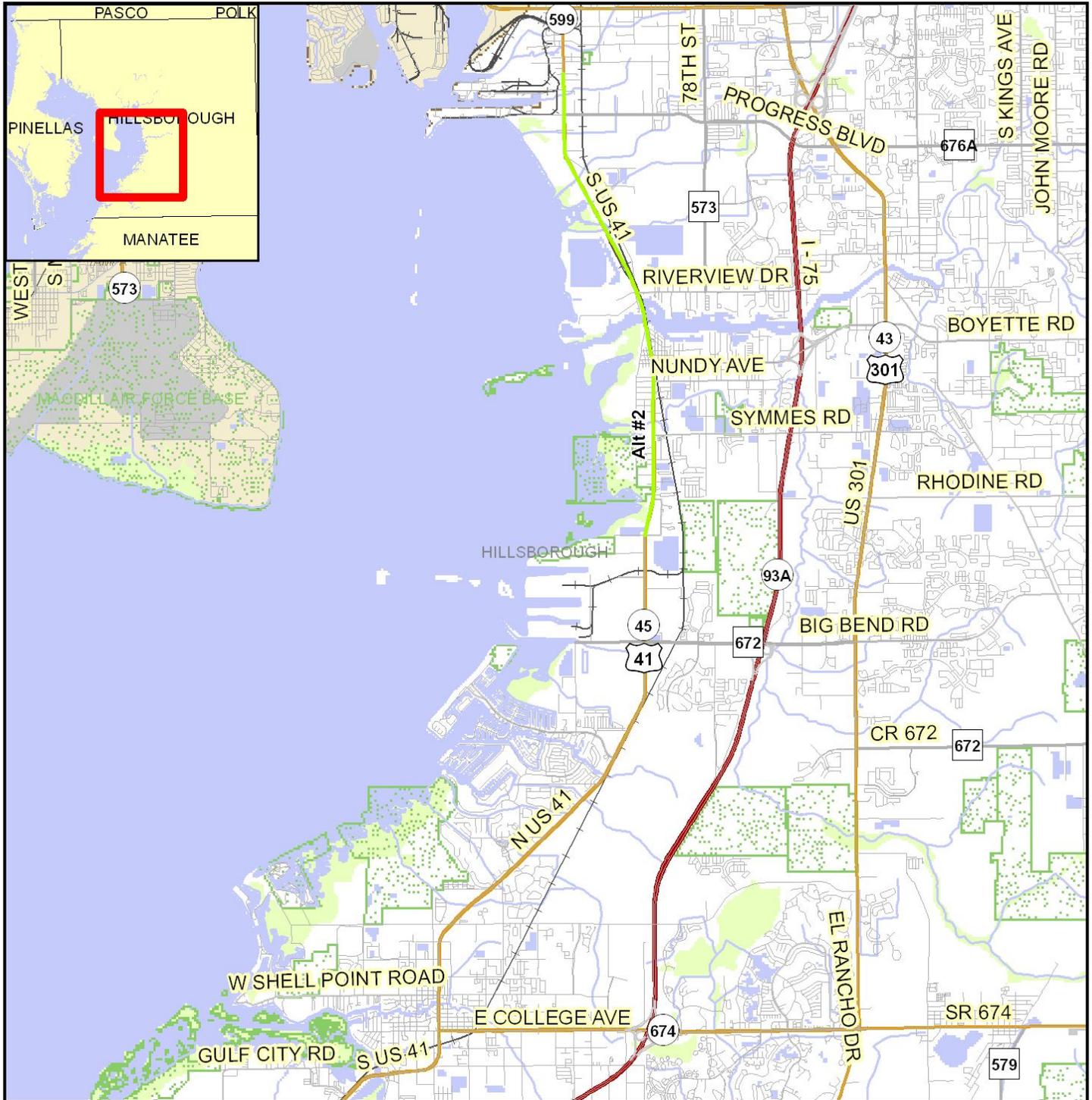
Data Sources:
 Highways - NAVTEQ
 Digital Orthophotograph - US Geological Survey

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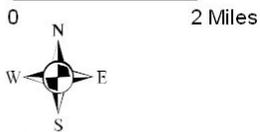


5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Project Location Map



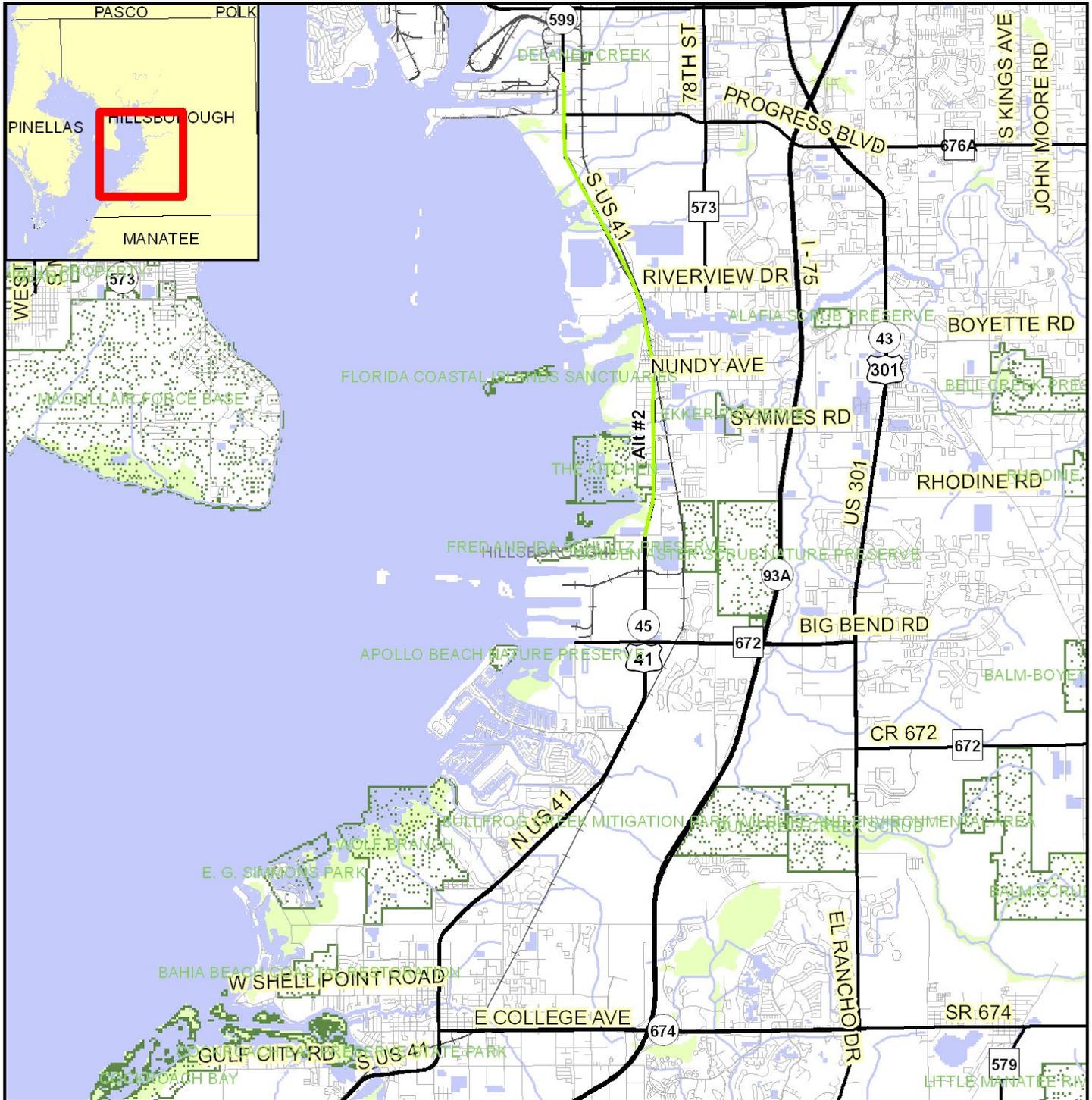
Data Sources:
 NAVTEQ
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

- | | | |
|---|---|---|
| ● ETDM Alternative Point | Managed Conservation Lands | Toll Road |
| ● ETDM Alternative Terminus | River, Stream or Canal | Railroad |
| ETDM Alternative Polygon | Water Body | Airport |
| River, Stream or Canal | Swamp/Marsh | City Limits |
| River, Stream or Canal | | County Boundaries |

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5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard



Conservation and Recreation Area Map

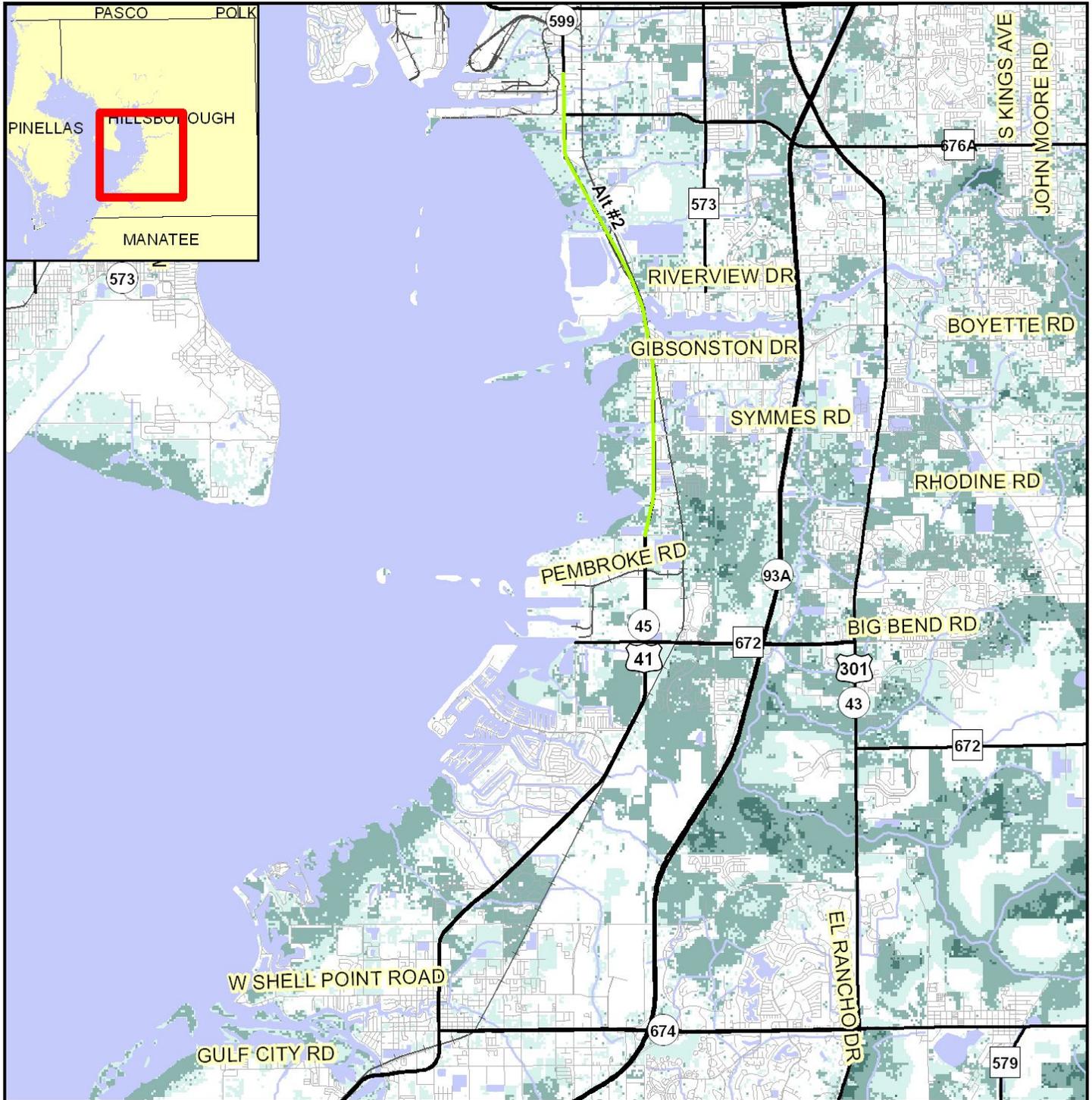


- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Railroad
- County Boundary
- Major Road
- Local Road or Trail

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Natural Areas Inventory

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5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard



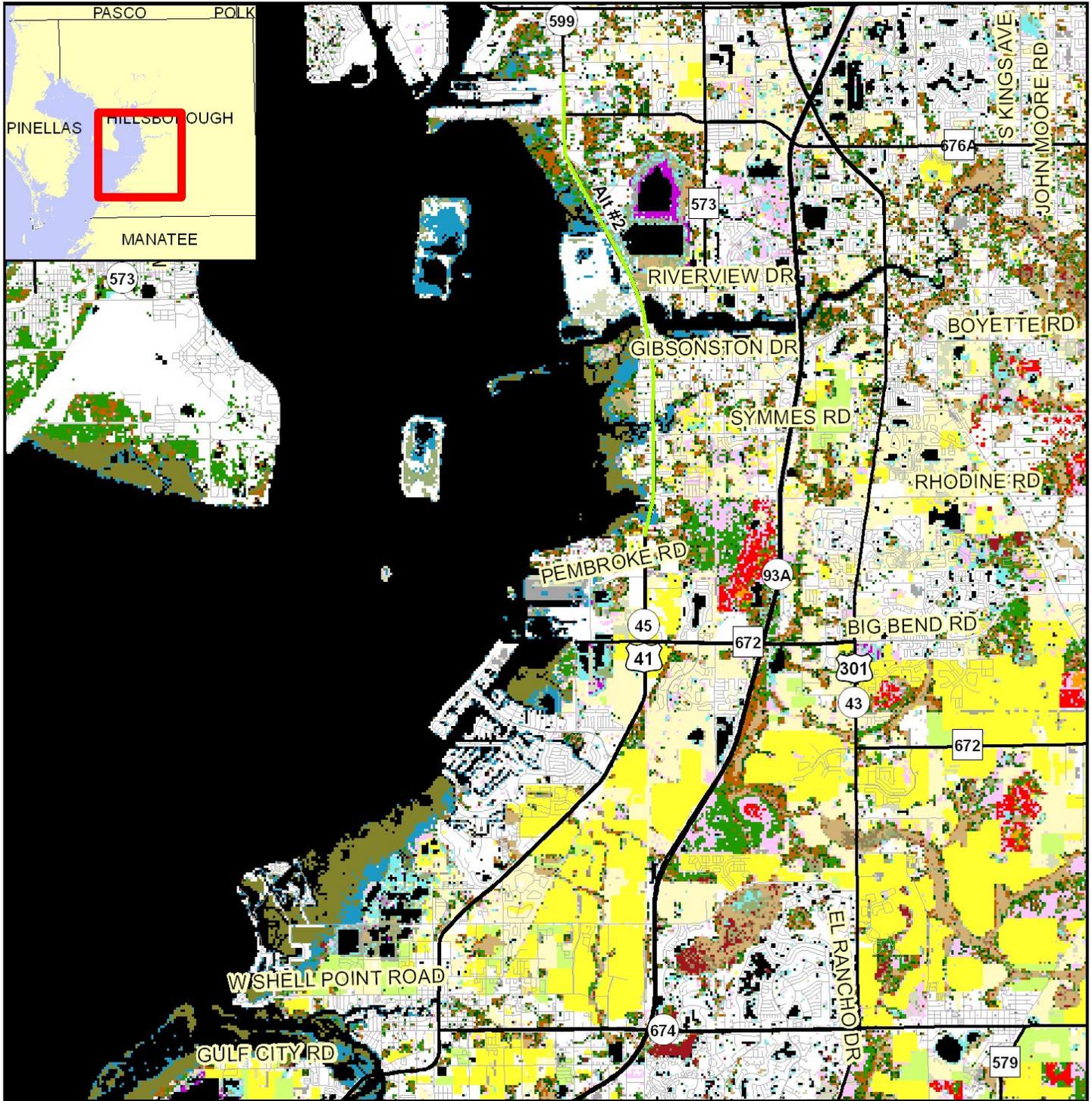
Species Potential Habitat Model Map

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> ● ETDM Alternative Point ● ETDM Alternative Terminus — ETDM Alternative Segment ETDM Alternative Polygon — Major Road — Local Road or Trail | <ul style="list-style-type: none"> — Railroad — River, Stream or Canal ■ Water Body | <h4 style="margin: 0;">Potential Habitat Richness</h4> <ul style="list-style-type: none"> 1 - 2 Species 3 - 5 Species 6 - 8 Species 9 - 10 Species 11 - 13 Species |
|---|---|---|

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission



5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard



Vegetation and Land Cover Map

- | | | | | | | |
|---------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDM Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| ETDM Alternative Segment | Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugar cane | High Impact Urban |
| ETDM Alternative Terminus | Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| ETDM Alternative Point | Xeric Oak Scrub | Tropical Hardwood Hammock | Mixed Wetland Forest | Open Water | Row and Field Crops | Extractive |
| Major Road | Sand Pine Scrub | Freshwater Marsh and Wet Prairie | Hardwood Swamp | Shrub and Brushland | Other Agriculture | |
| Local Road or Trail | Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | Exotic Plants | |
| | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Australian Pine | |
| | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | Improved Pasture | Melaleuca | |

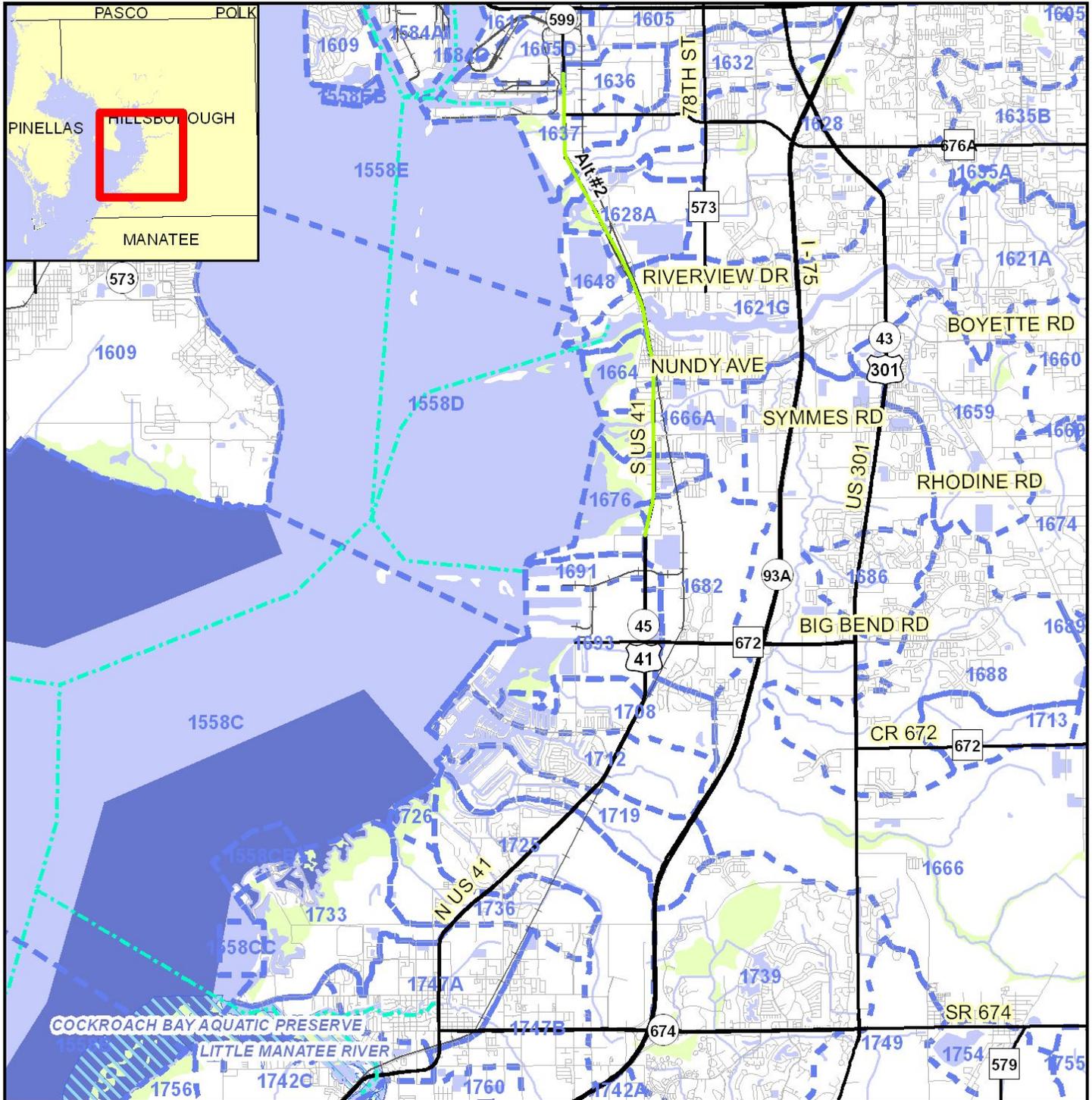
Data Sources: NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

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5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



0 3 Miles

● ETDM Alternative Point
● ETDM Alternative Terminus
— ETDM Alternative Segment
 ETDM Alternative Polygon

— Railroad
▲ 1st Magnitude Spring
— River, Stream or Canal
— Navigable Water Way

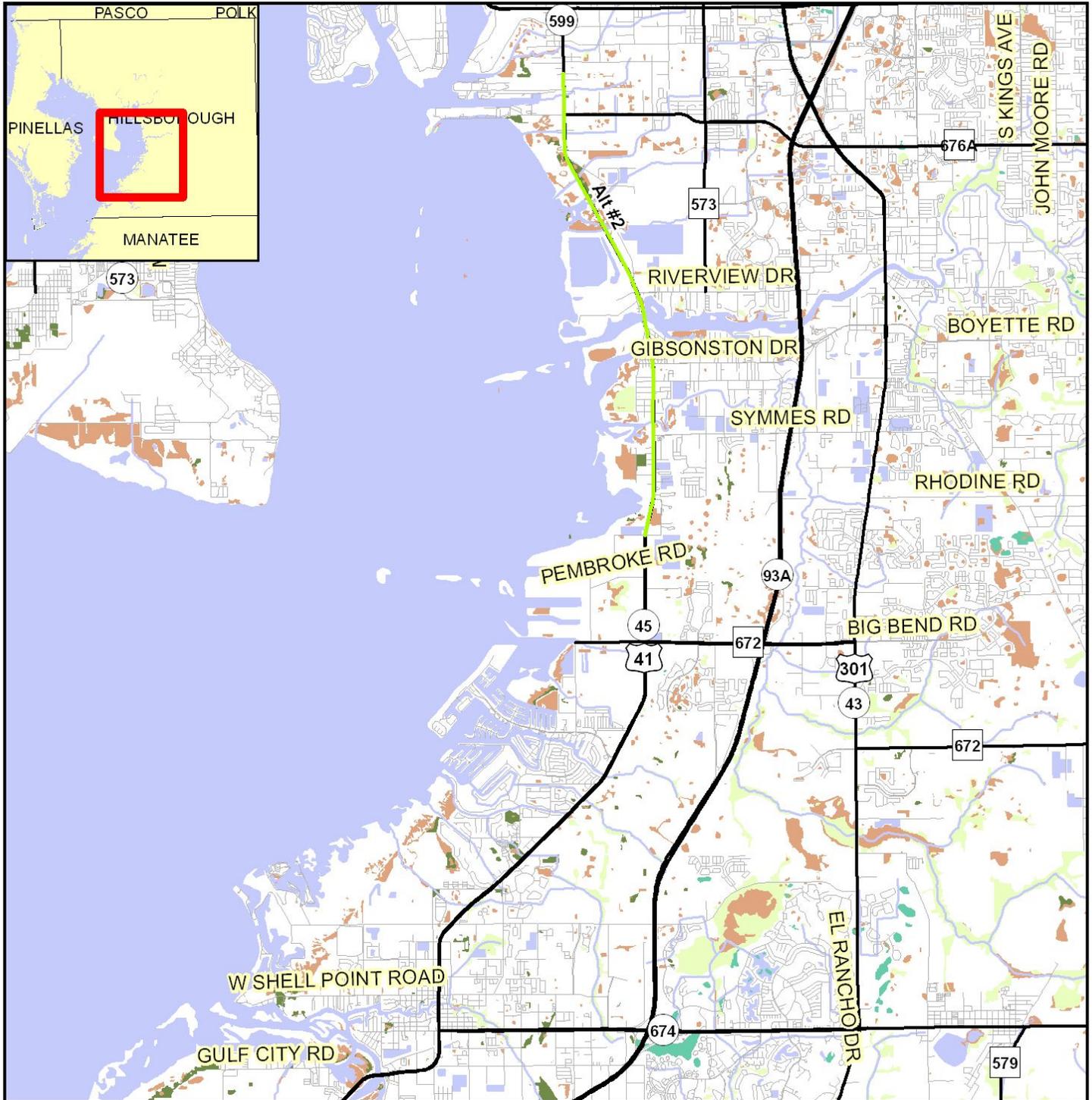
— SFWMD Canals
 Drainage Basin
 Outstanding Florida Water
 Surface Water Class I
 Surface Water Class II
 Water Body
 Swamp/Marsh

Data Sources: — Major Road, — Local Road or Trail, NAVTEQ, US Geological Survey, Florida Department of Transportation, Florida Department of Environmental Protection, Florida Geological Survey, US Bureau of Transportation Statistics

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5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



Wetland Resource Map

0 2 Miles



- | | | |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon | Major Road | Non-vegetated Wetland |
| ETDM Alternative Segment | Local Road or Trail | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed |
| ETDM Alternative Point | Water Body | Wetland Coniferous Forest |
| | | Wetland Hardwood Forest |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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Appendix B

Advance Notification and Agency Coordination



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

11201 N. McKinley Drive
Tampa, FL 33612

**ANANTH PRASAD, P.E.
SECRETARY**

September 19, 2012

Ms. Lauren Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, MS 47
Tallahassee, FL 32399-3000

Dear Ms. Milligan:

**SUBJECT: Advance Notification
US 41 (SR 45) PD&E Study
from Kracker Avenue to south of SR 676 (Causeway Boulevard)
ETDM Number: 5180
Financial Project ID Number: 430056-1-22-01
Hillsborough County, Florida**

The Florida Department of Transportation (FDOT) is evaluating alternative capacity and operational improvements along US Highway 41/State Road 45 (US 41/SR 45) from Kracker Avenue to south of SR 676 (Causeway Boulevard) in Hillsborough County.

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct Federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential **Executive Order 12372**. We are also distributing the AN Package to local and federal agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

This is a non-Federal aid action and FDOT District Seven will determine what type of environmental documentation will be necessary. The determination will be based upon selected consultant environmental evaluations and comments from other agencies. Since this project will require a federal permit, please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, **please** review the project's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with **Chapter 163 of the Florida Statutes**.

FDOT District Seven is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as **ETDM #5180 - US Highway 41**. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM website. Non-ETAT agencies can review this project at the public access website located at: <http://etdmpub.fl-a-etat.org/est>.

We are looking forward to receiving your comments on the project. Consistency reviewers have 45 days from the Programming Screen Notification to provide their comments. Once you have received their comments, you will supply a summary and consistency determination for your agency within 60 days of the Programming Screen Notification. If you need more review time, send a written request for an extension to our office within the initial 60 days comment period.

Your comments should be addressed to:

Ming Gao, PE
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,



Ming Gao, PE
Intermodal Systems Development Manager

MG/cs
Attachments

ADVANCE NOTIFICATION MAILING LIST

cc:

Federal Highway Administration, Division Administrator
Federal Highway Administration – **ETAT Representative**
Federal Emergency Management Agency-Mitigation Division, Chief
Federal Railroad Administration
Federal Transit Administrator – **ETAT Representative**
U.S. Department of the Interior-Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior-U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - **ETAT Representative**
U.S. Department of Interior-U.S. Fish and Wildlife Service - **ETAT Representative**
U.S. Army Corps of Engineers-Regulatory Branch - **ETAT Representative**
U.S. Department of Commerce-National Marine Fisheries Service- Southeast
U.S. Department of Commerce-National Marine Fisheries Service - Southeast Regional
Superintendent Conservation Division - **ETAT Representative**
U.S. Department of Agriculture – Southern Region
U.S. Department of Interior – National Park Service – Southeast Regional Office – **ETAT Representative**
Federal Aviation Administration, Airports District Office
U.S. Department of Health and Human Services-National Center for Environmental
Health
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Coast Guard – Seventh District – Commander (oan) – **ETAT Representative**
Florida Inland Navigation District
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission - **ETAT Representative**
U.S. Forest Service – **ETAT Representative**
Florida Department of Environmental Protection - **ETAT Representative**
Florida Department of Environmental Protection – **State Clearinghouse**
Florida Department of State - **ETAT Representative**
Florida Department of Economic Opportunity - **ETAT Representative**
Florida Department of Agriculture and Consumer Services - **ETAT Representative**
Federal Transit Administrator - **ETAT Representative**
Tampa Bay Regional Planning Council
Southwest Florida Water Management District - **ETAT Representative**
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials

**Project #5180 - US HWY 41
Programming Screen - Published on 09/19/2012
Printed on: 9/19/2012**

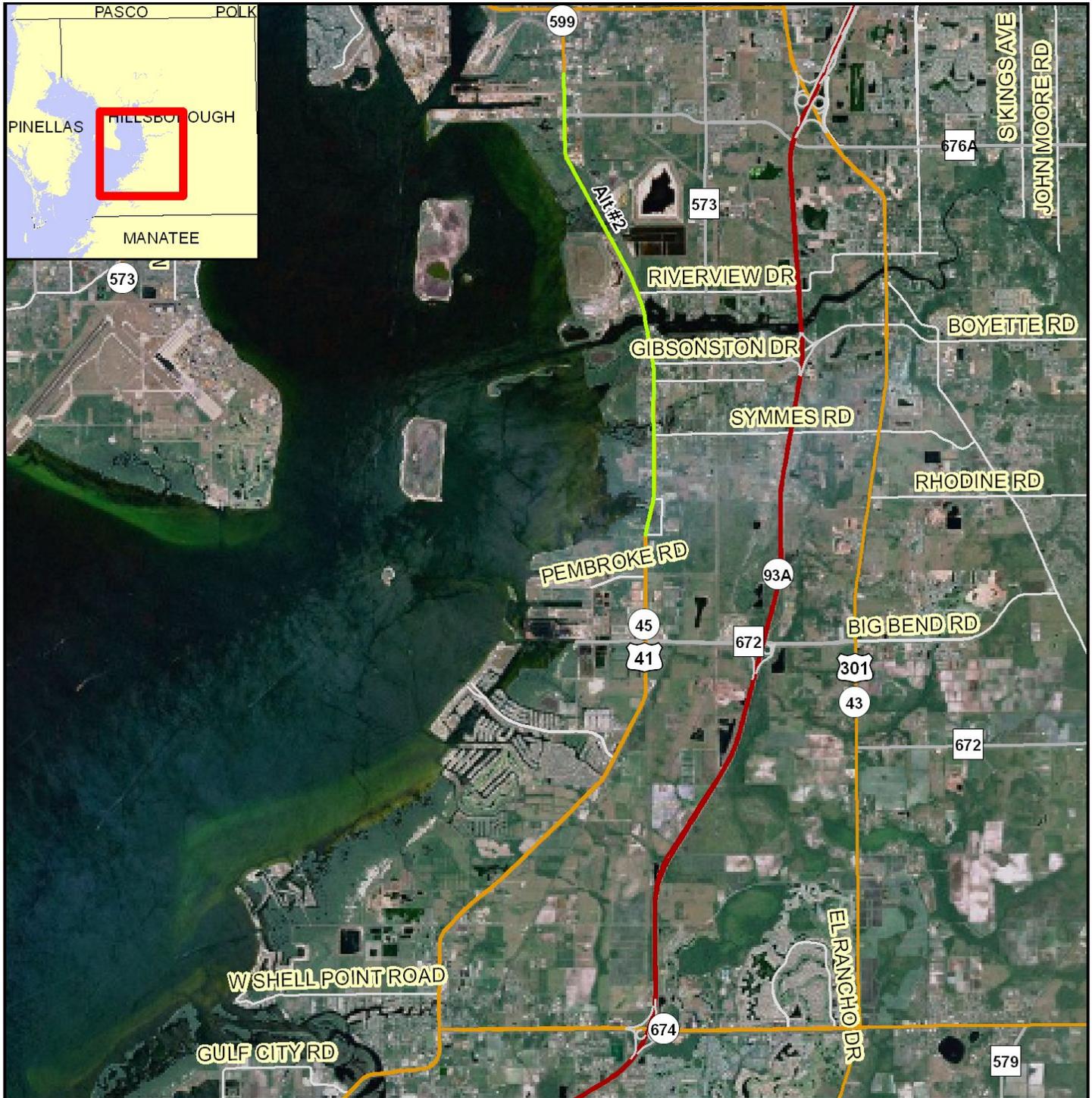
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Location Maps

5180 US HWY 41

Kracker Avenue to South of Causeway Boulevard



0 3 Miles

Project Aerial Map



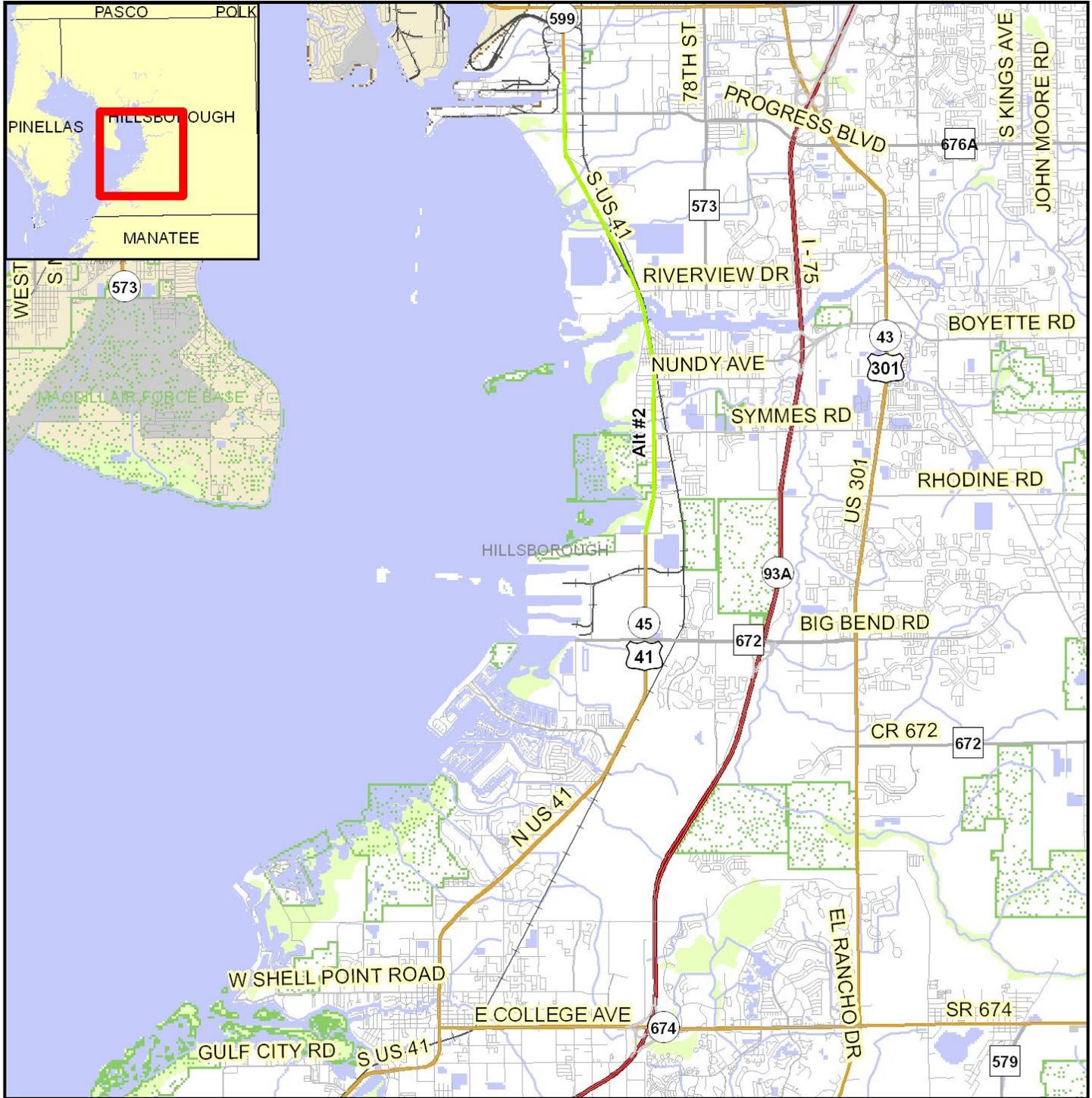
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

Data Sources:
 Highways - NAVTEQ
 Digital Orthophotograph - US Geological Survey

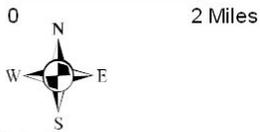
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5180 US HWY 41 Kracker Avenue to South of Causeway Boulevard



Project Location Map



Data Sources:
 NAVTEQ
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

- | | | |
|---|--|---|
| ● ETDM Alternative Point | Managed Conservation Lands | Toll Road |
| ● ETDM Alternative Terminus | River, Stream or Canal | Railroad |
| ETDM Alternative Polygon | Water Body | Airport |
| Swamp/Marsh | City Limits | County Boundaries |

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DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.flia-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #5180 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Project Description

Purpose of and Need for

Purpose and Need Statement

Purpose and Need Statement

The purpose of the proposed project is to accommodate existing and future traffic demands on US 41 due to growth within the project limits and surrounding areas. US 41 is part of the Florida Intrastate Highway System (FIHS) and plays a significant role in connecting southern Hillsborough County to the Tampa Bay region.

Need

The need for this project stems from projected future traffic, which shows the level of service (LOS) deficiencies in this Corridor. This corridor is projected to operate at LOS F with the 2035 traffic.

Regional Connectivity

US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton.

US 41 is part of the FIHS, which is the highway component of the Strategic Intermodal System (SIS), a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. US 41 is part of the regional roadway network identified by the West Central Florida Metropolitan Planning Organization's (MPO's) Chairs Coordinating Committee (CCC).

Safety

With the additional capacity provided in the corridor by the widening of US 41 from four to six lanes, roadway congestion will be reduced, which will decrease potential conflicts with other vehicles and potentially increase safety.

Crash data was analyzed for a 5-year period from 2006 to 2010. During this 5-year period, 803 crashes occurred along the study corridor involving 11 fatal crashes and 151 injury crashes. In 2006 there were five fatal crashes, in 2008 there were three fatal crashes, and in 2007, 2009, and 2010 there was one fatal crash each. The actual crash rates per million vehicle miles for this study corridor from the Florida Department of Highway Safety and Motor Vehicles are shown for 2006 through 2010, together with the statewide average for similar facility types. This information can be reviewed in Table 1 found in the Project Attachments.

As shown in Table 1, five spots and one segment that were analyzed had higher average actual crash rates than the statewide average crash rate. The spots that exceeded the statewide average crash rate are: US 41 and Riverview Drive; US 41 and Madison Avenue/Pendola Point Road; US 41 and Gibsonton Drive; US 41 and Palm Avenue; and US 41 and Symmes Road. The average actual crash rates were 4.88 and 3.25 times higher than the statewide average crash rate, respectively. The segment that exceeded the statewide average crash rate is from Port Sutton Road to Causeway Boulevard. This segment has a crash rate that is 13% higher than the statewide average crash rate.

Plan Consistency

This project is consistent with the Future of Hillsborough Transportation Element, which is the Comprehensive Plan for Unincorporated Hillsborough County. The plan was originally adopted in July 1989 and last amended in June of 2008. The comprehensive plan and the Hillsborough County 2035 LRTP, adopted in December 2009, both indicate the need to improve US 41 to 6-lanes from 19th Avenue NE to Madison Avenue.

The project identified in the Hillsborough County 2035 LRTP, as part of the Cost Affordable Highway, Bicycle, and Pedestrian Projects is the widening of US 41 between 19th Avenue NE and Madison Avenue. The project overlaps with the boundaries of US 41 from Kracker Avenue to south of Causeway Boulevard for approximately 6.2 miles. US 41 between 19th Avenue NE and Madison Avenue is listed in the LRTP as expected to be constructed after 2035 as the project is funded for design but unfunded for right-of-way and construction in the LRTP. The remaining portion of the corridor, from Madison Avenue to Causeway Boulevard is not listed in the LRTP.

The West Central Florida MPO Chair's Coordinating Committee (CCC) has classified US 41 as a "regional road" and as an "unfunded need" on the "regionally significant road network" in west central Florida.

Emergency Evacuation

US 41 is listed as an evacuation route by the Hillsborough County Emergency Management and shown on the Florida Division of Emergency Management's evacuation route network. US 41 provides access to I-275 and I-75 via connection with many east-west roads.

Future Population and Employment Growth in Corridor

Traffic in the corridor is expected to increase due to projected population and employment growth along the corridor. According to the Hillsborough County 2035 LRTP, Hillsborough County population is expected to grow from 1,173,360 to 1,729,300 (47% increase) between 2006 and 2035, and employment is expected to grow from 759,300 to 1,175,920 (55% increase) within this timeframe.

Current and Future Transportation Demand

In 2011, the Annual Average Daily Traffic (AADT) ranged between 24,000 (Level of Service [LOS] B) and 34,500 (LOS C) within the proposed project area (as shown in Table 2) according to the Hillsborough County March 2011 Level of Service Report. With an AADT of 34,500, US 41 is at 94% capacity for the adopted level of service standard of D (LOS D has a capacity of 36,700). The current Tampa Bay Regional Planning Model

(TBRPM) - Version 7.0 indicates that the AADTs in 2035 are expected to range between 51,500 and 73,000. The existing four lane configuration would result in a LOS F with the future traffic volume.

Modal Interrelationships

The Hillsborough Area Regional Transit (HART) Authority operates local route 31 within the corridor. Bicycle and pedestrian accommodations will be considered as part of the proposed improvements.

US 41 is part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. US 41 is designated as part of the Florida's SIS highways. Improvements to US 41 will enhance access to activity centers in the area and will improve movement for goods and freight in the Tampa Bay region and across the State. The widening of this facility is also intended to provide relief to parallel facilities such as I-75 and US 301.

Project Description

Project Description Summary

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate alternative capacity and operational improvements along US Highway 41/State Road 45 (US 41/SR 45) from Kracker Avenue to south of SR 676 (Causeway Boulevard) in Hillsborough County, FL. US 41 is a major north-south regional arterial that parallels Interstate 75 (I-75) and US Highway 301 (US 301) within the southern portions of Hillsborough County.

US 41 is classified as an urban principal arterial - other. The proposed project consists of the widening of US 41 from a four-lane divided arterial to a six-lane divided arterial and the anticipated replacement of the existing US 41 bridges (Bridge Nos. 100045 and 100107) over the Alafia River. The proposed project is intended to accommodate projected future traffic. Multi-modal improvements such as sidewalks, bicycle facilities, and transit accommodations will be considered as part of the project. The length of the proposed project is approximately 7.7 miles.

Project Status

Portions of US 41, within the project limits, have previously been screened through the Environmental Screening Tool (EST). A Planning Screen Summary Report was published on June 9, 2005 under Efficient Transportation Decision Making (ETDM) Project number 5180 - US 41 from SR 674 (College Avenue) to Madison Avenue. A Programming Screen Summary Report was published on November 18, 2008, under ETDM Project number 9511. The ETAT reviewed limits of US 41 from 19th Avenue NE to Gibsonton Drive, but after the ETAT review was complete the limits were reduced to be from 12th Street to Kracker Avenue. The FDOT based their Programming Summary Report and Class of Action on these new reduced limits. The current project is using the same ETDM Project Number 5180 as the Planning Screen, but the limits have been reduced to connect to the southern segment along US 41 that was evaluated in the Programming Screen (ETDM Project number 9511).

The project is currently state-funded for PD&E for \$1,116,000. This project is not listed on the Hillsborough County Long Range Transportation Plan (LRTP) for construction until after 2035. FDOT will coordinate with the local planning agencies for inclusion on the 2035 LRTP, and costs for construction and right of way will be determined at that time.

This project will be evaluated as a State Environmental Impact Report (SEIR). The project will consist of three segments: (1) Kracker Avenue to Pennsylvania Avenue, (2) Pennsylvania Avenue to Industrial Access Road - bridge over Alafia River, and (3) Industrial Access Road to south of SR 676 (Causeway Boulevard). Segment 2, which includes the bridge over the Alafia River, will require review from the U.S. Coast Guard. The project can be reviewed in the EST by segment or as the entire project limits.

Summary of Public Comments not available at this time

Justification:

No public comments have been received to date on this project. A Public Involvement Plan will be produced in PD&E and a Public Hearing will be held to gather public input.

Planning Consistency Status

No information available.

Potential Lead Agencies

- FL Department of Transportation

Exempted Agencies

Agency Name	Justification	Date
US Forest Service	No forest service lands.	09/18/2012
National Park Service	No national parks within project area.	09/18/2012
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	06/29/2012

Project Attachments

Date	Type	Size	Link / Description
09/19/2012	Form SF-424: Application for Federal Assistance	631 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13253 Form SF-424: Application for Federal Assistance
09/19/2012	Hardcopy Map (from Attach Document Tool)	1.96 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13247 Project Map: Map of Project Segments
09/13/2012	Traffic Analysis	92 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=13230 Crash and Traffic Data Tables

Alternative #2 - US 41-Kracker to s/o Causeway

Alternative Description			
From:	Kracker Ave	To:	South of Causeway Boulevard
Type:	Widening	Status:	ETDM QA/QC
Total Length:	6.84 mi.	Cost:	\$1,116,000.00
Modes:	Roadway Bicycle Pedestrian	SIS:	Y

Segment Description(s)

Location and Length

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001: Segment 1 - South of Alafia	US Hwy 41	Kracker Ave	Pennsylvania Ave	2.84			
S-003: Segment 3 - North of Alafia	US Hwy 41	Riverview Dr	Denver St	3.35			
S-002: Segment 2 - Alafia Bridge	US Hwy 41	Pennsylvania Ave	Riverview Dr	0.63			

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
S-001: Segment 1 - South of Alafia	FDOT	In	URBAN: Principal Arterial - Other
S-003: Segment 3 - North of Alafia	FDOT	In	URBAN: Principal Arterial - Other
S-002: Segment 2 - Alafia Bridge	FDOT	In	URBAN: Principal Arterial - Other

Base Conditions

Segment No.	Year	AADT	Lanes	Config
S-001: Segment 1 - South of Alafia	2011	24000	4	Lanes Divided
S-003: Segment 3 - North of Alafia	2011	34500	4	Lanes Divided
S-002: Segment 2 - Alafia Bridge	2011	24000	4	Lanes Divided

Interim Plan

Segment No.	Year	AADT	Lanes	Config
S-001: Segment 1 - South of Alafia				
S-003: Segment 3 - North of Alafia				
S-002: Segment 2 - Alafia Bridge				

Needs Plan

Segment No.	Year	AADT	Lanes	Config
S-001: Segment 1 - South of Alafia	2035	51700	6	Lanes Divided
S-003: Segment 3 - North of Alafia	2035	73500	6	Lanes Divided
S-002: Segment 2 - Alafia Bridge	2035	54000	6	Lanes Divided

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
S-001: Segment 1 - South of Alafia	2035			
S-003: Segment 3 - North of Alafia	2035			
S-002: Segment 2 - Alafia Bridge	2035			

Funding Sources

Segment No.	FDOT	Unknown
S-001: Segment 1 - South of Alafia	\$1,116,000.00	
S-003: Segment 3 - North of Alafia	\$1,116,000.00	
S-002: Segment 2 - Alafia Bridge	\$1,116,000.00	

Eliminated Alternatives

Alternative #1 - Eliminated

- **Date Updated:** 07/11/2012
- **Updated By:** FDOT District 7
- **Justification for Elimination:**

Alternative 1 is being eliminated because the limits have been modified since the Planning Screen. Alternative 1 is from SR 674 to Madison Avenue. This stretch of US 41 has been segmented and evaluated as follows:
 -The portion from SR 674 to 12th Street is no longer being considered for further review at this time because it is a constrained corridor.
 -The portion from 12th Street to Kracker Road has already had a Programming Screen (ETDM #9511) and State Environmental Impact Report (SEIR) completed in an effort to support Port of Tampa development and Developer projects planned for the area.
 -The portion from Kracker Road to Causeway Boulevard are the new limits to be evaluated in the current Programming Screen (ETDM #5180).

Community-Desired Features

No Data Available

Purpose and Need Reviews

FL Department of Environmental Protection

Acknowledgment: Understood
Review Date: 04/14/2005
Comments: No Purpose and Need comments were found.

FL Department of State

Acknowledgment: Understood
Review Date: 04/15/2005
Comments: Will additional Right-of-Way be required for this project or will all construction happen within existing Right-of-Way?

Federal Highway Administration

Acknowledgment: Accepted
Review Date: 04/12/2005
Comments: No Purpose and Need comments were found.

National Marine Fisheries Service

Acknowledgment: Understood
Review Date: 04/11/2005
Comments: No Purpose and Need comments were found.

Southwest Florida Water Management District

Acknowledgment: Understood
Review Date: 04/05/2005
Comments: No Purpose and Need comments were found.

US Army Corps of Engineers

Acknowledgment: Understood
Review Date: 04/13/2005
Comments: No Purpose and Need comments were found.

US Coast Guard

Acknowledgment: Accepted
Review Date: 04/14/2005
Comments: No Purpose and Need comments were found.

US Environmental Protection Agency

Acknowledgment: Understood
Review Date: 04/15/2005
Comments: No Purpose and Need comments were found.

US Fish and Wildlife Service

Acknowledgment: Understood
Review Date: 04/14/2005
Comments: No Purpose and Need comments were found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- Not Available. Contact the ETDM Help Desk for assistance.

Environmental Information

The following tables show results of standard data analyses that compare the locations of the project alternatives with locations of various environmental resources, as recorded in the ETDM Geographic Information System database. This report provides results for various resources within 500 feet from the center of the planned corridor. Results for additional types of resources and buffer distances may be viewed on the ETDM Environmental Screening Tool web site, or may be requested from the project contact as indicated on the Advance Notification cover letter. Public access to the ETDM Environmental Screening Tool is provided by the Florida Department of Transportation at the following web address: <http://etdmpub.fl.a-etat.org>

Coastal Zone Consistency Review Is Required?

YES

Potential Navigable Waterway Crossing Features Found?

NO

Alternative #2 - US 41-Kracker to s/o Causeway Summary

Analysis Type	Date Run	0 ft.	500 ft.		1320 ft.	
		Count	Count	Acres	Count	Acres
Land Uses						
District 7 Generalized Landuse	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Wetlands						
National Wetlands Inventory	09/18/2012	Not Analyzed	39	134.24	Not Analyzed	
SWFWMD Wetlands 2008	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
SWFWMD Wetlands 2009	09/18/2012	Not Analyzed	43	114.71	Not Analyzed	
Floodplains						
DFIRM Flood Hazard Zones	09/18/2012	Not Analyzed	7	847.12	Not Analyzed	
FEMA Flood Insurance Rate Maps 1996	09/18/2012	Not Analyzed	11	847.12	Not Analyzed	
Wildlife and Habitat						
2003 FFWCC Habitat and Landcover GRID	09/18/2012	Not Analyzed	N/A	847.12	Not Analyzed	
2008 SWFWMD FL Land Use and Land Cover	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
2009 SWFWMD FL Land Use and Land Cover	09/18/2012	Not Analyzed	113	847.12	Not Analyzed	
Florida Managed Areas	09/19/2012	Not Analyzed	1	4.01	Not Analyzed	
Florida Natural Areas Inventory Managed Lands	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Strategic Habitat and Conservation Areas 2000	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Outstanding Florida Waters						
Other Outstanding Florida Waters	09/18/2012	Not Analyzed	0	0.0	Not Analyzed	
Aquatic Preserves						
List of Aquatic Preserves	09/18/2012	Not Analyzed	0	0.0	Not Analyzed	
Cultural Resources						
Field Survey Project Boundaries	09/18/2012	Not Analyzed	12	137.72	Not Analyzed	
Florida Site File Cemeteries	09/18/2012	Not Analyzed	0	0.0	Not Analyzed	
Florida Site File Historic Bridges	09/18/2012	Not Analyzed	1	0.0	Not Analyzed	
Florida Site File Historic Standing Structures	09/18/2012	Not Analyzed	18	0.0	Not Analyzed	
Resource Groups	09/18/2012	Not Analyzed	1	29.99	Not Analyzed	
Coastal Barrier Resources						
Coastal Barrier Resource System	09/18/2012	Not Analyzed	0	0.0	Not Analyzed	

Contamination					
Brownfield Location Boundaries	09/19/2012	Not Analyzed	2	16.52	Not Analyzed
FDEP Off Site Contamination Notices	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
National Priority List Sites	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Solid Waste Facilities	09/18/2012	Not Analyzed	2	0.0	Not Analyzed
Superfund Hazardous Waste Sites	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Toxic Release Inventory Sites	09/19/2012	Not Analyzed	1	0.0	Not Analyzed
Sole Source Aquifer					
Sole Source Aquifers	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Noise Sensitive Facilities					
Geocoded Health Care Facilities	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Geocoded Laser Facilities	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Geocoded Schools	09/19/2012	Not Analyzed	0	0.0	Not Analyzed
Essential Fish Habitat Potential					
Environmentally Sensitive Shorelines	09/18/2012	Not Analyzed	46	0.0	Not Analyzed
Florida Artificial Reefs	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Florida Reef Locations and Names	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Florida Sea Grass Bed Scar Damage	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Mangroves	09/18/2012	Not Analyzed	7	28.37	Not Analyzed
Seagrass Beds (Showing Continuous/Discontinuous)	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Submerged Lands Act	09/18/2012	Not Analyzed	1	1.06	Not Analyzed
Farmlands					
Generalized Agricultural Land Use	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Prime Farm Land	09/18/2012	Not Analyzed	21	466.61	Not Analyzed
Communities					
2000 Census Block Data	09/18/2012	Not Analyzed	112	847.12	Not Analyzed
2000 Census data Block Groups - Indicators	09/18/2012	Not Analyzed	8	847.12	Not Analyzed
2010 American Community Survey Block Group Data - Income	Not Analyzed				
2010 American Community Survey Block Group Data - Language	Not Analyzed				
2010 American Community Survey Block Group Data - Vehicles	Not Analyzed				
2010 US Census Block Data	Not Analyzed				
County Demographics - 2000 Census	09/18/2012	Not Analyzed	1	846.14	Not Analyzed
Recreation Areas					
Existing Recreational Trails 2005	09/19/2012	Not Analyzed	5	0.0	Not Analyzed
Florida State Parks	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Geocoded Parks	09/18/2012	Not Analyzed	2	0.0	Not Analyzed
Parcel Derived Parks	09/18/2012	Not Analyzed	0	0.0	Not Analyzed
Wild and Scenic Rivers					
Wild and Scenic Rivers	09/18/2012	Not Analyzed	Not Analyzed	Not Analyzed	0
					0.0
Navigable Waterway Crossing?					

Potential Navigable Waterway Crossings	09/18/2012	0	Not Analyzed	Not Analyzed
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National Wetlands Inventory [metadata](#)
Wetland areas from the National Wetlands Inventory summarized by wetland system type.
Alternative #2, analyzed on 9/18/2012. [summary](#)

System	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
ESTUARINE	4.8	2.9%	18.8	5.62%	94.0	11.09%
LACUSTRINE	0.3	0.16%	1.8	0.55%	14.1	1.67%
PALUSTRINE	0.6	0.36%	5.8	1.74%	26.2	3.09%

DFIRM Flood Hazard Zones [metadata](#)
Flood Hazard Zones Of The Digital Flood Insurance Rate Map (DFIRM).
Alternative #2, analyzed on 9/18/2012. [summary](#)

Flood Zone	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
0.2 PCT ANNUAL CHANCE FLOOD HAZARD	0	0	0	0	1.0	0.12%	163.8	1.52%
AE	166.5	100%	334.5	100%	846.1	99.88%	7579.0	70.42%

FEMA Flood Insurance Rate Maps 1996 [metadata](#)
FEMA Flood Insurance Rate Maps 1996 summarized by zone. See metadata for descriptions of zones.
Alternative #2, analyzed on 9/18/2012. [summary](#)

Zone	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
AE	166.5	100%	334.5	100%	845.8	99.84%	7567.1	70.31%
X500	0	0	0	0	1.3	0.16%	1091.0	10.14%

2003 FFWCC Habitat and Landcover GRID

2003 Habitat and Landcover Grid from the Florida Fish and Wildlife Conservation Commission summarized by type. Data is currently not displayed in maps.

Alternative #2, analyzed on 9/18/2012.

[metadata](#)

[summary](#)

Description	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
BARE SOIL - CLEARCUT	1.8	1.06%	4.0	1.18%	6.7	0.79%	140.1	1.30%
CYPRESS SWAMP	0	0	0.4	0.13%	4.4	0.52%	29.6	0.27%
DRY PRAIRIES	1.5	0.93%	4.4	1.31%	16.2	1.91%	461.2	4.29%
EXTRACTIVE	0.9	0.53%	0.9	0.26%	1.1	0.13%	65.4	0.61%
FRESHWATER MARSH AND WET PRAIRIE	2.4	1.46%	7.3	2.17%	28.6	3.38%	235.7	2.19%
GRASSLAND	3.3	1.98%	3.3	0.99%	3.6	0.42%	52.9	0.49%
HARDWOOD HAMMOCKS AND FORESTS	0.2	0.13%	3.1	0.92%	30.4	3.59%	565.3	5.25%
HARDWOOD SWAMP	0.4	0.26%	1.1	0.33%	13.8	1.62%	266.6	2.48%
HIGH IMPACT URBAN	119.0	71.43%	207.0	61.87%	355.1	41.92%	1930.5	17.94%
IMPROVED PASTURE	0	0	0	0	1.1	0.13%	349.4	3.25%
LOW IMPACT URBAN	20.1	12.04%	51.9	15.52%	158.6	18.72%	1421.3	13.21%
MANGROVE SWAMP	0.4	0.26%	3.5	1.05%	21.3	2.51%	506.1	4.70%
MIXED HARDWOOD-PINE FORESTS	0.4	0.26%	5.1	1.51%	27.3	3.22%	467.0	4.34%
MIXED WETLAND FOREST	0	0	1.8	0.53%	7.8	0.92%	41.1	0.38%
OPEN WATER	0.9	0.53%	5.5	1.64%	39.9	4.71%	2335.7	21.70%
OTHER AGRICULTURE	0	0	0.7	0.20%	1.8	0.21%	157.2	1.46%
PINELANDS	1.8	1.06%	6.4	1.91%	41.9	4.95%	558.9	5.19%
SALT MARSH	5.3	3.17%	13.0	3.88%	47.7	5.63%	549.3	5.10%
SHRUB AND BRUSHLAND	1.1	0.66%	2.6	0.79%	9.3	1.10%	255.1	2.37%
SHRUB SWAMP	7.1	4.23%	12.8	3.81%	30.6	3.61%	305.8	2.84%

2009 SWFWMD FL Land Use and Land Cover

[metadata](#)

Alternative #2, analyzed on 9/18/2012.

[summary](#)

Land Use Classification	100 Ft.		200 Ft.		500 Ft.		1320 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
BAYS AND ESTUARIES	4.7	2.84%	11.2	3.34%	38.3	4.52%	131.0	5.66%
COMMERCIAL AND SERVICES	15.3	9.16%	51.0	15.26%	126.0	14.87%	242.2	10.47%
EMERGENT AQUATIC VEGETATION	0.1	0.04%	0.6	0.19%	2.2	0.26%	4.6	0.2%
EXTRACTIVE	6.3	3.81%	31.3	9.36%	104.1	12.29%	300.9	13%
FRESHWATER MARSHES	0	0	0.2	0.06%	1.9	0.23%	6.1	0.26%
HARDWOOD CONIFER MIXED	3.8	2.31%	13.8	4.11%	41.6	4.91%	116.4	5.03%
INDUSTRIAL	5.3	3.19%	19.1	5.7%	65.1	7.69%	226.2	9.77%
INSTITUTIONAL	0	0	0	0	1.4	0.17%	6.1	0.26%
LAKES	0	0	0	0	0.6	0.07%	3.0	0.13%
MANGROVE SWAMPS	1.0	0.58%	6.8	2.02%	28.4	3.35%	131.2	5.67%
OPEN LAND	1.2	0.72%	3.0	0.89%	7.0	0.83%	29.2	1.26%
OTHER OPEN LANDS (RURAL)	0.2	0.09%	1.4	0.43%	7.9	0.93%	34.1	1.47%
PINE FLATWOODS	3.9	2.36%	16.1	4.81%	56.0	6.61%	180.2	7.79%
RECREATIONAL	0	0	1.1	0.32%	8.1	0.96%	16.1	0.69%
RESERVOIRS	0	0	0.2	0.05%	1.1	0.13%	8.4	0.36%
RESIDENTIAL HIGH DENSITY	2.8	1.71%	9.0	2.7%	27.6	3.25%	70.2	3.03%
RESIDENTIAL LOW DENSITY (LESS THAN 2 DWELLING UNITS)	0.6	0.37%	1.6	0.47%	4.7	0.55%	33.2	1.44%
RESIDENTIAL MED DENSITY (2-5 DWELLING UNITS)	5.1	3.04%	20.9	6.26%	107.3	12.66%	339.3	14.66%
SALTWATER MARSHES	5.3	3.19%	19.3	5.76%	56.2	6.64%	159.6	6.9%
STREAM AND LAKE SWAMPS (BOTTOMLAND)	0	0	0	0	0.4	0.05%	3.8	0.17%
STREAMS AND WATERWAYS	1.1	0.64%	2.9	0.86%	8.4	0.99%	33.7	1.46%
TRANSPORTATION	106.2	63.76%	111.8	33.43%	114.6	13.53%	120.9	5.22%
TROPICAL FISH FARMS	0	0	0	0	1.7	0.2%	18.5	0.8%
UTILITIES	1.0	0.63%	3.4	1.01%	10.9	1.29%	37.1	1.6%
WET PRAIRIES	0	0	0	0	2.7	0.32%	5.1	0.22%
WETLAND FORESTED MIXED	2.6	1.55%	9.9	2.97%	22.8	2.69%	49.6	2.14%

Florida Managed Areas

[metadata](#)

Alternative #2, analyzed on 9/19/2012.

[summary](#)

Name	100 Ft.	200 Ft.	500 Ft.	5280 Ft.
THE KITCHEN		✓	✓	✓

Field Survey Project Boundaries

[metadata](#)

Alternative #2, analyzed on 9/18/2012.

[summary](#)

Title	Publication Date	Manuscript Number	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE SOUTHWEST FLORIDA PIPELINE COMPANY CORRIDOR, HILLSBOROUGH, POLK, DESOTO, CHARLOTTE, AND LEE COUNTIES, FLORIDA	1991	3014	✓	✓	✓	✓	✓
ARCHAEOLOGICAL SURVEY OF THE STANFORD MARINA PROPERTY IN GIBSONTON, HILLSBOROUGH COUNTY, FLORIDA	1990	2476			✓	✓	✓
A PRELIMINARY ARCHAEOLOGICAL AND HISTORICAL SURVEY OF THE TAMPA-HILLSBOROUGH 201 PLAN	1979	816	✓	✓	✓	✓	✓
CULTURAL RESOURCE SURVEY OF MODIFICATIONS TO THE PROPOSED BAYSIDE LATERAL AND COMPRESSOR STATION 31, HILLSBOROUGH AND OSCEOLA COUNTIES, FLORIDA. FLORIDA GAS TRANSMISSION COMPANY (FGT), PHASE V EXPANSION	2000	6319	✓	✓	✓	✓	✓
CRAS PROPOSED TAMPA SOUTH LATERAL REROUTE ACCESS ROADS, HILLSBOROUGH COUNTY	2000	6400	✓	✓	✓	✓	✓
CULTURAL RESOURCE SURVEY AND EVALUATION REPORT OF THE FLORIDA GAS TRANSMISSION COMPANY PHASE IV EXPANSION	1999	5699	✓	✓	✓	✓	✓
A SUBMERGED CULTURAL RESOURCES REMOTE SENSING SURVEY OF ALAFIA, PORT SUTTON AND YBOR CHANNELS AND HISTORIC ASSESSMENT OF TAMPA HARBOR HILLSBOROUGH COUNTY, FLORIDA	1999	5808	✓	✓	✓	✓	✓
SURVEY REPORT FOR THE	2000	6130	✓	✓	✓	✓	✓

Field Survey Project Boundaries

[metadata](#)

Alternative #2, analyzed on 9/18/2012.

[summary](#)

Title	Publication Date	Manuscript Number	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
FLORIDA GAS TRANSMISSION COMPANY PROPOSED BAYSIDE LATERAL HILLSBOROUGH COUNTY							
CRS OF MODIFICATIONS TO THE LAKE WALES SARASOTA AND TAMPA SOUTH LATERALS FGT COMPANY PHASE IV EXPANSION	2000	6141	✓	✓	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY, TECHNICAL MEMORANDUM, PORT SUTTON ROAD AT SR 45 (50TH STREET/US 41), HILLSBOROUGH COUNTY	2004	11403	✓	✓	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE PROPOSED TECO BIG BEND SCR AMMONIA SUPPLY PIPELINE, HILLSBOROUGH COUNTY	2006	12925	✓	✓	✓	✓	✓
FINAL CULTURAL RESOURCE ASSESSMENT SURVEY US 41 (SR 45) FROM 12TH STREET TO KRACKER AVENUE PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY, HILLSBOROUGH COUNTY, FLORIDA	2008	15978	✓	✓	✓	✓	✓

Florida Site File Historic Bridges

[metadata](#)

Historic Bridges recorded in the Florida State Historic Preservation Office Master Site File.

Alternative #2, analyzed on 9/18/2012.

[summary](#)

Site ID	Bridge Name	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
HI01007	ALAFIA RIVER SWING SPAN BRIDGE		✓	✓	✓	✓

Florida Site File Historic Standing Structures

Historic Standing Structures recorded in the Florida State Historic Preservation Office Master Site File.

Alternative #2, analyzed on 9/18/2012.

[metadata](#)

[summary](#)

Site ID	Structure Name	Survey Evaluation	Site Evaluation	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
HI01008	U.S. PHOSPHORIC PRODUCTS	ELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO			✓	✓	✓
HI01022	GIANTS MOTEL	NOT EVALUATED BY RECORDER	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01022A	GIANTS MOTEL UNIT 1	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01022B	GIANTS MOTEL UNIT 2	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	✓	✓	✓	✓	✓
HI01022C	GIANTS MOTEL UNIT 3	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	✓	✓	✓	✓	✓
HI01022D	GIANTS MOTEL UNIT 4	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01022E	GIANTS MOTEL UNIT 5	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01022F	GIANTS MOTEL RESTAURANT	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01022G	GIANTS MOTEL BAIT HOUSE	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO			✓	✓	✓
HI01058	KEP-RITE TOURIST COURT OFFICE	NOT EVALUATED BY RECORDER	NOT EVALUATED BY SHPO	✓	✓	✓	✓	✓
HI01058A	KEP-RITE TOURIST COURT OFFICE A	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01058B	KEP-RITE TOURIST COURT OFFICE B	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01058C	KEP-RITE TOURIST COURT OFFICE C	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01058D	KEP-RITE TOURIST COURT OFFICE D	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI01059	EAST TAMPA DEPOT	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO		✓	✓	✓	✓
HI06462	6124 NUNDY AVENUE	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO			✓	✓	✓
HI11378	6618 KRACKER AVENUE	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP			✓	✓	✓
HI11379	6214 KRACKER AVENUE	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP			✓	✓	✓

Resource Groups metadata							
Alternative #2, analyzed on 9/18/2012. summary							
Site ID	Site Name	SHPO Evaluation	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
HI10237	CSX RAILROAD	INSUFFICIENT INFORMATION	✓	✓	✓	✓	✓

Brownfield Location Boundaries metadata										
Alternative #2, analyzed on 9/19/2012. summary										
Area Name	100 Ft.		200 Ft.		500 Ft.		1320 Ft.		5280 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
KRACKER ROAD AREA	0.0	0.01%	0.4	0.11%	2.8	0.33%	12.4	0.54%	112.8	1.05%
PENDOLA POINT BROWNFIELD AREA	0.7	0.4%	4.4	1.33%	13.7	1.62%	31.5	1.36%	85.1	0.79%

Solid Waste Facilities metadata						
Alternative #2, analyzed on 9/18/2012. summary						
Facility Name	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.	
MAD DOG MULCHING	✓	✓	✓	✓	✓	
MAD DOG MULCHING	✓	✓	✓	✓	✓	

Toxic Release Inventory Sites metadata				
U.S. EPA Toxic Release Inventory.				
Alternative #2, analyzed on 9/19/2012. summary				
Facility Name	100 Ft.	200 Ft.	500 Ft.	5280 Ft.
PORT CONSOLIDATED INC			✓	✓

Environmentally Sensitive Shorelines*Environmentally Sensitive Shorelines from FWRI, summarized by type.***Alternative #2, analyzed on 9/18/2012.**[metadata](#)[summary](#)

Type	100 Ft.	200 Ft.	500 Ft.	5280 Ft.
10A/10D: SALT- AND BRACKISH- WATER MARSH/SCRUB-SHRUB WETLANDS	259.609	2114.3558	9031.4691	39857.2564
10A/8B: SALT- AND BRACKISH- WATER MARSH/SHELTERED SOLID MAN-MADE STRUCTURES	42.4259	143.1566	143.1566	143.1566
10A/9B: SALT- AND BRACKISH- WATER MARSH/SHELTERED, VEGETATED LOW BANKS			56.0621	1850.0987
10A: SALT- AND BRACKISH- WATER MARSH		264.4103	777.4558	29322.2773
10C/9B: SWAMPS/SHELTERED, VEGETATED LOW BANKS	86.1323	304.9782	953.5755	3746.2437
10C: ESTUARINE/LACUSTRINE/RIVERINE: SWAMPS	41.6575	155.1884	500.328	13623.6481
10D: SCRUB-SHRUB WETLANDS	643.3779	2192.5887	8637.6433	150614.3272
3A: FINE- TO MEDIUM- GRAINED SAND BEACHES			168.7176	250.724
8B: SHELTERED SOLID MAN-MADE STRUCTURES	2184.1502	3006.5649	4055.7152	17377.1631
9B: SHELTERED, VEGETATED LOW BANKS	264.024	652.5678	2111.1186	22095.8025

Mangroves*Environmental Sensitivity Index Coastal Mangroves.***Alternative #2, analyzed on 9/18/2012.**[metadata](#)[summary](#)

Type	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
MANGROVE SWAMP	1.0	0.58%	6.8	2.02%	28.4	3.35%	641.5	5.96%

Submerged Lands Act**Alternative #2, analyzed on 9/18/2012.**[metadata](#)[summary](#)

Description	100 Ft.		200 Ft.		500 Ft.		1320 Ft.		5280 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
SUBMERGED LANDS ACT	0	0	0	0	1.1	0.12%	25.7	1.11%	1461.2	13.58%

Prime Farm Land*Subset of SSOILS data designated as prime farm land.***Alternative #2, analyzed on 9/18/2012.**[metadata](#)[summary](#)

Farmland Classification	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct	Acr	Pct
FARMLAND OF UNIQUE IMPORTANCE	106.2	63.76%	207.4	61.99%	466.6	55.08%	3720.0	34.56%

2000 Census Block Data

2000 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Alternative #2, analyzed on 9/18/2012.

[metadata](#)

[summary](#)

	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Males	Females	Native Hawaiian and Other Pacific Islander Alone
Totals	2808	1027	2373	48	20	16	679	293	1505	1303	0

2000 Census data Block Groups - Indicators

Alternative #2, analyzed on 9/18/2012.

[metadata](#)

[summary](#)

	Speak English "Not At All"	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 vehicles Available	Housing Units With 5 or More Vehicles Available
Totals	147	202	1051	845	211	47	48

County Demographics - 2000 Census
 2000 Census General Demographic Profile by County.
 Alternative #2, analyzed on 9/18/2012.

[metadata](#)

[summary](#)

County	Total Population	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or Aleut	# Asian	# Native Hawaiian and Other Pacific Islander	# Some Other Race	# Hispanic or Latino (of any race).	Total Number of Households	Average Household Size	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
HILLSBOROUGH	9989 48	4887 72	5101 76	35.1	7509 03	1494 23	3879	2194 7	727	4653 9	1796 92	3913 57	2.51	✓	✓	✓	✓	✓

Existing Recreational Trails 2005

[metadata](#)

Alternative #2, analyzed on 9/19/2012.

[summary](#)

Trail Name	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
ALAFIA RIVER TRAIL	200.0841	404.2395	1163.4726	4050.1138	16256.584
BULLFROG CREEK TRAIL	131.1545	343.3969	1012.446	5836.866	15967.4761
HILLSBOROUGH BAY TRAIL		103.1343	409.418	1239.4606	41913.3809

Geocoded Parks

[metadata](#)

Alternative #2, analyzed on 9/18/2012.

[summary](#)

Name	Description	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
WILLIAMS	WILLIAMS			✓	✓	✓
PARK AT PALM GROVE	PARK AT PALM GROVE			✓	✓	✓

Permits Required

Permit Name	Type	Review Date
Environmental Resource Permit	State	07/02/12
U.S. Coast Guard Bridge Permit	Federal	09/13/12
FDEP NPDES General Permit	Other	07/02/12
Dredge and Fill Permit	USACE	07/02/12
U.S Coast Guard Bridge Permit	Other	07/02/12
Environmental Resource Permit	Water	07/02/12
Section 404 Water Quality Certification	USACE	07/02/12
Consent of Use, Lease, or Easement to use Sovereign Submerged Lands	State	09/13/12

Technical Studies Required

Technical Study Name	Type	Review Date
Location Hydraulics Report	ENGINEERING	07/02/12
Drainage/Pond Siting Report	ENGINEERING	09/13/12
Bridge Hydraulic Report	ENGINEERING	07/02/12
Public Involvement Plan	ENVIRONMENTAL	07/02/12
Noise Study Report	ENVIRONMENTAL	07/02/12
Contamination Screening Evaluation Report	ENVIRONMENTAL	07/02/12
Public Hearing Transcript	ENVIRONMENTAL	07/02/12
Traffic Analysis	ENGINEERING	07/02/12
State Environmental Impact Report (SEIR)	ENVIRONMENTAL	09/13/12
Public Hearing Scrapbook	ENVIRONMENTAL	07/02/12
USCG Bridge Questionnaire	Other	07/02/12
Essential Fish Habitat Assessment	ENVIRONMENTAL	07/02/12
Comments and Coordination Report	ENVIRONMENTAL	07/02/12
Preliminary Engineering Report	ENGINEERING	07/02/12
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL	07/02/12
Cultural Resource Assessment Survey	ENVIRONMENTAL	07/02/12
Wetlands Evaluation and Biological Assessment Report	ENVIRONMENTAL	09/13/12

General Project Commitments

Date	Description
05/27/2005	US 41 FROM SR 674 (COLLEGE AVE.) TO MADISON AVE. Hillsborough County Response to Florida Department of State: Additional right-of-way will be required for this project. It is anticipated that a rural typical section will be used.

Screening Summary Overview

Legend	Evaluation of Direct Effects																Secondary and Cumulative Effects					
	Natural								Cultural				Community									
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic		Land Use	Mobility	Relocation	Social	
N/A N/A / No Involvement	2	4	3	2	3	3	3	3	4	4	3	4	3	4	2	3	2	2	2	3	2	
1 Enhanced																						
2 Minimal to None (before 12/5/2005)																						
3 Moderate																						
4 Substantial																						
5 Potential Dispute (Planning)																						
ETAT Review Period: 03/01/2005 - 04/15/2005. Published: 06/09/2005																						
Alternative #1																						
From SR 674 (College Ave.) to Madison Ave																						

Alternative #1 - Project Effects Overview			
Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal to None	US Environmental Protection Agency	04/15/2005
Air Quality	2 Minimal to None	Southwest Florida Water Management District	04/14/2005
Coastal and Marine	4 Substantial	Southwest Florida Water Management District	04/14/2005
Coastal and Marine	4 Substantial	National Marine Fisheries Service	04/11/2005
Contaminated Sites	3 Moderate	US Environmental Protection Agency	04/15/2005
Contaminated Sites	4 Substantial	Southwest Florida Water Management District	04/14/2005
Farmlands	No reviews recorded.		
Floodplains	3 Moderate	US Environmental Protection Agency	04/15/2005
Floodplains	4 Substantial	Southwest Florida Water Management District	04/14/2005
Infrastructure	No reviews recorded.		
Navigation	3 Moderate	US Coast Guard	04/14/2005
Special Designations	4 Substantial	US Environmental Protection Agency	04/15/2005
Special Designations	3 Moderate	Southwest Florida Water Management District	04/14/2005
Water Quality and Quantity	4 Substantial	US Environmental Protection Agency	04/15/2005
Water Quality and Quantity	2 Minimal to None	FL Department of Environmental Protection	04/14/2005
Water Quality and Quantity	4 Substantial	Southwest Florida Water Management District	04/14/2005
Wetlands	3 Moderate	US Environmental Protection Agency	04/15/2005
Wetlands	4 Substantial	US Fish and Wildlife Service	04/14/2005
Wetlands	2 Minimal to None	FL Department of Environmental Protection	04/14/2005
Wetlands	3 Moderate	Southwest Florida Water Management District	04/14/2005
Wetlands	4 Substantial	US Army Corps of Engineers	04/13/2005
Wetlands	4 Substantial	National Marine Fisheries Service	04/11/2005
Wildlife and Habitat	3 Moderate	US Fish and Wildlife Service	04/14/2005
Wildlife and Habitat	4 Substantial	Southwest Florida Water Management District	04/14/2005
Cultural			
Historic and Archaeological Sites	4 Substantial	FL Department of State	04/15/2005
Recreation Areas	3 Moderate	US Environmental Protection Agency	04/15/2005
Recreation Areas	2 Minimal to None	FL Department of Environmental Protection	04/14/2005
Recreation Areas	3 Moderate	Southwest Florida Water Management District	04/14/2005
Section 4(f) Potential	No reviews recorded.		
Community			
Aesthetics	No reviews recorded.		
Economic	No reviews recorded.		
Land Use	3 Moderate	FL Department of Community Affairs	04/14/2005
Mobility	No reviews recorded.		
Relocation	No reviews recorded.		
Social	No reviews recorded.		
Secondary and Cumulative			

Secondary and Cumulative Effects	No reviews recorded.
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Natural

Coordinator Summary: Air Quality Issue

2 *Minimal to None* assigned 05/26/2005 by FDOT District 7

Comments: The project is located in an area that has been designated as attainment with maintenance for all air quality standards under the criteria provided in the Clean Air Act Amendments of 1990. Based on this designation, compliance with the Transportation Conformity Rule (40 CFR Part 93, Subpart T) does apply to this project. Therefore, FDOT recommends a Degree of Effect of Minimal to None for Air Quality.

Coordinator Summary: Coastal and Marine Issue

4 *Substantial* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from National Marine Fisheries Service and Southwest Florida Water Management District and a Degree of Effect of Substantial. The FDOT will take all measures to provide appropriate turbidity and erosion control measures during project construction. Also, the FDOT is aware of the mangrove and estuarine habitat areas surrounding the project and will initiate consultation for Essential Fish Habitat (EFH) as soon as specific project design and construction impact information are available. The FDOT did not receive comment from the Florida Department of Environmental Protection (DEP), but expects comments from the DEP in the Programming Screen concerning Coastal Zone Consistency Compliance.

Coordinator Summary: Contaminated Sites Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from US Environmental Protection Agency and Southwest Florida Water Management District, but recommends a Degree of Effect of Moderate. The existing land is approximately 19.4% agricultural within the 200-ft. buffer area of the proposed project. Within the 100-ft. project buffer area there are two EPA Toxic Release Inventory sites (GNB, Inc. and Cargill Fertilizer Inc.), one hazardous waste site (GTE of Florida Ruskin EAX Co.), and numerous petroleum and gas tanks sites. Within the 200-ft. buffer area is the Ruskin SLF, a solid waste facility. Within the 500-ft. project buffer area is First Baptist Ruskin Christian School, one hazardous waste site (Martin Gas Sales), and three solid waste facilities (South Hillsborough Transfer Station, Eagle Demolition Transfer Station, and Permabase Demonstration Project). Within the 100-ft. project buffer area there are numerous petroleum sites and gas tanks. The issues associated with the construction of the roadway near these facilities will be evaluated and addressed in all phases of the project. Also, a Contamination Screening Evaluation Report will be prepared during project development.

Coordinator Summary: Farmlands Issue

2 *Minimal to None* assigned 05/26/2005 by FDOT District 7

Comments: The U.S. Department of Agriculture did not provide comments regarding Farmlands. The existing land is approximately 19.4% agricultural within the 200-ft. buffer area of the proposed project. There are no prime and unique farmlands. Farmlands will be evaluated in the Programming Screen and project development to decide if a farmland evaluation and Form AD-1006 is warranted. The FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Floodplains Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from US Environmental Protection Agency and Southwest Florida Water Management District, but recommends a Degree of Effect of Moderate. Approximately 9,700 linear feet of Environmentally Sensitive Shoreline intersect within a 200-foot buffer along with 4.7 acres (0.7%) of mangroves. At the 500-ft. buffer area, 86.9% of the project is located within the 100-year floodplain (Zone AE of the flood hazard designation). The FDOT acknowledges that runoff from the roadway during a significant storm event may negatively impact nearby surface waters and wetlands. The FDOT will verify and quantify potential impacts to these floodplain areas, evaluate for compensation for lost riverine floodplain storage and other encroachment impacts, and identify mitigation for any subsequent loss of historic basin storage. This information will be incorporated into the project commitments in project development.

Coordinator Summary: Infrastructure Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: There is a railroad that totals 12,877 linear feet within the 200-ft. project buffer area.

Within the 100-ft. project buffer area there is one hazardous waste site (GTE of Florida Ruskin EAX Co.). Within the 200-ft. buffer area is the Ruskin SLF, a solid waste facility. Within the 500-ft. project buffer area is one hazardous waste site (Martin Gas Sales) and three solid waste facilities (South Hillsborough Transfer Station, Eagle Demolition Transfer Station, and Permabase Demonstration Project). There are also numerous petroleum sites and gas tanks along the project corridor.

The Florida Geographic Data Library (FGDL) does not identify any other infrastructure facilities in this corridor; therefore, the FDOT recommends a Degree of Effect of Moderate. The FDOT, however, will research any other facilities (i.e. utilities) that might be considered as infrastructure in project development.

Coordinator Summary: Navigation Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from US Coast Guard and a Degree of Effect of Moderate. There are two waterways that will need a Coast Guard permit/amendment for the modification or replacement of the bridge; US 41 bridge across the Alafia River and US 41 bridge across Bull Frog Creek. There are other facility crossings along the project corridor that consist of bridges or box culverts. Any structures located within the existing corridor will be evaluated in the Programming Screen and included in project cost estimations and Class of Action determination. These structures will also be considered in project development.

Coordinator Summary: Special Designations Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from US Environmental Protection Agency and Southwest Florida Water Management District, but recommends a Degree of Effect of Moderate. Within the 200-ft. project buffer area there are Florida Natural Areas Inventory Managed Lands (The Kitchen), approximately 9,700 linear feet of Environmentally Sensitive Shoreline, and 4.7 acres (0.7%) of mangroves. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

At the 500-ft. buffer area, 86.9% of the project is located within the 100-year floodplain (Zone AE of the flood hazard designation). The FDOT will verify and quantify potential impacts to these floodplain areas, evaluate for compensation for lost riverine floodplain storage and other encroachment impacts, and identify mitigation for any subsequent loss of historic basin storage. This information will be incorporated into the project commitments in project development.

The FDOT acknowledges that there may be possible Sovereign Submerged Lands and will investigate further for such lands during project development.

Coordinator Summary: Water Quality and Quantity Issue

4 *Substantial* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from US Environmental Protection Agency and Southwest Florida Water Management District and recommends a Degree of Effect of Substantial. The FDOT acknowledges the Florida Department of Environmental Protections recommendation.

Black Point Channel, Alafia River above Hillsborough Bay, and Bullfrog Creek are within the 100-ft. buffer area. These water bodies are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC. The constructed project will reduce stormwater runoff via stormwater treatment facilities and BMPs. In accordance with Chapters 3 and 5 of the Environmental Resource Permit Basis of Review, the FDOT will protect and treat in-stream water quality of stormwater discharge. The FDOT will also take all measures to provide appropriate turbidity and erosion control measures during project construction and provide review of outfall points to determine portions of the project that outfall into tidal areas.

Coordinator Summary: Wetlands Issue

4 *Substantial* assigned 05/27/2005 by FDOT District 7

Comments: The FDOT recommends a Degree of Effect of Substantial for Wetlands. The FDOT concurs with the comments from US Environmental Protection Agency, US Fish and Wildlife Service, US Army Corp of Engineers, National Marine Fisheries Service, Florida Department of Environmental Protection, and Southwest Florida Water Management District. Within the 200-foot project buffer area, NWI indicates 29.3 acres of wetlands and surface waters (4% of project corridor), FLUCFCS indicates 50 acres of wetlands and surface waters (7% of project corridor), FFWCC Priority Wetlands (1-9 focal species) indicates approximately 41 acres (6% of project corridor), and there are 4.7 acres (0.7% of project corridor) of mangroves.

The FDOT will conduct a detailed wetland evaluation, formal wetland delineation of the project area together with a UMAM analysis, and provide a report to the appropriate agencies for review during project development. The FDOT will employ avoidance and minimization of impacts. Where impacts are to wetlands and surface waters associated with the project are unavoidable the FDOT will coordinate with the appropriate agencies to provide adequate wetland mitigation.

Also, the FDOT is aware of the mangrove and estuarine habitat areas surrounding the project and will initiate consultation for EFH as soon as specific project design and construction impact information are available.

In response to SWFWMDs comment concerning request for placement on District Sevens Wetland Impact Inventory within the upcoming annual May 2005 update, the FDOT does not quantify wetland impacts during the early planning stage. If the option proposed by SWFWMD (F.S. 373.4137) is not available during design or permitting, the FDOT will pursue other traditional Environmental Resource Permit mitigation options. Options available for FDOT to compensate for the anticipated wetland impacts include participation in a public or private mitigation bank provided wetland credits are available for use on this project during the permitting and final design phase. Another option would be to create, restore, enhance, or preserve wetlands in the projects watershed. Depending on the type or combination of types employed, the offsetting ratios will vary considerably. Adhering to SWFWMDs Environmental Resource Permitting Information Manual, mitigation ratio guidelines will be 2:1 to 5:1 (created/restored) for forested impacts and 15:1 to 4:1 for non-forested impacts. The estimated ratio for enhancement will range from 4:1 to 20:1 and the ratio for wetland preservation will be in the range of 10:1 to 60:1.

Coordinator Summary: Wildlife and Habitat Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from US Fish and Wildlife Service and Southwest Florida Water Management District, but recommends a Degree of Effect of Moderate.

Within the 200-ft. project buffer area there are Florida Natural Areas Inventory Managed Lands (The Kitchen), approximately 9,700 linear feet of Environmentally Sensitive Shoreline, Florida Natural Areas Inventory Managed Lands (The Kitchen), 4.7 acres (0.7% of project corridor) of mangroves, 10.9 ac. (0.6 % of project corridor) of Florida Fish and Wildlife Conservation Commission (FFWCC) Strategic Habitat Conservation Area, and

approximately 41 acres of FFWCC Priority Wetlands (1-9 focal species) totaling 6% of project corridor. The entire corridor is also within the Greater Tampa Bay Ecosystem Management Area. The Eastern Indigo snake, bald eagle, Florida manatee, wading birds, and federally listed plants are known to be within the project area. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources. In project development, the FDOT will incorporate into the project commitments directions for the use the USFWS Manatee Standard Construction Guidelines and Standard Protection Measures for the Eastern Indigo snake during construction of the project.

Cultural

Coordinator Summary: Historic and Archaeological Sites Issue

4 *Substantial* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from Florida Department of State and a Degree of Effect of Substantial. The project area has not been subject to a systematic cultural resources assessment survey (CRAS) and potential effects to known and recorded historic properties within the project corridor could be adverse. Within the 100-ft. buffer area is the NRHP listed George Miller MCA House. Within the 200-ft. buffer area is the Alafia River Swing Span Bridge (potentially eligible) and the Ruskin Family Drive-In Theatre Resource Group. Within the 500-ft. buffer area is the NRHP listed Dickman, A.P. House. There are also other significant archaeological and historic sites that occur within the project area. All resources outside of the 500-ft. buffer are unlikely to be adversely affected due to their distance from the proposed project area. A CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Coordinator Summary: Recreation Areas Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT concurs with the comments from US Environmental Protection Agency and Southwest Florida Water Management District and recommends a Degree of Effect of Moderate. The FDOT acknowledges the Florida Department of Environmental Protections recommendation. Within the 200-ft. project buffer area there is Florida Natural Areas Inventory Managed Lands (The Kitchen) and Greenways Ecological Priority Linkages totaling 148.5 ac. (21.1%). Also, Williams Park, First Baptist Ruskin Christian School, several public boat ramps, and multi-use trails are located in the immediate vicinity of the project. A Section 4(f) Evaluation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Coordinator Summary: Section 4(f) Potential Issue

4 *Substantial* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT recommends a Degree of Effect of Substantial based on the following factors:

Within the 200-ft. project buffer area there is Florida Natural Areas Inventory Managed Lands (The Kitchen) and Greenways Ecological Priority Linkages totaling 148.5 ac. (21.1%). Also, Williams Park, First Baptist Ruskin Christian School, several public boat ramps, and multi-use trails are located in the immediate vicinity of the project. A Section 4(f) Evaluation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

The project area has not been subject to a systematic cultural resources assessment survey (CRAS) and potential effects to known and recorded historic properties within the project corridor could be adverse. Within the 100-ft. buffer area is the NRHP listed George Miller MCA House. Within the 200-ft. buffer area is the Alafia River Swing Span Bridge (potentially eligible) and the Ruskin Family Drive-In Theatre Resource Group. Within the 500-ft. buffer area is the NRHP listed Dickman, A.P. House. There are also other significant archaeological and historic sites that occur within the project area. All resources outside of the 500-ft. buffer are unlikely to be adversely affected due to their distance from the proposed project area. A CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Community

Coordinator Summary: Aesthetics Issue

2 *Minimal to None* assigned 05/26/2005 by FDOT District 7

Comments: The majority of land use is commercial, transportation, and agricultural. The existing land use has only 176.7 ac. (10%) of residential use within the 500-ft. project buffer area; therefore, the FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Economic Issue

3 *Moderate* assigned 05/26/2005 by FDOT District 7

Comments: There are numerous bus transit routes and stops along the corridor. A number of approved Developments of Regional Impact (DRIs) are in varying stages of implementation (i.e. Apollo Beach, Bayside, Boca Bahia Park, Gardiner Disposal Site, and South Bend, etc.). The US 41 corridor will certainly be affected by these development activities. The proposed improvements to US 41, which is a regional connection, should increase the economic viability of the area as it will provide increased accessibility and visibility for commercial and residential uses located along the roadway.

The FDOT recognizes there are minority populations (greater than 40%) and low-income households, which is located in certain areas within the proposed transportation corridor that potentially may be impacted by the proposed improvements. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The FDOT will consider design alternatives that are consistent with the desires of the communities, Executive Order 12898, and the overall development plan for the County in

developing the proposed project. The FDOT will examine the need for special public involvement/public outreach requirements during development of the proposed project. In consideration of these factors, the FDOT recommends a Degree of Effect of Moderate.

Coordinator Summary: Land Use Issue

2 *Minimal to None* assigned 05/26/2005 by FDOT District 7

Comments: The FDOT acknowledges the Florida Department of Community Affairs recommendation, but recommends a Degree of Effect of Minimal to None based on the following factors. Based on F.S.339.175(6), the Long Range Transportation Plan (LRTP) of the metropolitan planning organization (MPO) must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans within the jurisdiction of the MPO. The proposed project, which is included in the latest update of the LRTP, is being entered into the Planning Screen. While generally there is consistency between the LRTP and the local government comprehensive plan at this time, any inconsistency that exists is not critical at this point in the process. There are currently no segments within the project limits programmed in the FDOT Five Year Work Program. Prior to advancing any portion of the proposed project into the Work Program, consistency between the MPOs LRTP and the Future of Hillsborough Transportation Element of the Comprehensive Plan will be achieved.

Coordinator Summary: Mobility Issue

2 *Minimal to None* assigned 05/26/2005 by FDOT District 7

Comments: There is a railroad that totals 12,877 linear feet within the 200-ft. project buffer area and the First Baptist Ruskin Christian School is within the 500-ft. buffer area. There are bus transit route numbers 31, 84, and 54X and numerous bus stops along the corridor. The FDOT recommends a Degree of Effect of Minimal to None. The FDOT will coordinate with HARTline during project development and design phases to ensure minimal relocation or disruption to transit access and/or service.

Coordinator Summary: Relocation Issue

2 *Minimal to None* assigned 05/26/2005 by FDOT District 7

Comments: The majority of land use is commercial, transportation, and agricultural. The existing land use has only 176.7 ac. (10%) of residential use within the 500-ft. project buffer area. The FDOT will consider impacts to these land uses during project development and will develop alternatives to avoid or minimize relocations. In consideration of these factors, the FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Social Issue

3 *Moderate* assigned 05/27/2005 by FDOT District 7

Comments: The FDOT recommends a Degree of Effect of Moderate based on the following factors:

Within the 200-ft. project buffer area there is Florida Natural Areas Inventory Managed Lands (The Kitchen) and Greenways Ecological Priority Linkages totaling 148.5 ac. (21.1%). Also, Williams Park, First Baptist Ruskin Christian School, several public boat ramps, and multi-use trails are located in the immediate vicinity of the project. A Section 4(f) Evaluation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

The project area has not been subject to a systematic cultural resources assessment survey (CRAS) and potential effects to known and recorded historic properties within the project corridor could be adverse. Within the 100-ft. buffer area is the NRHP listed George Miller MCA House. Within the 200-ft. buffer area is the Alafia River Swing Span Bridge (potentially eligible) and the Ruskin Family Drive-In Theatre Resource Group. Within the 500-ft. buffer area is the NRHP listed Dickman, A.P. House. There are also other significant archaeological and historic sites that occur within the project area. All resources outside of the 500-ft. buffer are unlikely to be adversely affected due to their distance from the proposed project area. A CRAS will be conducted in the project development phase. A Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Within the project corridor are Veterans of Foreign Wars, YMCA, 100 Club, Ruskin Branch Library, Housecall Home Healthcare, First Baptist Ruskin Christian School, Freedom Christian School, along with numerous government buildings, post offices, social service facilities and churches. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

A number of approved Developments of Regional Impact (DRIs) are in varying stages of implementation (i.e. Apollo Beach, Bayside, Boca Bahia Park, Gardiner Disposal Site, and South Bend, etc.). The US 41 corridor will certainly be affected by these development activities. The proposed improvements to US 41, which is a regional connection, should increase the economic viability of the area as it will provide increased accessibility and visibility for commercial and residential uses located along the roadway.

The FDOT recognizes there are minority populations (greater than 40%) and low-income households, which is located in certain areas within the proposed transportation corridor that potentially may be impacted by the proposed improvements. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The FDOT will consider design alternatives that are consistent with the desires of the communities, Executive Order 12898, and the overall development plan for the County in developing the proposed project. The FDOT will examine the need for special public involvement/public outreach requirements during development of the proposed project. In consideration of these factors, the FDOT recommends a Degree of Effect of Moderate.

There are two waterways that will need a Coast Guard permit/amendment for the modification or replacement of the bridge; US 41 bridge across the Alafia River and US 41 bridge across Bull Frog Creek. There are other facility crossings along the project corridor that consist of bridges or box culverts. Any structures located within the existing corridor will be evaluated in the Programming Screen and included in project cost estimations and Class of Action determination. These structures will also be considered in project development.

The existing land is approximately 19.4% agricultural within the 200-ft. buffer area of the proposed project. Within the 100-ft. project buffer area there are two EPA Toxic Release Inventory sites (GNB, Inc. and Cargill Fertilizer Inc.) and one hazardous waste site (GTE of Florida Ruskin EAX Co.). Within the 200-ft. buffer area is the Ruskin SLF, a solid waste facility. Within the 500-ft. project buffer area is First Baptist Ruskin Christian School, one hazardous waste site (Martin Gas Sales), and three solid waste facilities (South Hillsborough Transfer Station, Eagle Demolition Transfer Station, and PermaBase Demonstration Project). There are also numerous petroleum sites and gas tanks along the project corridor. The issues associated with the construction of the roadway near these facilities will be evaluated and addressed in all phases of the project.

There is a railroad that totals 12,877 linear feet within the 200-ft. project buffer area. There are bus transit route numbers 31, 84, and 54X and numerous bus stops along the corridor. The FDOT will coordinate with HARTline during project development and design phases to ensure minimal relocation or disruption to transit access and/or service.

Secondary and Cumulative

Coordinator Summary: Secondary and Cumulative Effects Issue

2 Minimal to None assigned 05/27/2005 by FDOT District 7

Comments: Transportation improvement needs are identified in the Long Range Transportation Plan (LRTP) and in response to the development allowed in the local government Comprehensive Plans, of which, the Future Land Use Plan is an element. This project is identified in the Hillsborough County MPOs LRTP. Therefore, the proposed project would appear to have little influence, if any, on the rate of development in the area. The current and future development will continue to occur, if it is financially viable and consistent with the approved development thresholds in the local Comprehensive Plan and applicable federal and state laws. As a result, indirect, secondary, and cumulative impacts associated with the project implementation are recognized when developing Future Land Use Plans. Given the projected future growth and land use designations, the implementation of the proposed US 41 project is not expected to substantially alter development patterns along the project. In consideration of these factors, the FDOT recommends at Minimal to None as the Degree of Effect.

Resource Maps

A hardcopy map series for this project is available on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view a listing of the hardcopy maps available for this project:

<http://etdmpub.fl-a-etat.org/est/index.jsp?tpID=5180&startPageName=Hardcopy%20Maps>

Special Note: Please be sure that when the Hardcopy Maps page loads, the **Project Milestone Date** corresponding to this Advance Notification is selected. Hardcopy map snapshots have been taken for Project #5180 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Class of Action

No Data Available

Dispute Resolution Activity Log

No Data Available

Ancillary Documentation

No Data Available

Transmittal List

Official Transmittal List

	Organization	Name
1.	Bureau of Indian Affairs	* Office of Trust Responsibilities - Environmental Services Staff
2.	City of Plant City	Scearce, Phil
3.	FDOT District 7	Andrews, James
4.	FDOT District 7	Rhinesmith, Robin
5.	Federal Aviation Administration	* Airports District Office
6.	Federal Highway Administration	Anderson, Linda
7.	Federal Highway Administration	Cunill, Buddy
8.	Federal Highway Administration	Kendall, Cathy
9.	Federal Highway Administration	Sullivan, Joseph

10.	Federal Highway Administration	Williams, Marvin L.
11.	FIHS Central Office	Hatim, Khaleda
12.	FL Department of Agriculture and Consumer Services	Hardin, Dennis
13.	FL Department of Agriculture and Consumer Services	Morris, Vince
14.	FL Department of Economic Opportunity	Hallock-Solomon, Jeannette
15.	FL Department of Economic Opportunity	Wiglesworth, Chris
16.	FL Department of Environmental Protection	Milligan, Lauren P.
17.	FL Department of Environmental Protection	Stahl, Chris
18.	FL Department of State	Jones, Ginny L.
19.	FL Department of State	Kammerer, Laura
20.	FL Department of State	McClarnon, Daniel
21.	FL Department of State	McManus, Alyssa
22.	FL Department of Transportation	Bixby, Marjorie
23.	FL Fish and Wildlife Conservation Commission	Gilbert, Terry
24.	FL Fish and Wildlife Conservation Commission	Gorham, Bonita
25.	FL Fish and Wildlife Conservation Commission	Poole, MaryAnn
26.	FL Fish and Wildlife Conservation Commission	Sanders, Scott
27.	Florida Inland Navigation District	* Mr. David Roach
28.	Florida's Turnpike Enterprise	Post, John
29.	Hillsborough County MPO	Blain, Wally
30.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Colley Billie, Chairman
31.	Muscogee (Creek) Nation	* The Honorable Mr. George Tiger, Principal Chief
32.	National Marine Fisheries Service	Rydene, David A.
33.	National Marine Fisheries Service	Sramek, Mark
34.	National Park Service	Barnett, Anita
35.	Natural Resources Conservation Service	Robbins, Rick A.
36.	Poarch Band of Creek Indians	* The Honorable Mr. Buford Rolin, Chairman
37.	Seminole Nation of Oklahoma	* The Honorable Mr. Leonard M. Harjo, Principal Chief
38.	Seminole Tribe of Florida	Backhouse, Paul N.
39.	Seminole Tribe of Florida	Swing, Alison
40.	Seminole Tribe of Florida	* The Honorable Mr. James E. Billie, Chairman
41.	Seminole Tribe of Florida	York, Elliott
42.	Southwest Florida Water Management District	Higginbotham, Hank
43.	Southwest Florida Water Management District	O'Neil, Paul W.
44.	Tampa Bay Regional Planning Council	Cooper, Suzanne T.
45.	Tampa Bay Regional Planning Council	Meyer, John M.
46.	US Army Corps of Engineers	Barron, Robert B.
47.	US Army Corps of Engineers	Fellows, John
48.	US Army Corps of Engineers	Lips, Garrett
49.	US Coast Guard	Stratton, Gene
50.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
51.	US Department of Housing and Urban Development	* Regional Environmental Officer
52.	US Department of Interior	* Bureau of Land Management, Eastern States Office
53.	US Department of Interior	Director, USGS-FISC
54.	US Environmental Protection Agency	Dominy, Madolyn
55.	US Fish and Wildlife Service	Monaghan, Jane

* Hardcopy recipient

Application for Federal Assistance SF-424		Version 02
*1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	*2. Type of Application * If Revision, select appropriate letter(s) <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation *Other (Specify) _____ <input type="checkbox"/> Revision	
3. Date Received:		4. Applicant Identifier: FPID No. 430056-1-22-01
5a. Federal Entity Identifier:		*5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
*a. Legal Name: FLORIDA DEPARTMENT OF TRANSPORTATION		
*b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6001874		*c. Organizational DUNS: 8093971020000
d. Address:		
*Street 1:	<u>11201 N. McKinley Drive</u>	
Street 2:	<u>FDOT, District Seven</u>	
*City:	<u>Tampa</u>	
County:	<u>Hillsborough</u>	
*State:	<u>Florida</u>	
Province:	_____	
*Country:	_____	
*Zip / Postal Code	<u>33612-6456</u>	
e. Organizational Unit:		
Department Name: FDOT Intermodal Systems Development Department		Division Name: FDOT District Seven
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: <u>Mr.</u>	*First Name: <u>Ming</u>	
Middle Name: _____		
*Last Name: <u>Gao</u>		
Suffix: _____		
Title: <u>Intermodal Systems Development Manager</u>		
Organizational Affiliation:		
*Telephone Number: 813-975-6454		Fax Number: 813-975-6443
*Email: <u>ming.gao@dot.state.fl.us</u>		

Application for Federal Assistance SF-424	Version 02
*9. Type of Applicant 1: Select Applicant Type: A.State Government Type of Applicant 2: Select Applicant Type: Type of Applicant 3: Select Applicant Type: *Other (Specify)	
*10 Name of Federal Agency: U.S. Department of Transportation	
11. Catalog of Federal Domestic Assistance Number: 20-205 _____ CFDA Title: Planning and Construction _____	
*12 Funding Opportunity Number: _____ *Title: _____	
13. Competition Identification Number: _____ Title: _____	
14. Areas Affected by Project (Cities, Counties, States, etc.): Hillsborough County Unincorporated Hillsborough County, Gibsonton	
*15. Descriptive Title of Applicant's Project: U.S. Highway 41/State Road 45 (U.S. 41/S.R. 54) from Kracker Avenue to south of S.R. 676 (Causeway Boulevard). The proposed project consists of the widening of U.S. 41 from a four-lane divided arterial to a six-lane divided arterial and the anticipated replacement of the existing U.S. 41 bridges (Bridge Nos. 100045 and 100107) over the Alafia River. The proposed project is intended to accommodate projected future traffic. Multi-modal improvements such as sidewalks, bicycle facilities, and transit accommodations will be considered as part of the project.The length of the project is approximately 6.9 miles along US 41, with	

limits from Kracker Avenue to south of S.R. 676 (Causeway Boulevard) in Hillsborough County.

OMB Number: 4040-0004
Expiration Date: 01/31/2009

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

*a. Applicant: FL-011

*b. Program/Project: FL-005

17. Proposed Project:

*a. Start Date: 06-29-2011

*b. End Date: Unknown

18. Estimated Funding (\$):

*a. Federal	_____	0
*b. Applicant	_____	0
*c. State	_____	\$1,116,000
*d. Local	_____	0
*e. Other	_____	0
*f. Program Income	_____	0
*g. TOTAL	_____	\$1,116,000

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on 09/19/2012
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E. O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix: Mr. *First Name: Ming
Middle Name: _____
*Last Name: Gao
Suffix: _____

*Title: Intermodal Systems Development Manager

*Telephone Number: 813-975-6454

Fax Number: 813-975-6443

* Email: ming.gao@dot.state.fl.us

*Signature of Authorized Representative:

A handwritten signature in blue ink, appearing to read "M. Geo" with a stylized flourish below it.

*Date Signed: 09/19/2012

Authorized for Local Reproduction

Standard Form 424 (Revised 10/2005)

Prescribed by OMB Circular A-102

Application for Federal Assistance SF-424

Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

From: David Rydene - NOAA Federal <david.rydene@noaa.gov>
Sent: Thursday, August 06, 2015 11:22 AM
To: Selly, Nicole
Subject: NMFS response to the US 41 (Kracker Ave to SR 676) WEBAR

Follow Up Flag: Follow up
Flag Status: Flagged

NMFS staff has reviewed the Draft Wetland Evaluation and Biological Assessment Report. NMFS believes that the report provides an adequate assessment of impacts to NMFS trust resources at this phase of project development. It is NMFS's understanding that the wetland impact assessment will be refined as the project moves forward into the design phase. The determination of compensatory mitigation for unavoidable wetland impacts also needs to be finalized. Endangered Species Act Section 7 consultation with NMFS should be initiated once design details (especially regarding pile driving) are available.

On page 6-4, the statement "If blasting is required, informal consultation will be undertaken with the USFWS for the manatee. Blasting should be performed during specific times of the year, if possible. An extensive blast plan would need to be developed and submitted to the USFWS and FWC for approval as early as possible prior to construction.", should be modified to include coordination with NMFS.

Thank you for the opportunity to provide comments.

--

David Rydene, Ph.D.
Fish Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, FL 33701
Office (727) 824-5379
Cell (813) 992-5730
Fax (727) 824-5300



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. 04EF1000-2015-1-0295

September 1, 2015

Nicole Selly
District 7 Environmental Specialist
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6456

RE: PD&E Study (US 41 (SR 45) from Kracker Ave to South of SR 676 (Causeway Blvd)
WPI Segment Number: 430056-1
Hillsborough County, Florida

Dear Ms. Selly:

The U.S. Fish and Wildlife Service (Service) has completed its review of the final draft Wetland Evaluation and Biological Assessment Report (WEBAR) for the Project Development and Environmental (PD&E) Study that is evaluating the alternatives to improve safety and satisfy future transportation demand for US 41 (SR 45) from Kracker Avenue to south of SR 676 (Causeway Boulevard) in Hillsborough County, Florida. The proposed project is approximately 7.0 miles. The highway is a four-lane divided rural and urban facility which will be improved to a six-lane divided facility that will include construction of stormwater management facilities and multimodal facilities (trail, pedestrian, bicycle, and transit accommodations). Bridges over Bullfrog Creek and the Alafia River are also proposed to be widened or replaced. The Service provides 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.*).

Eastern Indigo Snake (*Drymarchon corais couperi*)

The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they have a preference for uplands but they also utilize some wetlands and agricultural areas. FDOT will adhere to the Service's *Standard Protection Measures for the Eastern Indigo Snake* (USFWS 2013) during the construction phase of this project, through implementation of BMPs during construction, preconstruction surveys, and avoidance of unnecessary land clearing. Based on these commitments and our review of the information available in the WEBAR the Service concurs with a 'may affect, but not likely to adversely affect' determination for the Eastern indigo snake.

Wood stork (*Mycteria americana*)

In Florida, wood storks depend on wetlands for foraging and nesting. They have been documented foraging in forested wetlands, cypress domes, fresh water marshes, retention ponds and roadside ditches. FDOT commits to evaluate impacts to wood stork suitable foraging habitat (SFH) during the permitting process and compensation during the final mitigation plan. Based on the information provided in the WEBAR and our records for this area the Service concurs with FDOT's determination that this project 'may affect, but will not likely to adversely affect' the wood stork.

Florida Manatee (*Trichechus manatus latirostris*)

The Florida manatee (manatee) inhabits 5 to 20 feet deep canals, rivers, estuarine habitats, and bays in the Tampa Bay area. During the colder months (October-April), manatees concentrate in areas of warmer water in Florida's natural springs and industrial outfalls. The proposed project may impact the species during in-water work required for the proposed bridge replacements. In order to avoid impacts to the Florida manatee during removal of the old bridge structures and construction of the new bridges, FDOT commits to implementing manatee protection measures in the construction plans and permits for the proposed project. These measures include the *Standard Manatee Conditions for In-Water Work*, restrictions on blasting, monitoring of turbidity barriers, and exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and prohibition of night-time in-water work. Based on above mentioned commitments and the information reviewed in the WEBAR the Service concurs with FDOT's determination that this project 'may affect, but will not likely to adversely affect' the manatee.

Gulf Sturgeon (*Acipenser oxyrinchus desotoi*)

The Gulf sturgeon is an anadromous fish that forages in the Gulf of Mexico (Gulf) and spawns in most coastal rivers along the Gulf and has been documented as far south as Florida Bay. FDOT evaluated potential impacts to the species during the construction of the proposed bridges for the project and commits to implementing Best Management Practices (BMPs) and adhere to the *Construction Special Conditions for the Protection of the Gulf Sturgeon* during construction of the proposed bridges. Based on the information provided in the WEBAR for this species and the above mentioned commitments, the Service concurs with FDOT's determination that the proposed project 'may affect, but will not likely to adversely affect' the Gulf sturgeon.

Florida Scrub Jay (*Aphelocoma coerulescens*) and Piping Plover (*Charadrius melodus*)

Suitable habitat for the Florida scrub jay was not identified during field reviews or through the data available to the Service. The WEBAR identifies the upland habitat along the proposed project corridor as being disturbed by human activity with high invasive species coverage (Brazilian peppers) which make the surrounding area unsuitable for scrub jays. On the coast, we find piping plovers which come to winter in Florida in beaches, mudflats, and sandflats along the Gulf of Mexico and the Atlantic. Suitable habitat was not identified in the immediate corridor within the proposed project or directly adjacent to the corridor. Based on the information

provided in the WEBAR and the location of the proposed project, the Service concurs with FDOT's determination that the proposed project will have no effect on the Florida scrub jay or the piping plover.

Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend. Should changes to the proposed project occur or new information regarding fish and wildlife resources become available, further consultation with the Service should be initiated to assess any potential impacts. All additional information available will be evaluated when ESA consultation is reinitiated. If you have any questions, please contact Lourdes Mena at (904)731-3119.

Sincerely,



for Jay B. Herrington
Field Supervisor

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

909 SE 1st Avenue Suite 432
Miami, FL 33131-3050
Staff Symbol: (DPB)
Phone: (305) 415-6747
E-mail: William.G.Tate@Uscg.Mil

16591
April 6, 2015

Florida Department of Transportation District Seven
Intermodal Systems Development Office
Attn: Stephanie M. Pierce, PD&E Project Manager
11201 N. McKinley Drive
Tampa, FL 33612

Via e-mail to: Stephanie.Pierce@Dot.State.Fl.Us

Dear Ms. Pierce:

This is in response to your bridge project questionnaire submitted electronically on February 5, 2015, regarding replacement a bridge over the Alafia River, mile 1.0, a tributary of Hillsboro/Tampa Bay Tampa, Florida.

A Coast Guard bridge permit will be required for the proposed bridge replacement. You should plan on navigational clearances no less than those provided by the existing bridge. To determine if the reasonable needs of navigation might require greater clearances, we recommend you consult with waterway users early in your design process. This needs analysis should reduce the likelihood of your permit being delayed for navigational considerations.

The Coast Guard Bridge Permit Application Guide is available at:

http://www.uscg.mil/hq/cg5/cg551/BPAG_Page.asp

Please submit the permit application as outlined in the guide with original 8 ½" x 11" permit plans showing the project vicinity, and existing and proposed bridge structures in plan, elevation and section views.

If you have any questions regarding this matter, please call Mr. Gwin Tate at (305) 415-6747 or e-mail me at William.G.Tate@Uscg.Mil

Regards,

A handwritten signature in blue ink that reads "Gwin Tate".

W. GWIN TATE III
Bridge Management Specialist
U.S. Coast Guard
By direction



16591
April 6, 2015

Florida Department of Transportation District Seven
Intermodal Systems Development Office
Attn: Stephanie M. Pierce, PD&E Project Manager
11201 N. McKinley Drive
Tampa, FL 33612

Via e-mail to: Stephanie.Pierce@Dot.State.Fl.Us

Dear Ms. Pierce:

This is in response to your bridge project questionnaire submitted electronically on March 10, 2015, requesting a determination of Advance Approval for a proposed bridge replacement project across Bullfrog Creek at US 41, mile 0.7, tributary of the Hillsborough Bay/Tampa Bay, Tampa, Hillsborough County, Florida.

Based on our determination, the proposed bridge project across Bullfrog Creek will not require a Coast Guard bridge permit. In such cases, the clearances provided for high water stages are considered adequate to meet the reasonable needs of navigation (33 CFR 115.70). Although this project will not require a bridge permit other areas of Coast Guard jurisdiction apply. The following stipulations must be met:

- a. This office shall be notified 60 days prior to the actual commencement of construction. The 60 day notification shall be provided to Mr. Michael Lieberum at (305) 415-6744, e-mail Michael.B.Lieberum@Uscg.Mil Upon completion of design and finalization of the location, this office shall be contacted regarding approval of lights and other signals that may be required under 33 CFR 118. Approval of said lighting or waiver shall be obtained prior to construction.
- b. Upon completion of construction, the bridge owner shall submit "as built" drawings (8 1/2 x 11") showing clearances through the bridge and sufficient data to allow this office to prepare a completion report. Also submit a photo of the completed bridge for our bridge file and database.
- c. The lowest portion of the superstructure of the bridge across the waterway shall clear the 100-year flood height elevation. Coordinate with the Federal Emergency Management Administration if this is not possible.

Coast Guard approval does not relieve the applicant of the responsibility to ensure compliance with any applicable federal, state, or local laws and regulations for the proposed project. When

16591
April 6, 2015

the bridge is no longer used for transportation purposes, it must be removed in its entirety and you must notify this office that the waterway has been cleared.

This exemption will not necessarily apply to future modifications of this bridge or the construction of other bridges along this waterway since waterway usage may change over time. Increased activity along this waterway could remove the bridge from the Advance Approval category. If construction of this bridge is not commenced within 3 years from the date of this letter this advance approval determination is rendered null and void. Please resubmit an updated "Bridge Project Questionnaire" for further consideration.

Please contact Mr. Gwin Tate at (305) 415-6747 if you have any questions about our approval.

Regards,



W. GWIN TATE III
Bridge Management Specialist
U. S. Coast Guard
By direction



August 11, 2015

Florida Fish
and Wildlife
Conservation
Commission

Commissioners

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MyFWC.com

Ms. Nicole Selly
Environmental Specialist
Florida Department of Transportation (FDOT) District Seven
11201 North McKinley Drive
Tampa, FL 33612
Nicole.Selly@DOT.state.fl.us

Re: US 41 from Kracker Ave. to South of SR 676 PD&E Study, Hillsborough County, Draft Wetland Evaluation and Biological Assessment Report

Dear Ms. Selly:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Draft Wetland Evaluation and Biological Assessment Report (WEBAR) for the above-referenced project, prepared as part of the PD&E Study for the proposed project. We have previously reviewed this project via the Efficient Transportation Decision Making process as ETDM #5180. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes, and Rule 68A-27, Florida Administrative Code (F.A.C.).

The project involves widening US 41 from four to six lanes between Kracker Avenue and south of SR 676 in Hillsborough County, a distance of approximately 7.0 miles. The project will also include intersection improvements, construction of stormwater management and floodplain compensation facilities, multimodal facilities, and widening or replacement of the bridges over Bullfrog Creek and the Alafia River. A State Environmental Impact Report (SEIR) will be prepared for the project. The project vicinity consists of a mix of industrial, residential, commercial, and natural vegetative landcover. Natural communities include mangrove and saltmarsh wetlands, forested and herbaceous freshwater wetlands, and forested or shrubby uplands.

The WEBAR evaluated potential project impacts to 26 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST) or Species of Special Concern (SSC). Listed species were evaluated based on range and potential appropriate habitat or because the project is within a U.S. Fish and Wildlife Service (USFWS) Consultation Area. Included were: Gulf sturgeon (FT), smalltooth sawfish (FE), Eastern indigo snake (FT), American alligator (FT due to similarity of appearance to American crocodile), loggerhead sea turtle (FT), green sea turtle (FE), leatherback sea turtle (FE), Kemp's ridley sea turtle (FE), wood stork (FE), Florida scrub jay (FT), piping plover (FT), Florida manatee (FE), gopher frog (SSC), gopher tortoise (ST), snowy plover (ST), roseate spoonbill (SSC), snowy egret (SSC), reddish egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), American oystercatcher (SSC), brown pelican (SSC), least tern (ST), black skimmer (SSC), and osprey (SSC, but only in Monroe County). We recommend the addition of rivulus (SSC), Florida pine snake (SSC), and Florida mouse (SSC) to this list and deletion of the osprey.

Also evaluated was the bald eagle, which was delisted by state and federal agencies, but this species remains protected under state rule in Section 68A-16.002, F.A.C. and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d).

Project biologists made a finding of “no effect” for the scrub jay, piping plover, and American alligator due to a lack of suitable habitat for these species within the project area, or in the case of the alligator, a lack of relevant connection to the species listing. The biologists determined that the project “may affect, but is unlikely to adversely affect” all the other species. We agree with these determinations.

We support the project commitments for protected species, which include the following.

1. Should a bald eagle nest be built prior to or during construction within 660 feet of the construction limits, further coordination will occur with the FWC and/or USFWS as appropriate.
2. The standard FDOT Construction Precautions for the Eastern Indigo Snake will be followed during construction.
3. Due to the presence of gopher tortoise habitat within the project area, a gopher tortoise survey in appropriate habitat will be performed within construction limits prior to construction, and the FDOT will secure any relocation permit from the FWC.

Please reference the FWC's Gopher Tortoise Permitting Guidelines (Revised February 2015

<http://myfwc.com/media/2984206/GT-Permitting-Guidelines-FINAL-Feb2015.pdf>) for survey methodology and permitting guidance prior to any construction activity. Specific guidance in the permitting guidelines includes methods for avoiding permitting as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities. Any commensal species observed during the burrow excavations should be relocated in accordance with Appendix 9 of the Gopher Tortoise Permitting Guidelines. To the maximum extent possible, the FWC also recommends that all staging and storage areas be sited to avoid impacts to gopher tortoise burrows and their habitat.

4. If protected species are observed during preconstruction surveys, coordination with the USFWS, FWC and/or the Florida Department of Agriculture and Consumer Services (for protected plants) will be initiated to determine any permit requirements or modifications to construction activities that may be required.
5. Wetland impacts will result in loss of wood stork foraging habitat, thus requiring mitigation acceptable to the USFWS. This mitigation should also compensate for habitat loss for the other potentially affected wading birds.
6. The FDOT will adhere to the National Marine Fisheries Service (NMFS) *Sea Turtle and Smalltooth Sawfish Construction Conditions* and *Construction Special Conditions for the protection of the Gulf Sturgeon* during construction of the project.
7. The FDOT will coordinate with NMFS on potential impacts associated with pile driving activities.
8. To assure the protection of wildlife during construction, the FDOT will implement a Marine Wildlife Watch Plan (MWWP), which includes the FWC *Standard Manatee Conditions for In-Water Work*. The FDOT will require the construction contractor to abide by these guidelines during construction.

The WEBAR evaluates the potential project impacts to an estimated 1.29 acres of wetlands and 2.12 acres of surface waters with a commitment to provide appropriate mitigation. We agree with the findings of this evaluation.

Thank you for the opportunity to review the WEBAR for the US 41 from Kracker Avenue to SR 676 project in Hillsborough County. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, please contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com.

Sincerely,



Jennifer D. Goff
Land Use Planning Program Administrator
Office of Conservation Planning Services

jdg/bb
ENV 1-13-2

THIS FORM IS INTENDED TO FACILITATE AND GUIDE THE DIALOGUE DURING A PRE-APPLICATION MEETING BY PROVIDING A PARTIAL "PROMPT LIST" OF DISCUSSION SUBJECTS. IT IS NOT A LIST OF REQUIREMENTS FOR SUBMITTAL BY THE APPLICANT.



**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES**

FILE NUMBER:

PA 400801

Date: 1/22/2014
Time: 11:00
Project Name: FDOT US 41 PD&E Study from south of Causeway to Kracker Ave.
Attendees: Richard Alt; Chaz LaRiche; Andrew Goldsmith, American Consulting, agoldsmith@acp-fl.com; Michael Ryan, American Consulting, Christopher Salicco, American Consulting

County: Hillsborough **Sec/Twp/Rge:** Multiple
Total Land Acreage: 159 **Project Acreage:** 159 acres

Prior On-Site/Off-Site Permit Activity:

- ERP – Researching

Project Overview:

- Widen from 4 lane to 6 lane
- Wetlands/Surface Waters – Yes
- FDOT ETDM 5180

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

- Review the ETDM report for specific issues associated with the potential wetland/surface water issues
- Replacement of bridges over the rivers and creeks
- Provide the limits of jurisdictional wetlands.
- Provide appropriate mitigation using UMAM for impacts, if applicable.
- Demonstrate elimination and reduction of wetland impacts.
- Maintain minimum 15 foot, average 25 foot wetland conservation area setback or address secondary impacts.

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

- Existing roadway/intersections.
- Eleven WBID's - 8 are impaired for nutrients
- Discharging to impaired waters.
- Need coordination with DEP on adjacent contaminated sites.

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

- Demonstrate that discharges from proposed project area will not cause an adverse impact for a 25-year, 24-hour storm event if the pond does not discharge to an infinite basin. Or demonstrate no adverse impacts if attenuation is not provided.
- Demonstrate that site will not impede the conveyance of contributing off-site flows.
- Demonstrate that the project will not increase riverine flood stages up- or down-stream of the project area(s).
- Provide equivalent compensating storage for all 100-year, 24-hour riverine floodplain impacts if applicable.

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

- Provide water quality treatment for the required project area.
- In addition, if the project discharges to an impaired water body, must provide a net environmental improvement.
- Applicant must demonstrate a net improvement for the parameters of concern by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use.
- Will acknowledge compensatory treatment to offset pollutant loads associated with portions of the project area that cannot be physically treated.

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

- Any work below the MHW line will require coordination with Tampa Port Authority

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- The permit must be issued to the FDOT.
- Provide proof of ownership in the form of a deed or contract for sale.
- Provide appropriate O&M instructions.
- Provide detailed construction surface water management plan.

Application Type and Fee Required:

- SWERP – Sections A, C and E of the ERP Application.
- < 640 acres of project area and <50 acres of wetland or surface water impacts - \$3,106.00 Online Submittal

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

-

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.

THIS FORM IS INTENDED TO FACILITATE AND GUIDE THE DIALOGUE DURING A PRE-APPLICATION MEETING BY PROVIDING A PARTIAL "PROMPT LIST" OF DISCUSSION SUBJECTS. IT IS NOT A LIST OF REQUIREMENTS FOR SUBMITTAL BY THE APPLICANT.



**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES**

FILE NUMBER:

PA 402518

Date: 8/19/2015
Time: 11:00
Project Name: FDOT US41 S of Causeway to Kracker Ave
Attendees: Richard Alt, Al Gagne, Andrew Goldsmith - American Consulting agoldsmith@acp-fl.com William Adams, Larry Weatherby

County: Hillsborough
Total Land Acreage: 170
Sec/Twp/Rge:
Project Acreage: 170 acres

Prior On-Site/Off-Site Permit Activity:

- 4 lane rural
- PA 400801, ETDM 5180

Project Overview:

- Expand to 6 lane urban and suburban

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

- Project is located in both the Tampa Bay/Coastal Basin and the Alafia Basin. Impacts in the Alafia basin may be located within the service area for the Tampa Bay Mitigation Bank. Will need to verify this. If so, they may be able to use a connectivity argument to mitigate Alafia impacts at the Tampa Bay Mit Bank. Will need to submit a cumulative impact analysis using a connectivity argument for tidal systems.
- Provide the limits of jurisdictional wetlands.
- Provide appropriate mitigation using UMAM for impacts, if applicable.
- Demonstrate elimination and reduction of wetland impacts.
- Maintain minimum 15 foot, average 25 foot wetland conservation area setback or address secondary impacts.
- If the project is located in a county which is listed as a coastal county under the Coastal Zone Management Act (CZM) and the project has wetland impacts, it will require a noticing period once the permit application is deemed complete. Wetland and/or surface waters impacts less than 1 acre in size will require a 10 day noticing period, prior to the issuance of the permit. Wetland and/or surface water impacts greater than 1 acre in size will require a 30 day noticing period, prior to the issuance of the permit. Permits could be issued as early as the 11th or 31st day, but staffs' schedule and workload will determine the actual issuance date.

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

- Existing roadway/intersections –
- WBIDs need to be independently verified by the consultant - WBID – 1682, 1676, 1666A, 1664, 1621G, 1628A, 1632, 1637, and 1636
- Discharging to impaired waters in some areas.

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

- Demonstrate that discharges from proposed project area will not cause an adverse impact for a 25-year, 24-hour storm event. Only SMF 12/13 will need to attenuate, all others (as shown during the meeting) will not require attenuation.
- Demonstrate that site will not impede the conveyance of contributing off-site flows.
- Demonstrate that the project will not increase flood stages up- or down-stream of the project area(s).
- Provide equivalent compensating storage for all 100-year, 24-hour riverine floodplain impacts if applicable.

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

- Provide water quality treatment for the required project area.
- In addition, must provide a net environmental improvement.
- Applicant must demonstrate a net improvement for the parameters of concern by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use.
- Will acknowledge compensatory treatment to offset pollutant loads associated with portions of the project area that cannot be physically treated.

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

- N/A. Tampa Port Authority owns the bottom lands in Hillsborough County. Will need to coordinate with EPC and the Tampa Port Authority.

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- The permit must be issued to the FDOT.
- Provide proof of ownership in the form of a deed or contract for sale.
- Provide appropriate O&M instructions.
- Provide detailed construction surface water management plan.

Application Type and Fee Required:

- SWERP – Sections A, C, and E of the ERP Application.
- < 640 acres of project area and < 50 acres of wetland or surface water impacts - \$3,105.75

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

- In accordance with Rule 40D-1.603(2), F.A.C., no later than 30 days after submittal of an initial application of an Individual surface water management permit the applicant shall publish at the applicant's expense a notice of the District's receipt of the application in a newspaper having general circulation as defined in Chapter 50, F.S., in the county or counties in which the activity is proposed. Please provide documentation that such noticing has been accomplished. Note that the published notices of receipt for an ERP must be in accordance with the language provided in Rule 40D-1.603(10), F.A.C., and receipt of an affidavit establishing proof of this publication will be considered a completeness item of this ERP Application. Per Rule 40D-1.603(12), F.A.C., this must be received before the application will be considered complete and the 60-day timeframe for taking agency action on the application will commence.

40D-1.603(12) – “Applicants required to publish a notice of receipt of application must provide to the District a publisher’s affidavit establishing proof of publication pursuant to Sections 50.041 and 50.051, F.S., before the application will be considered complete and the applicable timeframe for taking agency action on the application will commence.”

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Ms. Robin Rhinesmith
Florida Department of Transportation
11201 McKinley Drive
Tampa, Florida 33612-6456

February 24, 2014

RE: DHR Project File No.: 2014-150/ Received by DHR: January 22, 2014
Work Program Item Segment No.: 430056-1
Project: *US 41 from Kracker Avenue to South of SR 676 (Causeway Boulevard), Cultural Resources Assessment Survey*
County: Hillsborough

Dear Ms. Rhinesmith:

Our office reviewed the referenced cultural resources assessment survey in accordance with Chapters 267, *Florida Statutes*, and implementing state regulations, regarding determinations of eligibility for the *National Register of Historic Places (NRHP)*.

We have reviewed the information provided with your request for concurrence regarding the evaluations of historic resources within the project's area of potential effect (APE). At this time, we concur with the determinations of eligibility for the resources submitted. We note that the Alafia River Swing Span Bridge and Tender Station (HI1007) and the CSX Railroad (HI10237) are considered eligible for listing in the NRHP.

As the project progresses and alternatives are developed, coordination with this office will be necessary in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

If you have any questions, please contact Alyssa McManus Architectural Historian, Transportation Compliance Review Program, by email alyssa.mcmanus@dos.myflorida.com, or by telephone at 850.245.6438 or 800.847.7278. We appreciate your continued interest in protecting Florida's Historic Properties.

Sincerely

A handwritten signature in black ink, appearing to read "Robert F. Bendus".

Robert F. Bendus, Director
Division of Historical Resources
& State Historic Preservation Officer

Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399
850.245.6300 • 850.245.6436 (Fax) nheritage.com
Promoting Florida's History and Culture VivaFlorida.org



MEMORANDUM

Date: November 12, 2013
To: Project File (#5127041_B.3)
Cc: Rick Adair – FDOT GEC
From: Jeff Novotny and Larry Weatherby
Subject: **US 41 PD&E from Kracker Ave to South of SR 676 (Causeway Blvd)**
Hillsborough County - FPID 430056-1-22-01
MPO Presentations in October 2013

Jeff Novotny from American gave presentations on behalf of FDOT to two subcommittees of the Hillsborough Metropolitan Planning Organization (MPO) on October 16 and 21, 2013, as described below.

The first presentation was to the MPO's **Citizens Advisory Committee (CAC)** on **October 16** at the County Center in downtown Tampa. Other Department representatives present included Rick Adair and Roger Roscoe in addition to Larry Weatherby from American. The purpose of the presentation was to serve as a "kick-off" /update on the current PD&E study. The presentation lasted about 10 minutes, and there were no follow-up questions afterwards. A copy of the presentation slides is attached to this memo.

The second (same) presentation was given to the MPO's **Technical Advisory Committee (TAC)** on **October 21** at the same location. The same Department representatives were present as at the CAC presentation the previous week. This presentation also lasted about 10 minutes and was followed by several questions from TAC members:

1. Have you coordinated with the Port of Tampa?
2. Does CSX railroad cross the project?
3. Has the need for a railroad overpass been considered?
4. Would the width of the bike lanes be reduced? (since you mentioned that the traffic lanes could be reduced in width to minimize impacts)
5. Would a trail path be reasonable to consider in lieu of a sidewalk, similar to what was done on south U.S. 301?

Minutes from the second presentation were included with the November TAC meeting agenda and are included on the following page.

STATUS REPORTS (CONTINUED)

B. US 41 Project Development and Environmental Study

Mr. Jeff Novotny, consultant for FDOT stated that the study limits on US 41 spans from just north of Big Bend Road at Kracker Avenue to just south of Causeway Boulevard, a distance of just under 8 miles. The study kicked off earlier this year and an initial newsletter was sent out back in March. Since then, they have been performing the traffic analysis and collecting engineering and environmental data. They are beginning the development of alternatives and have not yet determined the estimated costs or assessed environmental impacts

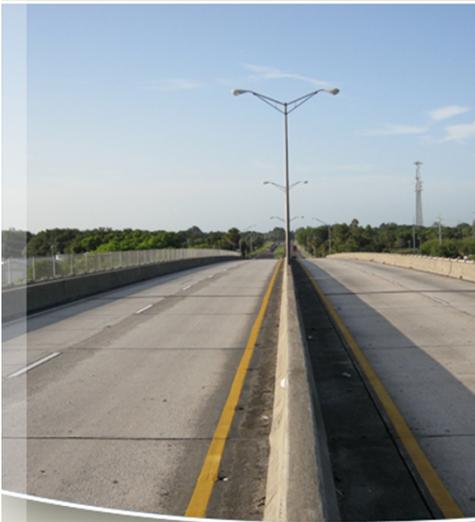
The intent of this project is to widen the roadway from 4 to 6 lanes and make intersection improvements. Some of those intersections include county roadways; therefore, they will be coordinating with County staff on the improvements that may be needed along those side streets. They plan to add sidewalks and bike lanes and know that the South Coast Greenway is planned to run along US 41 in a few areas.

Attachments: Reduced-size copy of PowerPoint presentation slides



FDOT DISTRICT 7

US41 PD&E STUDY



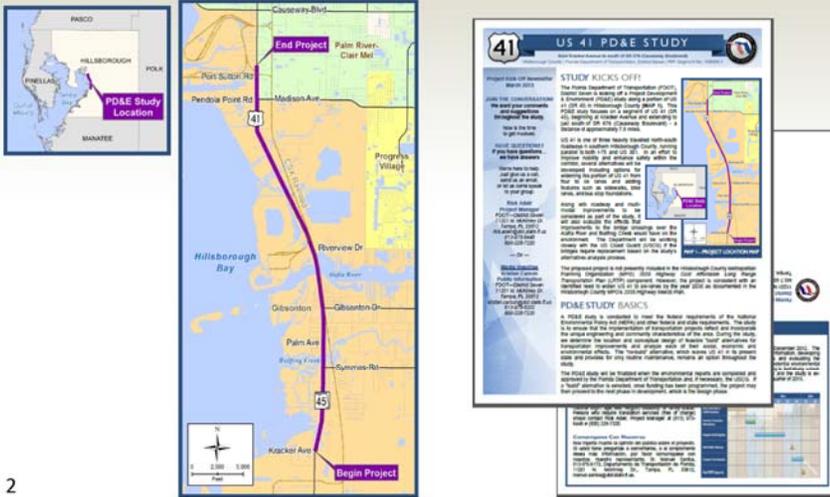
from Kracker Avenue
to South of SR 676 (Causeway Boulevard)
Hillsborough County
FPID # 430056-1-22-01

Presentation to Hillsborough MPO

October 2013

US41 PD&E STUDY

Project Location & K-O Newsletter



2

US41 PD&E STUDY

Proposed Improvements

- Widen existing highway (and bridges) to 6 lanes
- Improvements at major intersections
- Add sidewalks, bike lanes & accommodate future South Coast Greenway
- ID needed stormwater management facilities (ponds, etc.)

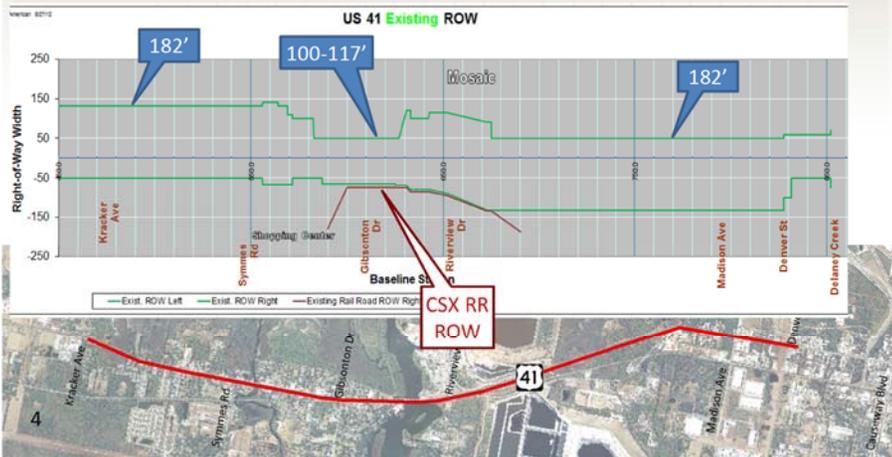


3

US41 PD&E STUDY

Engineering Existing Right of Way

- Existing ROW typically varies from 100 to 200 ft in width
- CSX Railroad ROW parallels US 41 for about 1.6 miles



4

US41 PD&E STUDY

Community, MPO & County Plans

- Community Based Plans
 - Gibsonton, Riverview & Greater Palm River
- Hillsborough Co. Constrained Road (Madison to Palm River)
- Hillsborough County Corridor Preservation Plan – 6-lane corridor (19th to Causeway)
- Hillsborough MPO LRTP 2035 Needs Assessment – 6-lanes needed by 2014 (19th Avenue to Madison)
- Project is NOT fully funded in the 2035 LRTP Cost Affordable Plan

Community Plans



Constrained Roads

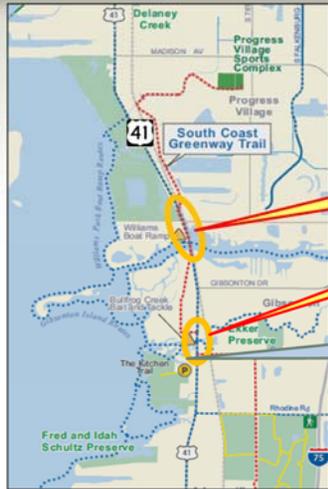


Corridor Preservation

5

US41 PD&E STUDY

South Coast Greenway



The proposed trail is on or adjacent to US 41 at two locations:

Near Alafia River and Williams Park Boat Ramp

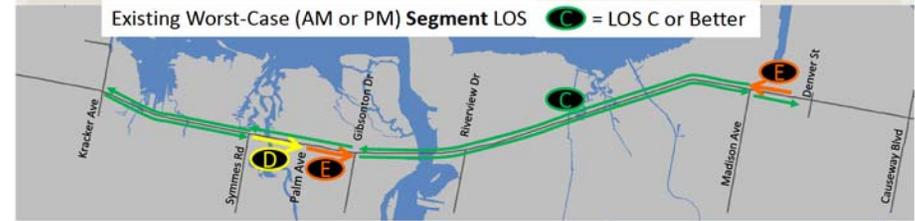
Near Bullfrog Creek

Trail would provide access to hiking trails in the Kitchen



US41 PD&E STUDY

Project Purpose & Need Existing Level of Service (LOS)



Existing Worst-Case (AM or PM) Segment LOS **C** = LOS C or Better

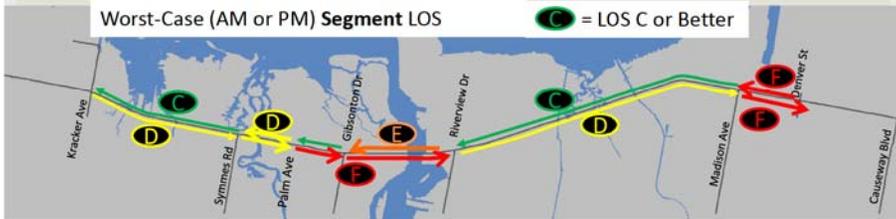
Existing AADTs range from 23,400 VPD to 32,500 VPD



Existing Worst-Case (AM or PM) Intersection LOS

US41 PD&E STUDY

Project Purpose & Need Year 2040 No-Build LOS



Worst-Case (AM or PM) Segment LOS **C** = LOS C or Better

Year 2040 AADTs range from 38,800 VPD to 61,000 VPD

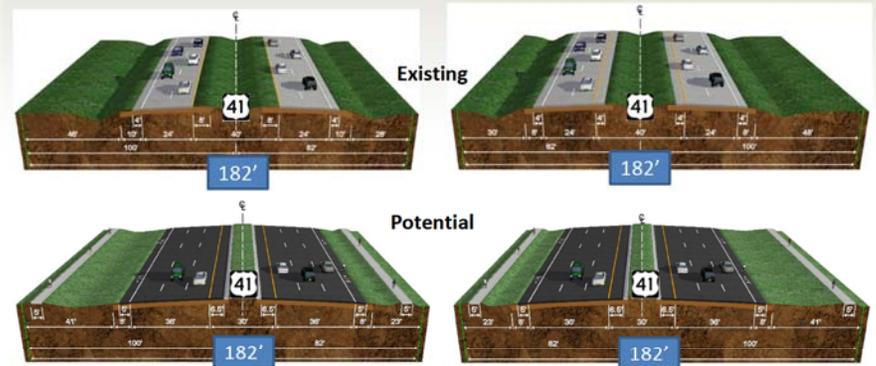


Worst-Case (AM or PM) Intersection LOS

US41 PD&E STUDY

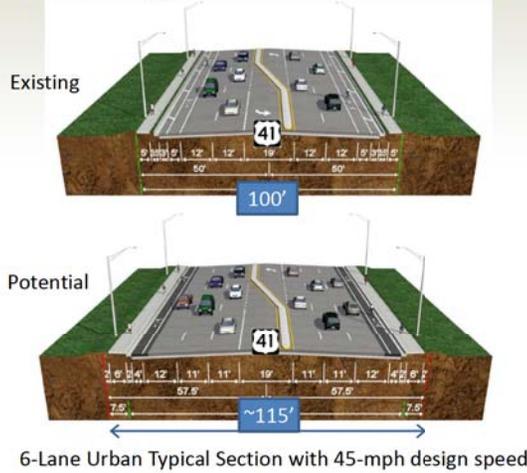
Engineering Alternative Typical Sections

Existing/Potential Typicals at South and North Ends



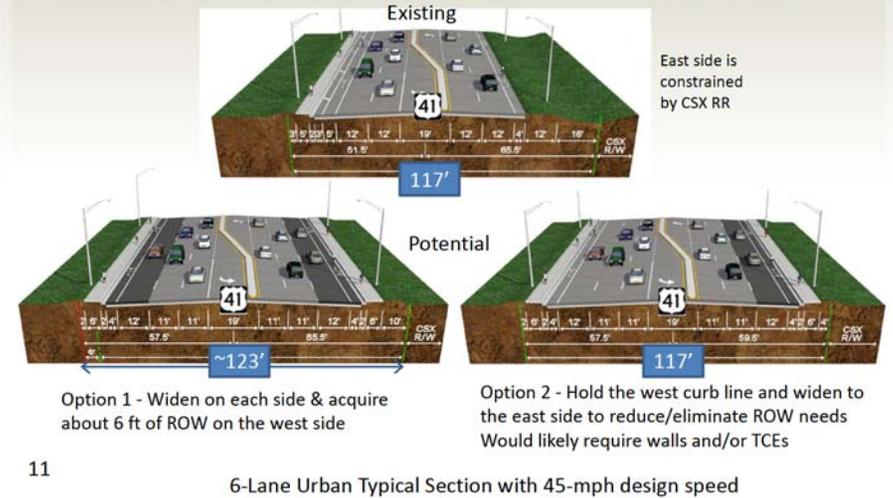
6-lane Suburban Typical Section with 50-mph design speed

Existing/Potential Typical Sections South of Gibsonton Drive



10

Existing/Potential Typical Sections North of Gibsonton Drive



11

- Existing facility is **Class 3**; need:
 - 1/2 mile spacing for full median openings
 - 1/4 mile spacing for directional openings
- Access management and median openings will be evaluated as part of the process.



12

Existing Bridges

Bridge No.	Location	Year Built / Reconstructed	Sufficiency Rating	Health Index	Structure Type	Bridge Length	Load Rating	Span Length	Notes
100044	US 41 SB over Bullfrog Creek	1960 / 1986	77.2	87.64	Reinforced Slab	202.8'	1.91 (HS20)	23'	
100106	US 41 NB over Bullfrog Creek	1945	75.2	89.6	Reinforced Slab	211.1'	2.29 (HS20)	14.4'	Scour Critical
100045	US 41 SB over Alafia River	1959	78.9	88.25	AASHTO Type II Beam	1215.9'	1.66 (H20)	40'/60'/78'	Main Span Post Tensioned
100107	US 41 NB over Alafia River	1952	68	94.09	Steel I-Beam	1215.9'	1.86 (H20)	40'/60'/78'	Continuous Girder

All bridges last inspected in March 2013

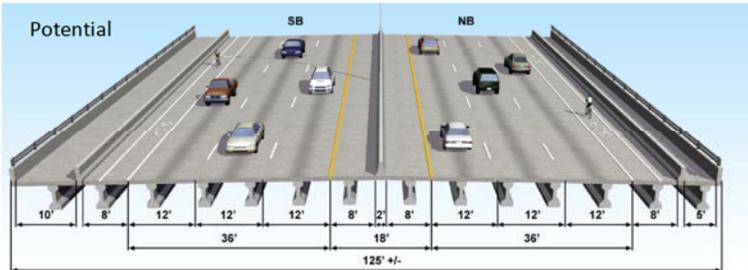
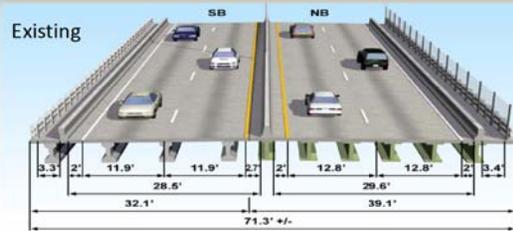
- All bridges are classified as **functionally obsolete**
- Consider **replacement** due to age, condition & functional obsolescence



13

US41 PD&E STUDY

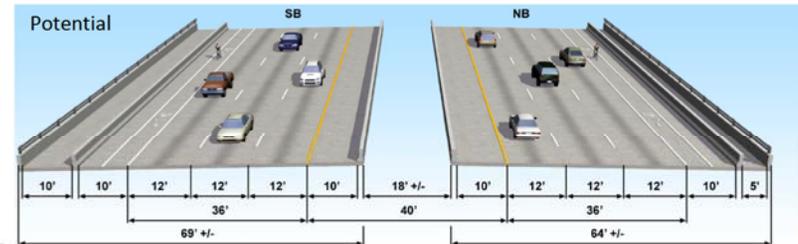
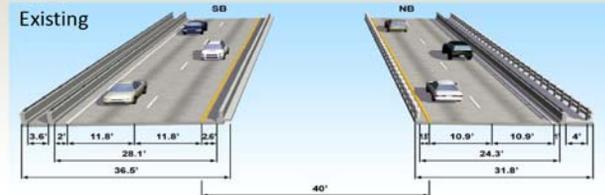
Engineering
Alafia River Bridges



14

US41 PD&E STUDY

Engineering
Bullfrog Creek Bridges



15

US41 PD&E STUDY

Project Schedule



16

US41 PD&E STUDY

Contact Information

- For further information or to provide input, contact:

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MEETING MINUTES

Meeting Date: October 31, 2013 **Date Issued:** November 6, 2013
Location: Hillsborough County Offices at the County Center in Downtown Tampa
Project Name: US 41 PD&E Study – WPI Segment #430056 1
Purpose: To Review Recommended Intersection Improvements with County Staff, etc.
Notes by: Larry Weatherby **American Project #:** 5127041
Copies to: Attendees and Rick Adair at FDOT (GEC)

<u>Attendees</u>	<u>Representing</u>	<u>Phone</u>	<u>E-mail</u>
Robert (Bob) Campbell	Hills. Co. PW - Traffic	813.272.5170	Campbellr@hillsboroughcounty.org
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Charles E. White	Hills. Co. Transportation Review Mgr.	813.307.4513	Whitece@hillsboroughcounty.org
John Patrick	Hills. Co.	813.276.8428	Patrickj@hillsboroughcounty.org
Mike Williams	Hills. Co. PW-Engr. & Environment	813.307.1851	Williamsm@hillsboroughcounty.org
Jeff Novotny	American Consulting Prof. (for FDOT)	813.435.2646	jnovotny@acp-fl.com
Arpita Guha	American Consulting Prof. (for FDOT)	813.435.2618	aguha@acp-fl.com
Larry Weatherby	American Consulting Prof. (for FDOT)	813.435.2637	lweatherby@acp-fl.com

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting began at approximately 2:30 p.m. and roughly followed the attached agenda. The handouts for the meeting are also an attachment to this document.

1. Jeff Novotny gave a brief introduction to the project, describing the limits, the scope of work, background information, related projects, project history, etc. and noted that presentations had recently been given to the MPO's CAC and TAC subcommittees. He explained that we were at the meeting as FDOT's representatives.
2. We went thru the handout sheets and discussed various topics in no particular order. Preliminary intersection designs were reviewed for US 41 at Symmes Road, Gibsonton Drive, Riverview Drive and Madison Avenue. Items discussed include:
 - a. We discussed how the South Coast Greenway could be accommodated along US 41 at the two river crossings. Charles asked if a 10-foot trail could be included on one side of the road in lieu of bike lanes on the shoulders, similar to what had been done on south US 301, due to high speeds on US 41. No PD&E study has been done yet for the portion of the South Coast Greenway planned to run along Symmes Road and to the north of Symmes Road.

- b. Symmes Road is shown at “two-lane enhanced” in the county’s Corridor Preservation Plan.
- c. Riverview Drive is proposed as “two-lane enhanced”
- d. Charles noted that the county is trying to 4-lane Madison, consistent with their corridor preservation plan. The Port may be planning to expand their access either at Madison or at a point to the south of the intersection.
- e. We noted that the design year for the future traffic conditions is 2040. We noted that county side street improvements needed to meet traffic LOS standards could be shown as “by others” on the concept plans. Where multiple left turn lanes are proposed on US 41 but the county side road doesn’t have the receiving lanes, FDOT could build the additional turn lanes on US 41 and stripe them out so that US 41 wouldn’t have to be widened again in the future.
- f. Staff asked about the status of the proposed rail grade separation on US 41 south of Causeway Blvd. *American will follow up with FDOT to find this out.*
- g. The county has no plans to improve Symmes Road.
- h. County staff is not aware of any plans for development in the Gibsonton area along US 41 or other areas along US 41 within our study limits, except for a proposed Dollar Store on the west side of US 41 near Symmes Road.
- i. The planned extension of Faulkenburg Road is for a private developer DRI.
- j. Mike Williams noted that having crash data to justify closings of median openings would make it a lot easier
- k. Jeff said that plan to coordinate with the Port and CSX regarding access issues, etc.
- l. Jeff noted that comments from the county can be sent to Kirk Bogen at FDOT
- m. Bob Campbell asked if ITS would be included in the cost estimate. He noted that the ITS Master Plan includes both FDOT and county roads.
- n. Jeff asked if staff were aware of any plans by utilities. The contact for the county is Kevin Moran in Public Utilities. Bob noted the presence of an ammonia pipeline in the project area. *(Note: according to my earlier notes, it starts at Pembroke [south of our project limits] and goes west along US 41 to St. Paul Street [between CSX crossing and Causeway Blvd.]. It is a 4-inch steel pipe at 3 to 5 feet depth. At the Alafia River, it is 39 feet deep-LRW).* Bob also mentioned that a jet fuel line is either existing or planned in the study area – the Port can provide more information on this.

The meeting ended at about 3:25 p.m.

Attachments



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MEETING NOTES

Meeting Date: April 1, 2014 at 1:30 p.m. **Date Issued:** April 3, 2014 (Rev. 4/10/14)
Location: Hillsborough County Parks, Recreation & Conservation Dept., 23rd Floor, County Center, Downtown Tampa
Project: US 41 PD&E Study – WPI Segment #430056 1
Purpose: To Review Proposed Project's Relationship to Williams Park & South Coast Greenway
Notes by: Chris Salicco and Larry Weatherby **American Project #:** 5127041
Copies to: Attendees

Hillsborough County Attendees

Jack Carlisle, Parks Director
Richard Sanders, Public Works PM
Tina Russo, Parks Dept.
Bruce Harvey, Parks Dept.
Forest Turbiville, Div. Mgr., Parks

FDOT Attendees

Stephanie Pierce, Project Mgr.
Robin Rhinesmith, Enviro.
Administrator

American Consulting Engineers

Attendees
Jeff Novotny, Project Mgr.
Chris Salicco, Enviro. Scientist
Larry Weatherby, Deputy PM

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting began at approximately 1:30 p.m. and ended around 2:30 p.m. Excerpts from the PowerPoint slides presented at the meeting are included as an attachment. The meeting topics followed the following agenda items:

- (1) Introductions of Attendees
- (2) Overview of the PD&E Study (given by Jeff Novotny)
 - a. Scope, Study Limits
 - b. Funding & Schedule
 - c. Proposed Roadway Typical Sections
- (3) Future South Coast Greenway (presented by Larry Weatherby)
 - a. Proposed Route from Master Plan
 - b. Review Preliminary Shared Use Path Alignment along US 41
 - i. Tie-In and Crossing Points
 - ii. Bridge Crossings at Alafia River and Bullfrog Creek
 - c. Need for a Future Maintenance Agreement
- (4) Proposed Alafia River Bridge at Williams Park (led by Jeff)
 - a. Existing Park Facilities and Boat Ramp Operation
 - b. Plan View of Proposed Alafia River Bridge
 - c. Effects on the Boat Ramp/Fishing Pier/Parking/Circulation
- (5) Potential Redesign of Riverview Drive/US 41 Intersection

Specific comments made during the meeting included the following items:

- A. Tina Russo noted that there seems to be an increasing local demand to have a buffer between bicycle lanes and adjacent highway traffic lanes. This recently became an issue for the SR 60 PD&E study.
- B. At the Riverview Drive intersection, Tina felt that having the trail cross on the south side of the intersection might be safer for trail users as it would eliminate a conflict with southbound right turns. Larry explained that the reason for the current “design” was due to the projected future very heavy WB to SB left turn volume, which would be in conflict with a trail crossing on the south side and therefore reduce the available green signal time available for trail users.
- C. American noted that a reconfiguration of the intersection of Riverview Drive at US 41 would likely require Mosaic to donate some of their land for use as right of way. County staff seemed open to the idea of improving the design of the intersection.
- D. Where the Greenway sidepath would veer off along Lula Street, Richard Sanders asked if the trail could be continued along US 41 to the south, at least as an interim solution. American noted that ROW acquisition will be needed for the future roadway expansion to the south of Lula Street, and therefore it may not be cost-reasonable to obtain additional ROW for extension of the sidepath along US 41 in this area. *Another point, not mentioned during the meeting, is that running the trail along Lula Street would eliminate trail user conflicts with commercial driveways in the Gibsonton business area.*
- E. County parks staff like seeing both bike lanes and a shared use path included on the bridges over the two waterways (in addition to sidewalks). They see these bridge connections as key connection points for making this future greenway trail a viable project.
- F. Tina noted that while there is currently no funding for the northern portion of the South Coast Greenway (north of Symmes Road), the state’s Office of Greenways and Trails (OGT) has included it on the state’s proposed Greenways and Trails System Plan (*see attached map*). A connection to the city’s McKay Bay trail is proposed along with eventual connections to the Tampa Bypass Canal Trail and other regional trails. She said that she will continue coordinating with the MPO regarding priorities for this and other future trails in this section of the county.
- G. The potential challenge of routing the future greenway along Symmes Road was discussed due to the existing narrow right of way. Jeff asked if alternative connection routes (such as using Rhodine Road) had been considered. Tina said that this area has not been studied yet, and no PD&E study is yet funded for the segment of the greenway along and to the north of Symmes Road. Richard Sanders said that design and construction of the South Coast Greenway from 19th to Big Bend Road is currently underway, and the next segment for construction will be from Big Bend to Symmes.
- H. Jeff noted that additional future ROW will need to be acquired for stormwater management ponds when the roadway is widened, and that there might be opportunities for acquisition of extra land which could be used for, say, parking for a trailhead.
- I. Forest said that he didn’t see a problem with the existing fishing pier at Williams Park being closer to the future bridge fender system. The fishing pier had been renovated within the last few years. The county has no plans for future improvements to this park at present.

- J. With respect to the future loss of overflow parking at Williams Park (boat ramp) due to the widening of the Alafia River Bridge, Mr. Carlisle felt that the parking could simply be shifted further to the north, within the existing park property.
- K. A maintenance agreement between the county and FDOT will be needed in the future when the roadway is expanded and a trail is constructed within FDOT's ROW. A commitment similar to the following should be included in the *State Environmental Impact Report (SEIR)* to be prepared for this study:

“The FDOT commits to coordinating with Hillsborough County during the project's design stage regarding the potential inclusion of the South Coast Greenway within portions of the US 41 right of way, including the need for a maintenance agreement between FDOT and the county for the non-bridge segments of the trail.”

Attachments: OGT Greenways Map C4
Selected Slides from the PowerPoint Presentation



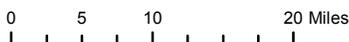
A1	A2	A3	A4
B2	B3	B4	B5
		C4	C5
		D4	D5
		E4	E5

Florida Greenways & Trails System Plan



* 2012 LAND TRAILS OPPORTUNITY

FLORIDA NATIONAL SCENIC TRAIL OPPORTUNITY



* The different colors of the Land Trails represent the beginning and ending points of individual corridors.

US41 PD&E STUDY



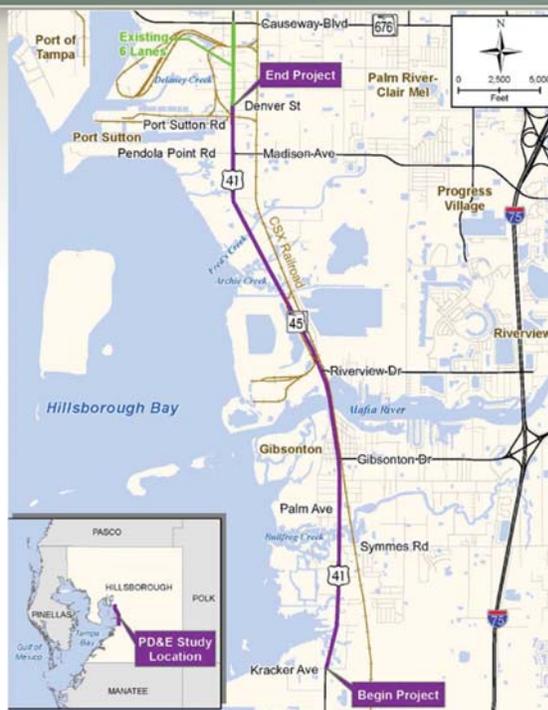
41

from Kracker Avenue to South of SR 676 (Causeway Boulevard)
 Hillsborough County
 FPID # 430056-1-22-01

**Hillsborough Co. Parks, Rec. & Conservation Dept.
 Meeting on April 1, 2014**

US41 PD&E STUDY

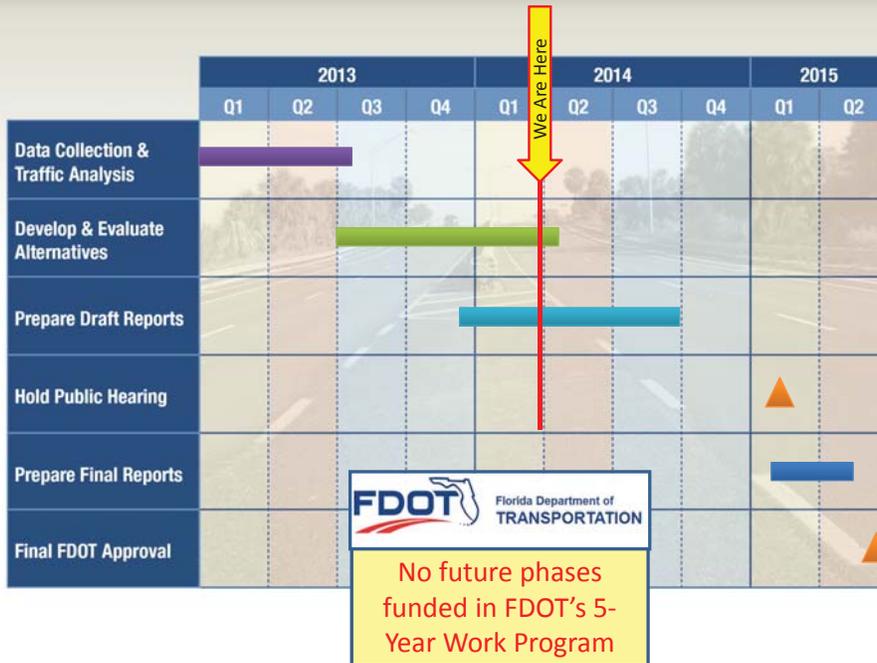
Overview of the PD&E Study Project Location



- A **State Environmental Impact Report (SEIR)** to be prepared for this study
- Coordination with the U.S. Coast Guard is planned for the two Bridge Crossings

US41 PD&E STUDY

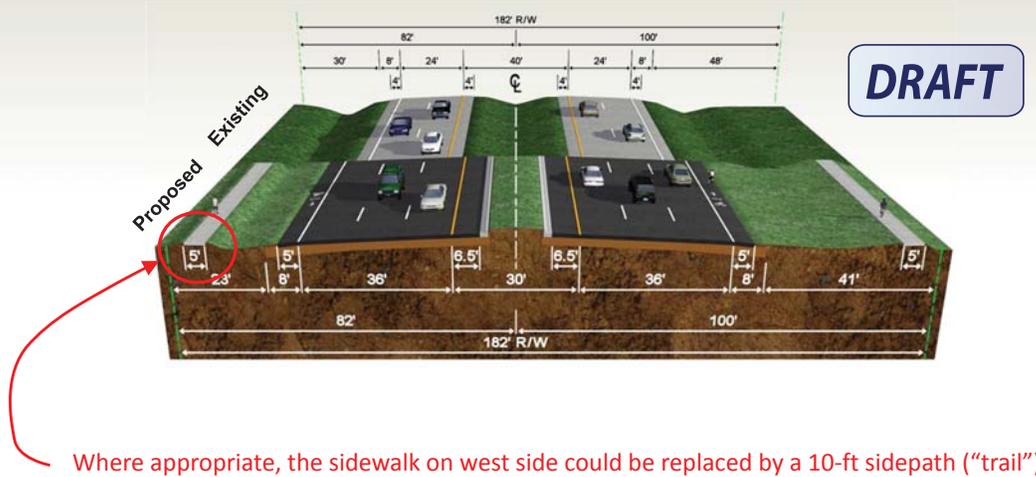
Overview of the PD&E Study Funding and Schedule



US41 PD&E STUDY

Roadway Typical Sections: Outside of Gibsonton Area

Proposed Typical Section North of Gibsonton Area



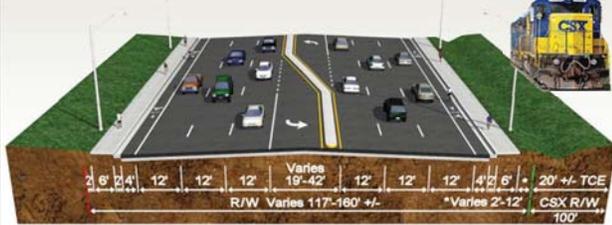
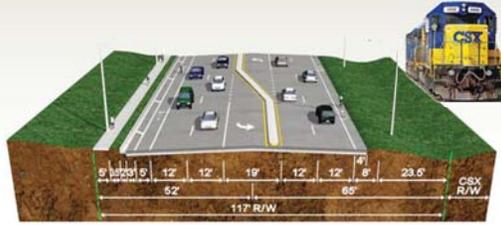
US41 PD&E STUDY

Roadway Typical Sections: Gibsonton Area

Existing

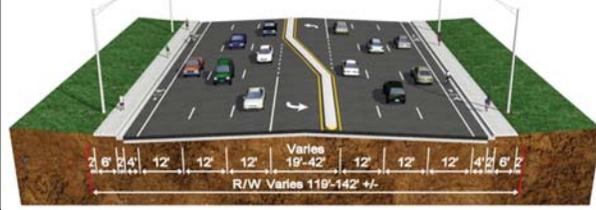
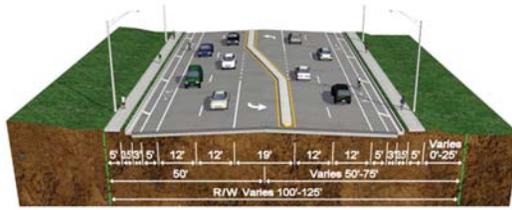
Potential (45 MPH Design Speed)

North of Gibsonton Drive



South of Gibsonton Drive

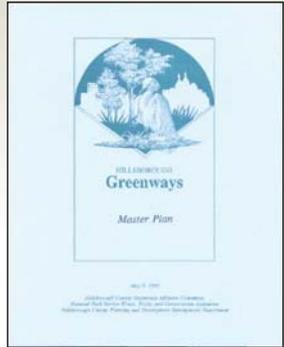
DRAFT



(Alternative alignments are being evaluated)

US41 PD&E STUDY

Planned South Coast Greenway



Proposed trail would provide connections to Ruskin, Apollo Beach, Gardenville, Gibsonton and Progress Village.

US41 PD&E STUDY

Planned South Coast Greenway



Southern PD&E Study Limits



Greenway Ends at Little Manatee River

South Coast Greenway funding likely

Or Wednesday, county commissioners will consider funding the first phase of the greenway between State Road 674 and 19th Avenue Northeast.



Source: Hillsborough County STAFF
Source: Tampa Tribune 7/29/13

US41 PD&E STUDY

Planned South Coast Greenway



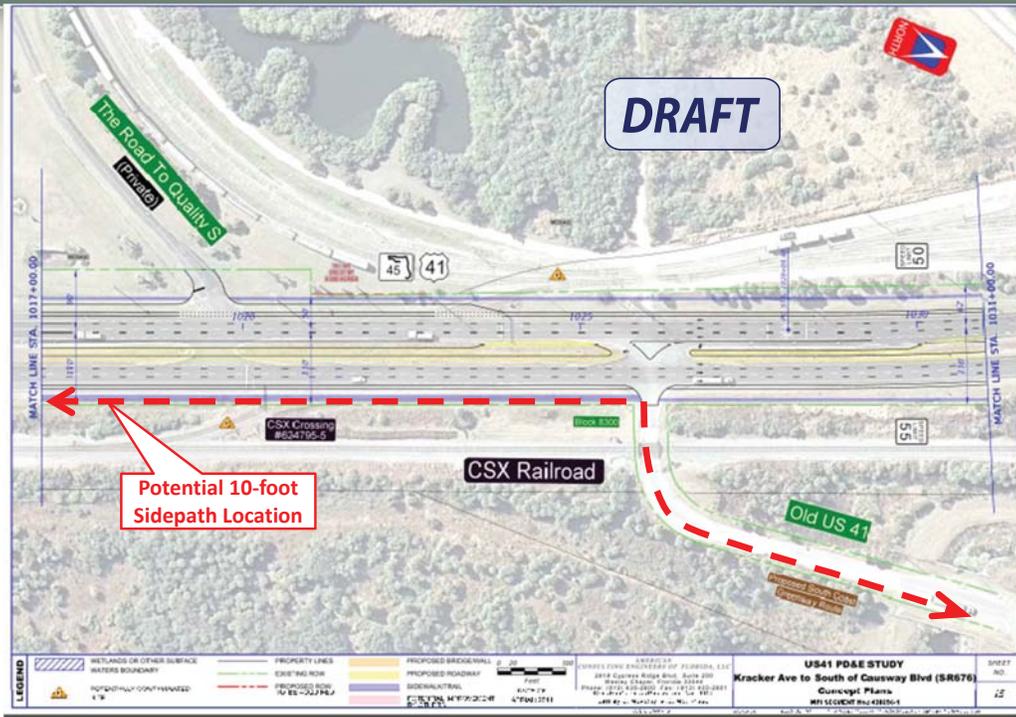
Two areas of interest for this study:

Near Alafia River and Williams Park

Near Bullfrog Creek and Symmes Road

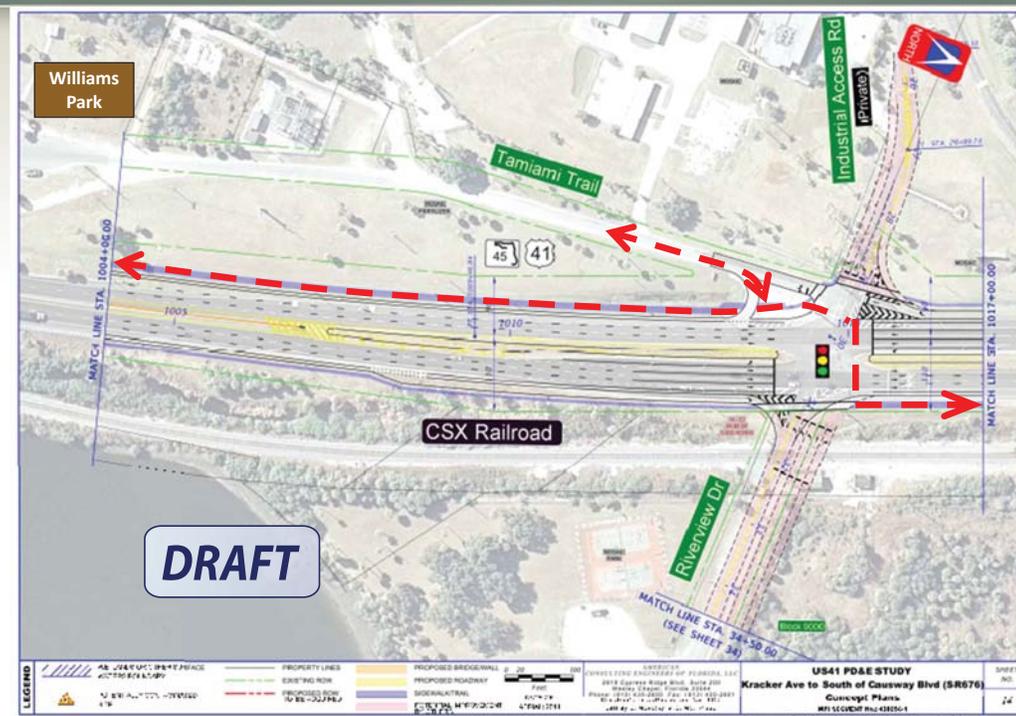
US41 PD&E STUDY

Potential Greenway Route



US41 PD&E STUDY

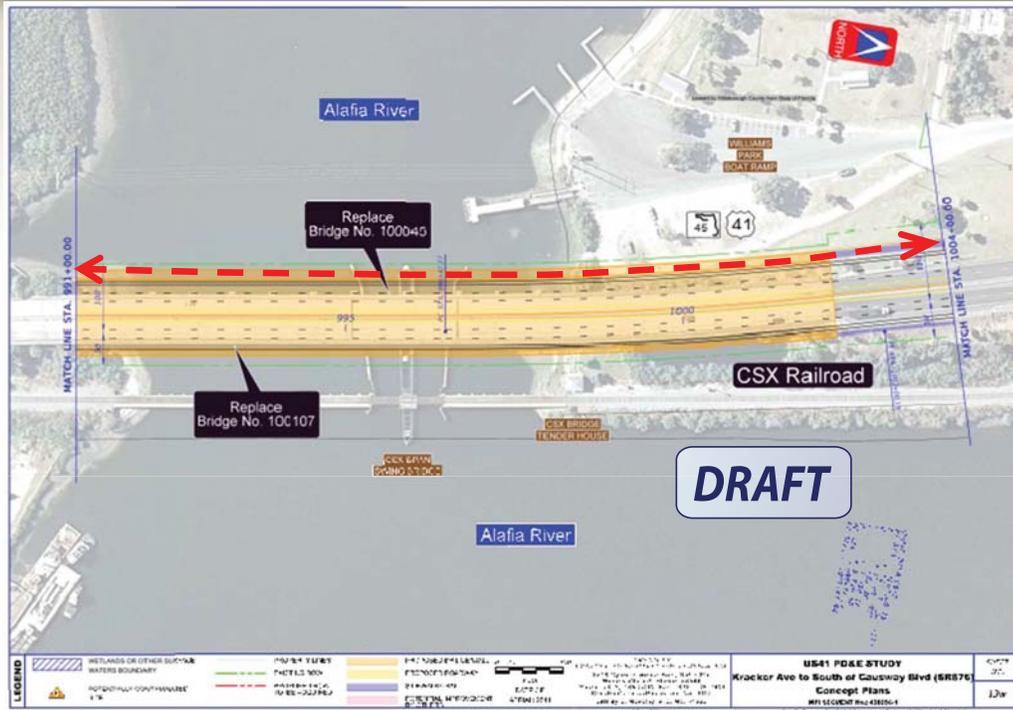
Potential Greenway Route



US41 PD&E STUDY

Potential Greenway Route

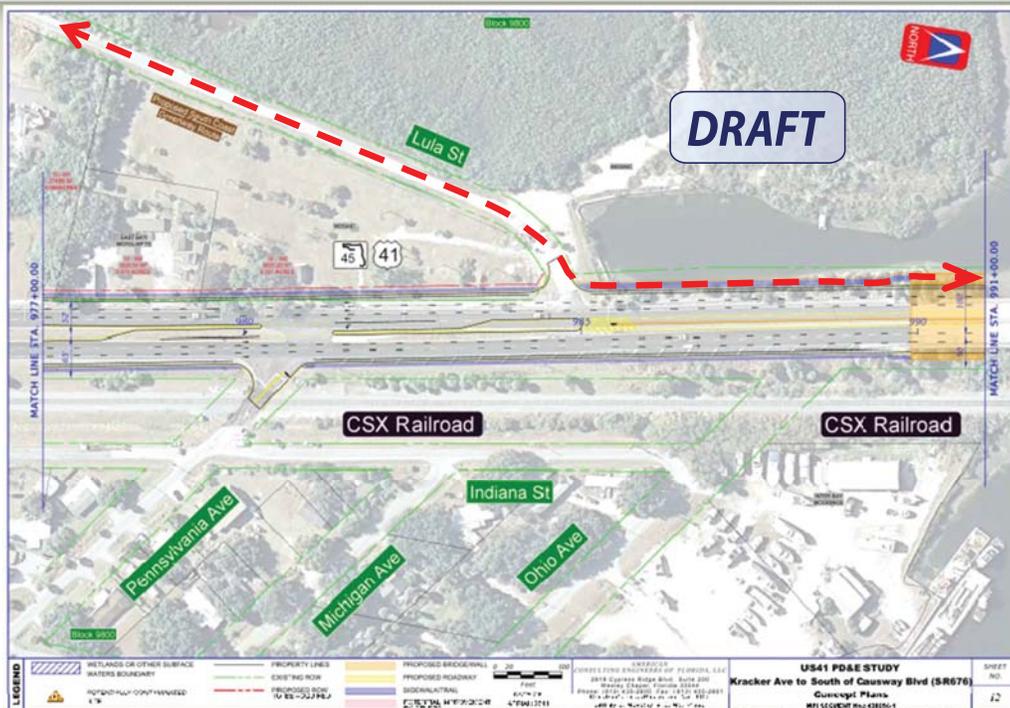
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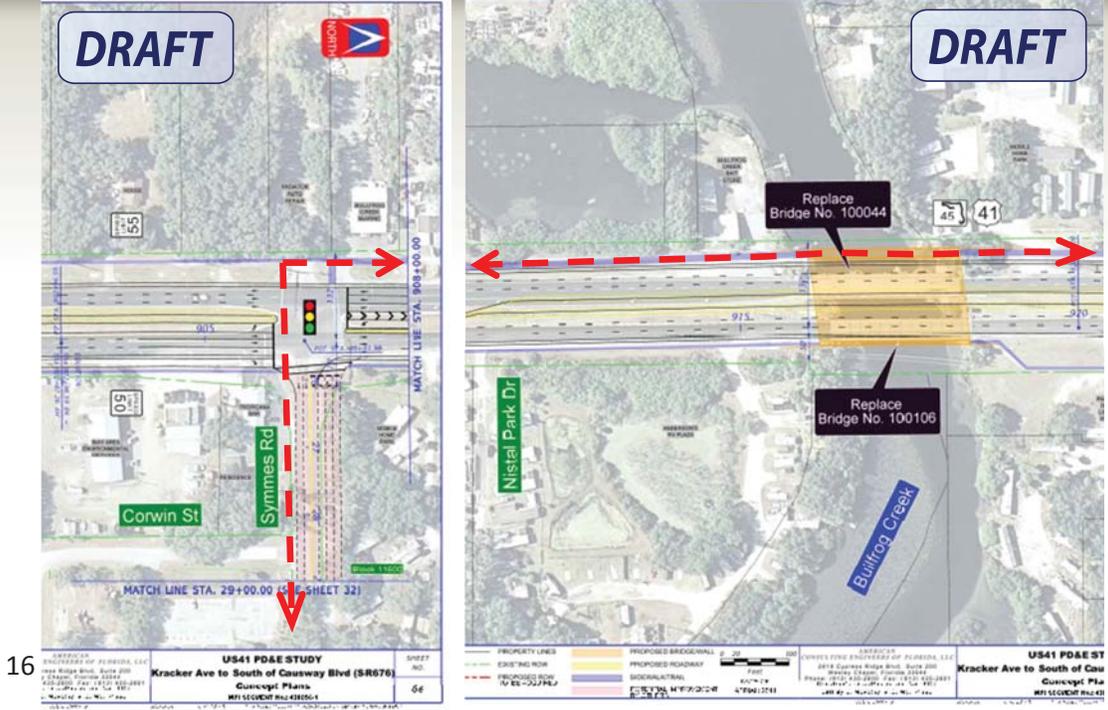
Potential Greenway Route

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US41 PD&E STUDY

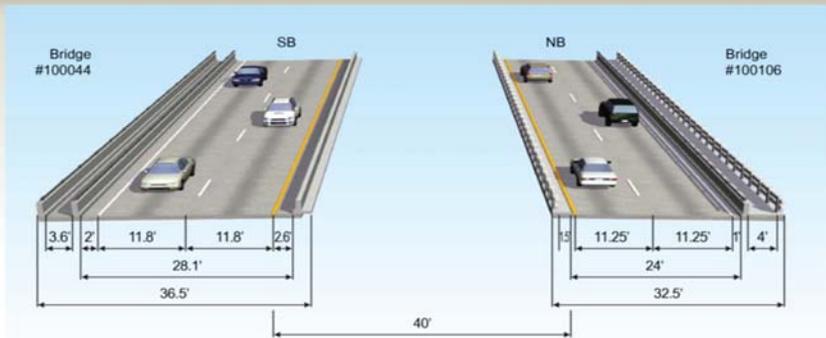
Potential Greenway Route



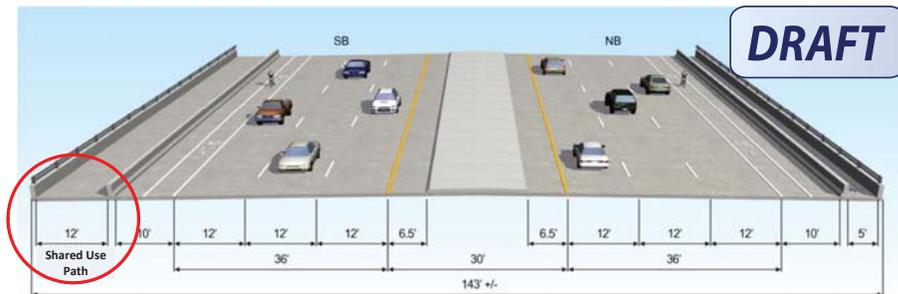
US41 PD&E STUDY

Bullfrog Creek Bridges

Existing



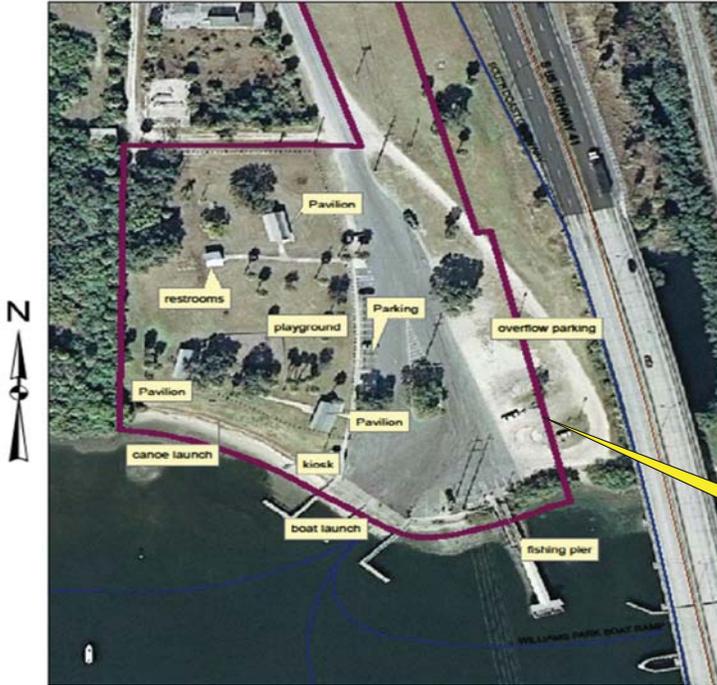
Proposed



US41 PD&E STUDY

Williams Park

Existing Facilities



Williams Park Management Plan



Hillsborough County Parks, Recreation and Conservation Department
10119 W Waldford Road
Tampa, FL 33619
October, 2012

Page 1

Approx. FDOT's Right of Way Limits

US41 PD&E STUDY

Williams Park Area

Looking West



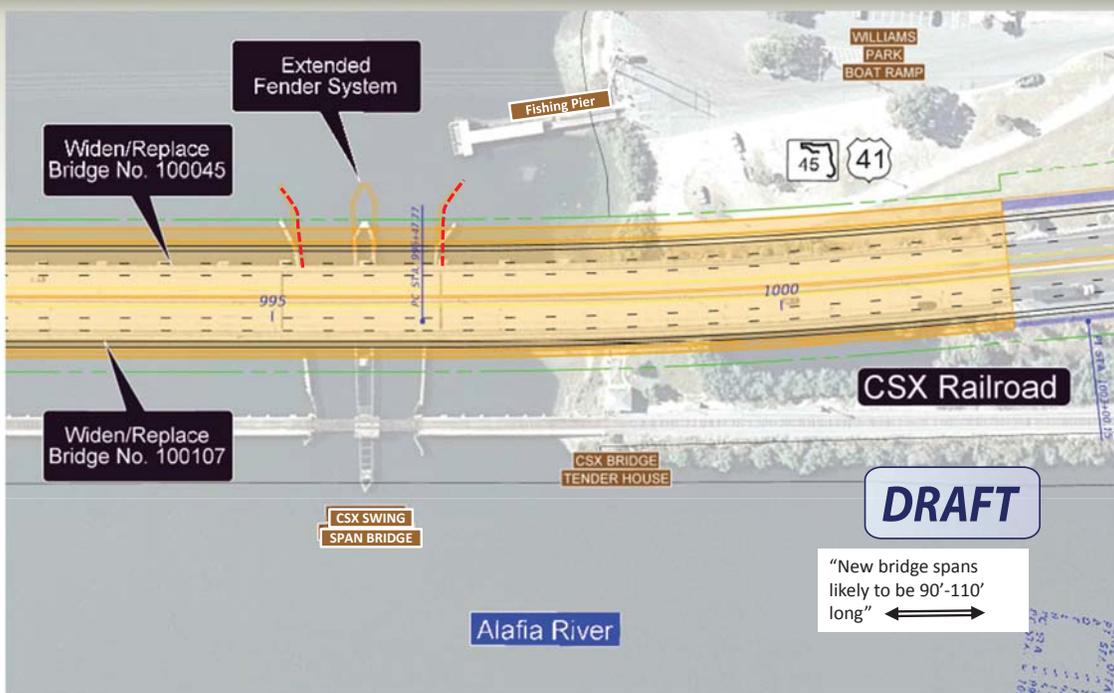
US41 PD&E STUDY

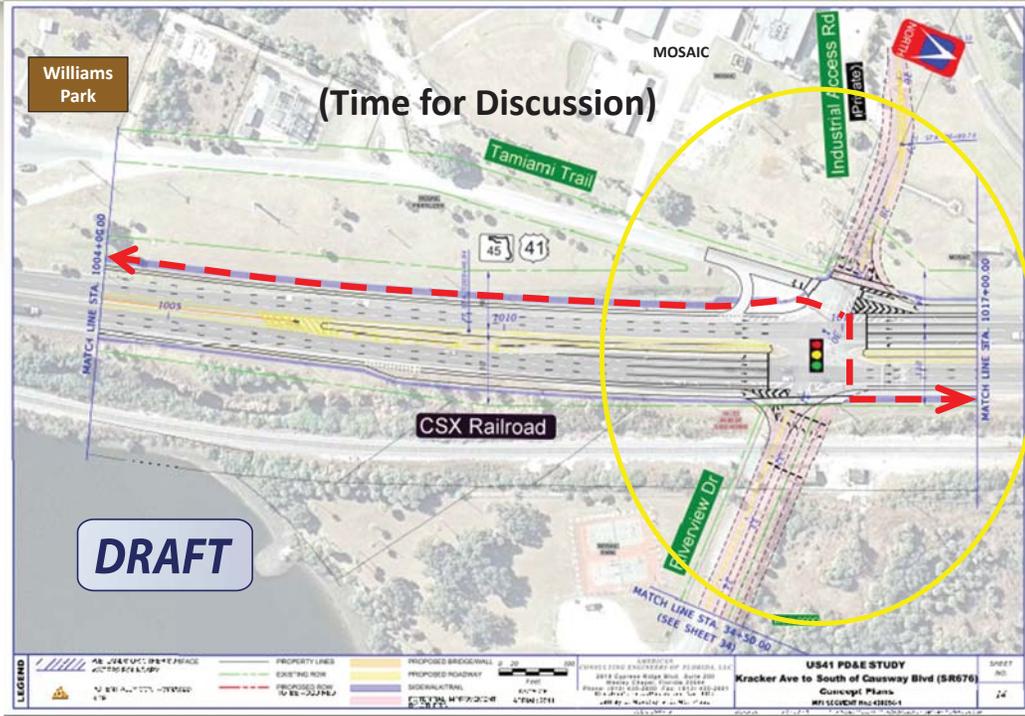
Williams Park Area



US41 PD&E STUDY

Bridges Over Alafia River





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- For further information or to provide input, contact:

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MEETING MINUTES

Meeting Date: 5/30/2014 **Date Issued:** 6/2/2014
Location: Mosaic Riverview Plant Office
Project Name: FPID No. 430056-1-22-01: US 41 PD&E from Kracker Ave to S. of Causeway Blvd
Purpose: Introduce US 41 PD&E and Discuss Conceptual Plans at US 41/Riverview Dr
Notes by: Chris Salicco **American Project #:** 5127041
Copies to: Attendees, File

Attendees **Representing** **Phone** **Fax or e-mail**

See attached Sign-In Sheet

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting was held to inform Mosaic staff of the PD&E study for the proposed widening of US 41 from Kracker Ave to south of Causeway Blvd, with an emphasis on the US 41/Riverview Dr intersection (entrance to Mosaic's facility). A handout of PowerPoint slides and draft concept plan sheets were used to discuss the project background and description, existing and proposed typical sections, and conceptual plans at the US 41/Riverview Dr intersection. Jeff Novotny went through the slides with open discussion from the meeting attendees. An outline of the discussion is provided below:

- Mosaic staff requested an electronic copy of the presentation.
- Mosaic staff wanted to make sure that it is clear during public outreach that the project is not being done for Mosaic (or nearby TECO plant).
- There were concerns expressed at US 41/Riverview Dr intersection for the safety of pedestrians and bicyclists with potential trail crossing at the intersection from east to west side of US 41 due to heavy truck and equipment that accesses the Mosaic facility.
- It was mentioned that the proposed trail is intended to provide access to Williams Park, located near the entrance to Mosaic. Christine commented that this is not a safe/desirable park for pedestrians and bicyclists. Robert recommended evaluating potential trail access to the park under the bridge at the Alafia River. Randy felt that it is a high priority to adjust the trail crossing or trail on the west side of US 41 and other options should be evaluated.
- The southwest side of the Alafia bridge is Mosaic property that includes a restoration project with the National Oceanic Atmospheric Administration (NOAA) – Giant's Camp Marina Site. There is an education center to the south with access from Lula Street.

- Christine mentioned that sight distance is an issue for northbound traffic crossing over the bridge at the Alafia River. It was mentioned that many of the traffic accidents that occur are from back up of vehicles heading northbound on US 41 and making left turns into the plant during shift changes.
- Jeff and Stephanie explained that since this is a PD&E project, we are mainly only focusing on horizontal alternatives. The current concept plans show a slight extension of the northbound left turn lane. There may be alternatives that can be evaluated such as extending the northbound left turn lane further or possibly adding dual left turn lanes. The vertical grades across the bridge will be evaluated as part of the PD&E study, but further evaluation would be conducted once the project went to design when more survey data is available, specifically for sight distance and other more detailed issues. Currently, the project is not funded for design or construction but could move forward at any time if funding becomes available.
- Mosaic employees have shift changes that occur outside of the normal peak hours that are evaluated as part of the traffic analysis. Major shift changes occur between 5:30-7:00, both in the morning and in the evening. Most of the staff that arrives in the morning leaves at around 3:00-4:00 pm. The facility operates 24 hr/day.
- Jeff mentioned that the current concept plans show closing the median opening at The Road to Quality S. This did not appear to be a concern for Mosaic staff. It is likely that northbound vehicles entering the site and vehicles exiting the site going northbound, use the access at Riverview Dr since it is signalized.
- There was discussion to potentially lengthen the southbound right turn lane into the Mosaic facility. Jeff mentioned that the concept plans currently show the southbound right turn lane extending south beyond The Road to Quality S. It appears that many of the trucks entering the facility from the north use the The Road to Quality S. There was discussion to evaluate extending the southbound right turn lane further to the north to allow for additional deceleration for trucks.
- It was discussed how the west leg of the Riverview intersection is not a desirable configuration, especially with the southern road that connects to Mosaic Gate 5 and the Williams Park area, and an oddly configured southbound right turn lane.
- November traffic in and out of the plant can double on a daily basis, with up to 4 times the traffic at the 5:30-7:00 am shift change. Normally there are approximately 400-500 employees and contractors accessing the facility on a daily basis.
- Jeff asked if there are other access points along US 41 that need to be evaluated. Mosaic staff mentioned that the major access is at Riverview Dr. Mosaic also has many trucks that go in and out at Port Sutton Rd, and has a storage tank located at the Port.
- It was recommended that another meeting be held with Mosaic land management staff in the near future. At that meeting, other conceptual alternatives for addressing the intersection at US 41 and Riverview Dr will be discussed, as well as any potential excess land that might be usable as a future acquired land for a pond site for the US 41 project.



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MEETING NOTES

Meeting Date: August 5, 2014 at 2 p.m. **Date Issued:** August 29, 2014
Location: Mosaic's Riverview Plant Office, 8813 U.S. Highway 41, Riverview FL
Project: US 41 PD&E Study – WPI Segment #430056 1
Purpose: To Review Riverview Drive Intersection and Trail Connection Options
Notes by: Larry Weatherby & Jeff Novotny **American Project #:** 5127041
Copies to: Attendees

Name	Title, Organization	Email
FDOT/American Consulting Engineers		
Stephanie Pierce (FDOT)	FDOT Project Manager	Stephanie.pierce@dot.state.fl.us
Jeff Novotny (American)	Consultant Project Manager	jnovotny@acp-fl.com
Larry Weatherby (American)	Consultant Deputy P.M.	lweatherby@acp-fl.com
Mosaic Staff		
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Jeff Stewart	Senior Environmental Manager	Jeff.stewart@mosaicco.com
Chris Smith	Public Affairs Manager	Christine.smith@mosaicco.com
Randy Rowell	Dir. Raw Materials & Plant Logistics	Randy.rowell@mosaicco.com
Robert Fredere	Riverview General Manager	Robert.fredere@mosaicco.com
Hillsborough County Staff		
Tina A. Russo	Regional Parks Coordinator	Russot@hillsboroughcounty.org
Richard Sanders	Public Works-Project Manager	Sandersr@hillsboroughcounty.org

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting began at approximately 2 p.m. and ended around 3:25 p.m. Following introductions, Jeff Novotny gave a brief overview of the study and presented a brief recap of the first meeting held with Mosaic staff on May 30, 2014. The following items were discussed following the introductory remarks:

- (1) Mr. Weatherby presented the results of staff's review of the traffic crash data at the Riverview Drive/US 41 intersection for 2008-2012, inclusive. There were approximately 83 crashes reported at the intersection for the 5-year period, involving a mixture of mostly right-angle, rear-end and sideswipe crashes with no predominant or unusual pattern of crashes, as shown on the collision diagram prepared for the intersection. In addition, for the reported 17 rear-end crashes in the northbound direction, none of the "at-fault" vehicles were heavy trucks according to the crash records. Additional statistics will be checked, such as the percent of wet-weather crashes and other factors.

- (2) For the future extension of the South Coast Greenway (trail) through the US 41 project area, concept plan sheets were distributed showing two alternative trail routes between the Alafia River bridge and the Riverview Drive intersection. The first alternative (as shown previously to Mosaic staff at the May 30 meeting) would have southbound trail users cross from the east side of US 41 to the west side at Riverview Drive, on the north side of the intersection, and continue south along the west side of US 41 across the new Alafia River bridge.

The second option or route would have trail users stay on the east side of US 41, between the roadway and the CSX railroad, and cross underneath the north end of the future Alafia River bridge, connecting to a trail on the west side of US 41 via a “switchback”. This option would allow a direct connection to Williams Park.

The two options were discussed at length, and **both the county parks and public works representatives as well as Mosaic staff stated that they prefer the east side option**, primarily because it would eliminate an at-grade highway crossing by the future trail, thus improving (traffic-related) safety for trail users.

Chris felt that the existing park would not be a safe area for trail users; Tina noted that having the park available as a trailhead would change the character of the park. She also said that enhancements to the area might be possible as part of the trail connection to the park.

- (3) The future South Coast Greenway was discussed in general, including the Master Plan’s proposed route for the trail along Lula Street. Chris felt that Lula Street would not be a good option for the trail route, and she said that Mosaic has to regularly clean up dumped debris from Lula near their property at the north end of Lula. Richard Sanders gave a status report on the various segments of the trail planned south of Symmes Road, including several segments to be constructed as part of housing developments. Chris noted that the future trail would go thru a lot of industrial areas based on the currently proposed route.
- (4) Jeff Novotny asked if Mosaic had any future development plans that might be affected by the future US 41 improvements. We discussed Mosaic’s property south of the river and noted that the “historic building” would have to be moved farther back from US 41 when right of way is acquired along the west side for the future roadway improvements. Chris asked for a copy of the concept plans sheet number 12 which shows the area proposed for future right of way acquisition. *(A PDF file of this sheet was sent to her following the meeting –LRW)*
- (5) Mosaic staff asked about the timeline for the future widening, and FDOT responded that there is currently no future funding, but that things could always change at any time.
- (6) Potential options to revise the design of the Riverview Drive at US 41 intersection were discussed. Mr. Weatherby passed around a couple of rough pencil sketches showing a roundabout option and a geometric redesign of the west legs. The latter design would take the park entrance road and Tee a portion of it into the Industrial Access Road (Mosaic’s plant entrance) to eliminate some of the existing conflicting movements on the west side of the intersection. A general discussion regarding roundabouts was held. Mr. Weatherby said that he felt that a roundabout wasn’t needed due to the low traffic volumes on the west legs. Mr. Frederic said that traffic is more of an issue at shift changes and other

times product moves. Near the end of the meeting, we encouraged Mosaic to offer suggestions regarding any improvements which would improve the west legs of the intersection and access into their property.

Stephanie asked Mosaic staff if they would be open to donating land for use as right of way for the intersection improvements. They replied that they would have to discuss it internally first and that they would consider any proposal. Near the end of the meeting we pointed out that **the currently recommended improvements on the west side of the intersection (separate left, thru and right turn lanes) would require either ROW donation or purchase from Mosaic.** Although it wasn't explicitly stated during the meeting, **normally FDOT requires some sort of financial contribution from a private property owner when an intersection improvement would benefit their property.** This situation is unusual since the west legs provide access to both a public park as well as a major private business.

- (7) For follow-up actions, Chris would like to be notified when the proposed improvements are presented to the MPO and any public meetings. She will continue to be the main point of contact for Mosaic officials.



American Consulting Professionals, LLC
American Consulting Engineers of Florida, LLC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Tel 813.435.2600 • Fax 813.435.2601
american@acp-fl.com • www.acp-americas.com

MEETING NOTES

Meeting Date: April 30, 2014 at 9:30 a.m. **Date Issued:** May 1, 2014
Location: Port Tampa Bay (FKA Tampa Port Authority) Offices, 1101 Channelside Drive, Tampa
Project: US 41 PD&E Study – WPI Segment #430056 1
Purpose: To Review Proposed Project’s Relationship to the Port’s Interests
Notes by: Larry Weatherby **American Project #:** 5127041
Copies to: Attendees & Stephanie Pierce, FDOT
Attendees: Port Tampa Bay: Bruce Laurion, P.E., VP of Engineering
FDOT’s Team: Jeff Novotny and Larry Weatherby (American Consulting); Alan Steinbeck and Frank Kalpakis (Renaissance Planning Group)

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting began at approximately 9:45 a.m. and ended around 10:45 a.m. Jeff Novotny gave a brief overview of the study and the proposed project. Following the overview we reviewed proposed future improvements at several intersections.

- (1) Bruce mentioned that permits from the Port will be required for use of Sovereign Submerged Lands at the creek/river crossings since the Port has jurisdiction over these within Tampa Bay.
- (2) At Port Redwing, south of the limits of the current study, the Port is building a new Hanson Pipe Roadway which will serve expanded facilities at Port Redwing. They have already worked out an agreement with FDOT to obtain a full median opening at the new roadway intersection on US 41. Initially the intersection will be unsignalized.
- (3) The proposed water taxi to MacDill AFB group has considered using Port Redwing as one of their terminals. This would require dredging and the addition of hundreds of parking spaces.
- (4) We reviewed the proposed intersection improvements on US 41 at Madison Avenue/Pendola Point Road, which serves the Port. Bruce didn’t see any issues with the proposed improvements. We may want to consider adding some ROW “corner clips” on the west side for signal poles or other utilities.
- (5) We also reviewed the proposed intersection improvements on US 41 at Port Sutton Road, which also serves the Port. The Port owns the property on the SW corner, where a small “corner clip” would likely be required. Bruce didn’t see any issues with the proposed improvements.
- (6) We noted that additional land will be needed for stormwater management ponds with alternative sites to be evaluated during the design phase.

Following the meeting, Bruce introduced us to Rebecca Valone, who handles roadway-related projects for the Port. Both Bruce and Rebecca will be added to the project mailing list for the public hearing notification.

MEMORANDUM

Date: January 23, 2014
Subject: **US 41 (SR 45) PD&E Study from Kracker Avenue to South of Causeway Boulevard (SR 676)**
Hillsborough County
WPI Segment Number 430056-1
Meeting with CSX

After meeting with CSX in downtown Tampa on January 22, 2014, below are notes from the meeting:

- There is no perceived issue with the corner clips shown at Gibsonton Drive and Riverview Drive in the proposed concept plans.
- Since the project is currently in the PD&E phase, it was recommended that coordination with CSX take place once the project is funded for design and the Department is ready to begin purchasing ROW.
- In regards to the train traffic at CSX Crossing #624797-F shown on Sheet 13 of the draft plan set, it is still utilized to service the Mosaic plant. Both crossings servicing Mosaic are important and are still being utilized.
- We talked at length about the recommendation to make it so that both directions of the roadway north of Gibsonton Drive are urban sections. We discussed the plan to maintain a ditch or swale for CSX purposes while implementing an underground drain system for the roadway.
 - In regards to the possibility of needing a temporary construction easement (roughly 20-ft) to re-grade the ditch and complete this improvement, CSX does not foresee that the District would run into any problems beyond the typical coordination challenges.

Appendix C

Newsletters



US 41 PD&E STUDY



from Kracker Avenue to south of SR 676 (Causeway Boulevard)

Hillsborough County | Florida Department of Transportation, District Seven | WPI Segment No.: 430056-1

Project Kick-Off Newsletter
March 2013

JOIN THE CONVERSATION!
We want your comments
and suggestions
throughout the study.

Now is the time
to get involved.

HAVE QUESTIONS?
If you have questions...
we have answers

We're here to help.
Just give us a call,
send us an email,
or let us come speak
to your group:

Rick Adair
Project Manager
FDOT—District Seven
11201 N. McKinley Dr.
Tampa, FL 33612
rick.adair@dot.state.fl.us
813-975-6446
800-226-7220

— Or —

Media Inquiries
Kristen Carson
Public Information
FDOT—District Seven
11201 N. McKinley Dr.
Tampa, FL 33612
kristen.carson@dot.state.fl.us
813-975-6202
800-226-7220

STUDY KICKS OFF!

The Florida Department of Transportation (FDOT), District Seven is kicking off a Project Development & Environment (PD&E) study along a portion of US 41 (SR 45) in Hillsborough County (**MAP 1**). This PD&E study focuses on a segment of US 41 (SR 45), beginning at Kracker Avenue and extending to just south of SR 676 (Causeway Boulevard) - a distance of approximately 7.8 miles.

US 41 is one of three heavily travelled north-south roadways in southern Hillsborough County, running parallel to both I-75 and US 301. In an effort to improve mobility and enhance safety within the corridor, several alternatives will be developed; including options for widening this portion of US 41 from four to six lanes and adding features such as sidewalks, bike lanes, and bus stop foundations.

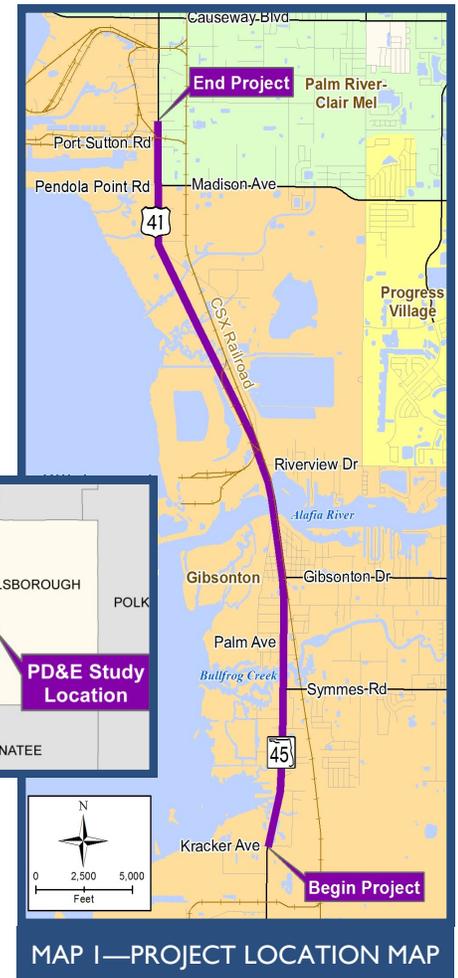
Along with roadway and multi-modal improvements to be considered as part of the study, it will also evaluate the effects that improvements to the bridge crossings over the Alafia River and Bullfrog Creek would have on the environment. The Department will be working closely with the US Coast Guard (USCG) if the bridges require replacement based on the study's alternatives analysis process.

The proposed project is not presently included in the Hillsborough County Metropolitan Planning Organization (MPO) 2035 *Highway Cost Affordable Long Range Transportation Plan* (LRTP) component. However, the project is consistent with an identified need to widen US 41 to six-lanes by the year 2035 as documented in the Hillsborough County MPO's 2035 *Highway Needs Plan*.

PD&E STUDY BASICS

A PD&E study is conducted to meet the federal requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The study is to ensure that the implementation of transportation projects reflect and incorporate the unique engineering and community characteristics of the area. During the study, we determine the location and conceptual design of feasible "build" alternatives for transportation improvements and analyze each of their social, economic and environmental effects. The "no-build" alternative, which leaves US 41 in its present state and provides for only routine maintenance, remains an option throughout the study.

The PD&E study will be finalized when the environmental reports are completed and approved by the Florida Department of Transportation and, if necessary, the USCG. If a "build" alternative is selected, once funding has been programmed, the project may then proceed to the next phase in development, which is the design phase.





US 41 (SR 45)

From Kracker Avenue to South of SR 676 (Causeway Boulevard)
Project Development and Environment (PD&E) Study

WPI Segment No: 430056-1 | Hillsborough County, Florida | December 2015

The Public Hearing is being held in the following location:

Date: January 26, 2016
Place: Gardenville Recreation Center
6219 Symmes Road
Gibsonton, FL 33534
Time: 5:30 pm-7:30 pm | Open House
6:30 pm | 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

— Or —

Kris Carson
Public Information
813-975-6202
800-226-7220

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, FL 33612-6456

Email comments to:

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.fdot7studies.com/us41/kracker-to-sr676/>. All comments or other exhibits must be postmarked no later than **Friday, February 5, 2016** to become part of the official public hearing record.

Dear Property Owner or Interested Citizen:

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 41 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 41 from Kracker Avenue to south of SR 676 (Causeway Boulevard), a distance of approximately 7 miles. The widening of US 41 is proposed as a six lane divided roadway with pedestrian and bicycle facilities.

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.

Department representatives will be available at the public hearing beginning at 5:30 pm to answer questions and discuss the project informally. Draft project documents and other project related materials will be displayed, and a PowerPoint presentation will run continuously during the open house. At 6:30 pm, FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 pm. A court reporter will be available to receive comments in a one-on-one setting. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by mailing them to Kirk Bogen, Environmental Management Engineer, FDOT, District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612-6456, or electronically to the project website at <http://active.fdot7studies.com/us41/kracker-to-sr676/>. All exhibits or statements must be postmarked or emailed no later than Friday, February 5, 2016 to become part of the official public hearing record.

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

Kirk Bogen, P.E., Environmental Management Engineer
(813) 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 **January 5, 2016 to February 5, 2016.**

Riverview Branch Library
10509 Riverview Drive
Riverview, FL 33578-4367
Mon-Tue 10 a.m.-8 p.m.
Wed-Sat 10 a.m.-6 p.m

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 environmental 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 41 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 analyses of potential effects to the social, cultural, natural and physical environment.

Project Description

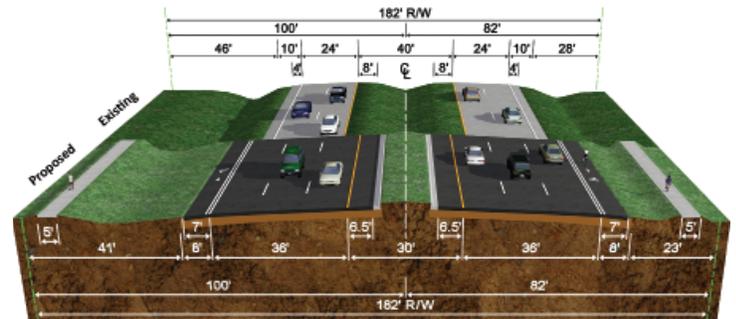
The FDOT is conducting a PD&E study to evaluate alternative capacity and operational improvements to US 41 from Kracker Avenue to south of Causeway Boulevard in Hillsborough County, a distance of approximately 7 miles. The highway is to be improved from an existing, four-lane divided rural and urban facility to a six-lane divided facility. Bridges over Bullfrog Creek and the Alafia River are recommended to be replaced. The proposed improvements will include construction of stormwater management and floodplain compensation ponds and intersection improvements, in addition to multimodal facilities (trail, pedestrian, bicycle and transit accommodations).

Project Purpose and Need

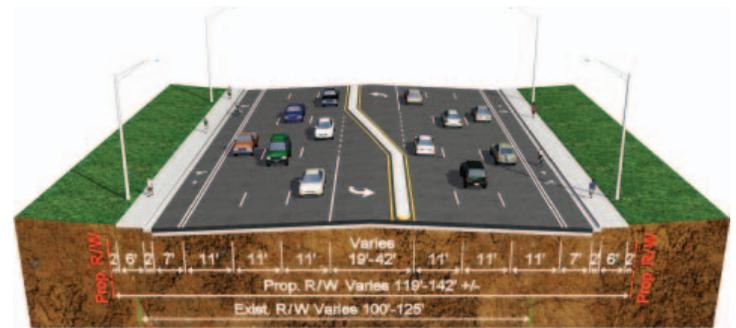
US 41 is a major north-south arterial of regional significance that parallels Interstate 75 (I-75) and US 301 in Hillsborough County. Within the study area, US 41 plays a significant role in connecting southern Hillsborough County to the Tampa Bay region. The purpose of the proposed project is to accommodate future traffic demands on US 41 due to growth within the project limits and surrounding areas. This corridor is projected to operate at level of service (LOS) F in the design year (2040) if no increase in capacity is provided. Other factors which support the need for the project include: regional connectivity, safety, consistency with transportation plans, emergency evacuation, and modal interrelationships.

Recommended Build Alternative

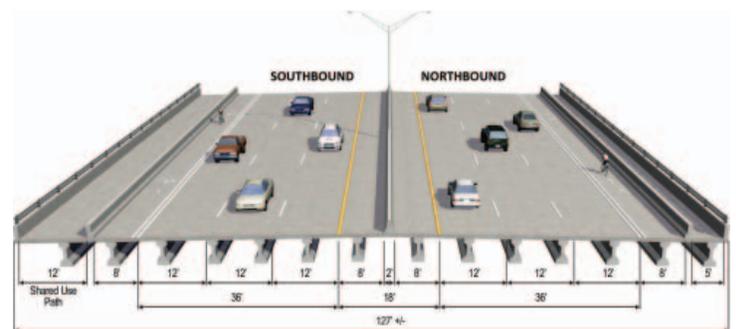
Recommended improvements include widening the existing highway to six lanes as well as intersection improvements, construction of stormwater management and floodplain compensation ponds and multimodal facilities. Proposed roadway typical sections include both suburban and urban typical sections. Additional right of way will be required in the north Gibsonton area for the Recommended Build Alternative. Alternatives to replace the bridges at Bullfrog Creek and the Alafia River have also been evaluated. Recommended typical sections are shown here. No future phases for this proposed project are included in FDOT's current adopted 5-year work program.



Proposed Typical Section Between Kracker Ave. and Palm Ave.
(Proposed typical section between Alafia River Bridge and Denver Street is very similar to this one)



Proposed Typical Section from Palm Avenue to Gibsonton Drive
(Proposed typical section from Gibsonton Drive to Lula Street is very similar to this one)



Proposed Bridge Typical Section at Alafia River

No-Build Alternative

In addition to the Recommended Build Alternative, the no-build, or do-nothing, alternative is considered a viable alternative and will remain so for the duration of this study. Under the no-build alternative, no improvements would be made to US 41 and only routine maintenance and preservation efforts would be made. Even though there are no design, right of way or construction costs associated with the no-build alternative, operating conditions are expected to worsen over time, while further increasing travel

delays and traffic congestion. This will create an unacceptable level of service and a delay in safety related improvements. Therefore, the no-build alternative would not meet the purpose and need for the proposed project. Although, the no-build alternative is not consistent with local transportation plans, this alternative forms the basis for comparison to the Recommended Build Alternative analyzed for this study. An Alternatives Comparison Matrix is included below.

US 41 PD&E Study Alternatives Comparison Matrix	No-Build Alternative	Build Alternative
Potential Number of Relocations		
Business Relocations	0	5
Residential Relocations	0	2
Potential Environmental Effects		
Right of Way Required for Roadway Improvements (Acres)	0	4.28
Stormwater/Floodplain Compensation Ponds (Acres)	0	40.5
Archaeological/Historic Sites (Potential) ¹	None	Low
Noise Impacts (Number of Sites) ²	45	57
Wetlands and Surface Waters Affected (Acres)	0	3.41
Essential Fish Habitat (Acres)	0	2.39
Floodplain Encroachment (Acres)	0	12.72
Threatened and Endangered Species (Involvement)	None	Low
Contamination Sites (Involvement)	None	Moderate
Estimated Costs (\$millions)		
Construction of Roadway, Bridges and Ponds	0	\$109.86
Right of Way Acquisition for Roadway	0	\$14.00
Right of Way Acquisition for Stormwater Ponds & Floodplain Comp.	0	\$16.96
Wetlands Mitigation ³	0	\$0.87
Engineering Design & Construction Inspection (20%)	0	\$21.97
Preliminary Estimate of Total Costs (\$millions)	0	\$163.66

Notes ¹ Sites on or eligible for listing on the National Register of Historic Places

² Sites with noise levels equal to or higher than the Federal Highway Administration's Noise Abatement Criteria

³ Based on an average mitigation cost of \$150,000/acre



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

REMAINING PD&E STUDY SCHEDULE

Public Hearing	January 2016
Complete PD&E Study	Summer 2016

FUNDING SCHEDULE

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

NOTICE OF PUBLIC HEARING

Date:

Tuesday, January 26, 2016

Place:

Gardenville Recreation Center
6219 Symmes Road
Gibsonton, FL 33534

Time:

5:30 pm - 7:30 pm Open House
6:30 pm 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 teléfono: (813) 975-6403, o correo electrónico: 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 departments' 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 Christopher Speese, Public Involvement Coordinator, at (813) 975-6405, or by email to: christopher.speesee@dot.state.fl.us at least seven (7) days before the public hearing.

The Final Newsletter will be inserted here

Appendix D

Public Hearing Transcript

PUBLIC HEARING TRANSCRIPT CERTIFICATION

I hereby certify that on January 26, 2016, beginning at 5:30 p.m., I presided over a Public Hearing for the following project:

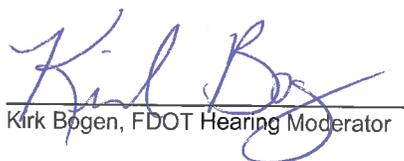
US 41 (SR 45)

**Project Development and Environment (PD&E) Study
from Kracker Avenue to South of SR 676 (Causeway Boulevard)**

Hillsborough County, Florida

Financial Project ID: 430056-1

I further certify that the subject public hearing was conducted relative to the economic and social effects of the location and design concept for the subject project and its impact on the environment, that a transcript was made and the document attached herein is a full, true, and complete transcript of what was said at the hearing, and that the Florida Department of Transportation has considered the social, economic, and environmental effects of the proposed improvement and is of the opinion that it is properly located and should be constructed.


Kirk Bogen, FDOT Hearing Moderator

3/22/16
(Date)

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PUBLIC HEARING

US 41 PD&E STUDY
FROM KRACKER AVENUE TO SOUTH
OF SR 676 (CAUSEWAY BOULEVARD)

FDOT DISTRICT SEVEN
WORK PROGRAM ITEM SEGMENT NUMBER: 430056-1

DATE: Tuesday, January 26, 2016
TIME: 5:30 p.m. - 7:30 p.m.
PLACE: Gardenville Recreation Center
6219 Symmes Road
Gibson, Florida 33534
REPORTED BY: CATHY J. JOHNSON MESSINA, RMR
Registered Merit Reporter
Florida Professional Reporter
Notary Public, State of Florida

I N D E X

1

2 Audio/Visual Presentation..... 3

3 Formal Presentation..... 11

4 Public Comments:

5 William Powell..... 16

6 John Kincaid..... 17

7 Robert Milik..... 17

8 John Vogel..... 18

9 Closing Remarks 21

10 Harwell Rentals, Inc. Comment Letter Submitted..... 21

11 Certificate of Reporter 22

12 Concordance Index..... (23 - 28)

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Computer-Aided Transcription

1 (The following proceedings were had and
2 taken by the court reporter.)

3 (The Audio/Visual Presentation was shown
4 continuously during the informal portion of the
5 hearing.)

6 **A U D I O / V I S U A L P R E S E N T A T I O N**

7 The Florida Department of Transportation welcomes
8 you to the Public Hearing for the Project Development and
9 Environment, or PD& E study, for a segment of US 41
10 (State Road 45) in southern Hillsborough County.

11 The study limits extend from Kracker Avenue to
12 south of State Road 676, or Causeway Boulevard, a
13 distance of approximately seven miles.

14 US 41 is a major north-south arterial of regional
15 significance that parallels I-75 and US 301 in
16 Hillsborough County. Within the study area, US 41 plays
17 a significant role in connecting southern Hillsborough
18 County to the Tampa Bay region.

19 As many as 32,500 vehicles per day currently travel
20 this section of US 41 and it is important to consider how
21 this corridor will continue to serve the region in the
22 future.

23 This public hearing is being conducted in
24 accordance with all federal, state and local
25 requirements. These regulations are listed on a

1 citations board near the sign-in table.

2 Draft study reports are available for review at
3 this hearing and have been on public display at the
4 Riverview Branch Library and Florida Department of
5 Transportation (FDOT), District Seven Office.

6 The display period began on January 5th and will
7 continue through February 5th, 2016.

8 This PD&E study process includes a comprehensive
9 evaluation of the proposed improvements shown in the
10 engineering concepts on display. Those concepts are
11 evaluated for economic impacts as well as effects on the
12 socio-cultural and natural environments in the area.

13 The need to widen US 41 to six lanes is based on
14 several factors: By the year 2040, traffic on US 41 will
15 grow to an estimated 61,000 vehicles per day causing an
16 unacceptable level of service on the existing four-lane
17 roadway; US 41 is a designated emergency evacuation route
18 and maintaining acceptable operational conditions is
19 vital to the safety and welfare of residents of southern
20 Hillsborough County; US 41 has been identified as a
21 regional roadway by the West Central Florida Metropolitan
22 Planning Organization's Chairs Coordinating Committee.
23 It is a critical link in the local and regional
24 transportation network supporting a growing economy and
25 the safe and efficient movement of freight and goods

1 throughout the state.

2 The currently adopted year 2040 Long Range
3 Transportation Plan for the Hillsborough County
4 Metropolitan Planning Organization also documents the
5 need to widen US 41 in this area.

6 Since the PD&E study began in late 2012, FDOT has
7 been preparing detailed engineering and environmental
8 evaluations and coordinating with stakeholders to
9 identify a recommended alternative. The purpose of this
10 public hearing is to present the recommended build
11 alternative and receive your comments for the official
12 study record.

13 To help us determine the best improvement option,
14 we first had to examine the current roadway conditions.
15 Within the study area, US 41 is a four-lane divided
16 roadway with 12-foot travel lanes, paved shoulders and
17 sidewalks in some areas.

18 The roadway within the north Gibsonton area
19 includes curb and gutter and drainage inlets and pipes
20 and the segment north of Gibsonton Drive south of the
21 Alafia River also includes a ditch on the east side next
22 to the railroad.

23 The existing roadways outside of the north
24 Gibsonton area have rural typical sections with ditches
25 and swales for drainage.

1 The existing right-of-way varies from 100 feet wide
2 in the north Gibsonton area to 182 feet wide in the areas
3 outside of north Gibsonton. The existing posted speed
4 limit ranges from 50 to 55 miles per hour.

5 The recommended build alternative was developed
6 after analysis of anticipated growth and future
7 transportation needs of the corridor. Recommended
8 improvements include widening the existing highway to
9 six lanes as well as intersection improvements,
10 construction of stormwater management and floodplain
11 compensation ponds and provision of bicycle and
12 pedestrian facilities.

13 A suburban roadway typical section is proposed for
14 areas to the south and north of the north Gibsonton area;
15 that is, south of Palm Avenue and north of the Alafia
16 River Bridge. The typical section shown here applies to
17 the area south of Palm Avenue. This proposed section
18 will have three 12-foot travel lanes in each direction
19 with a 30-foot wide curbed grassed median with paved
20 inside shoulders and 7-foot paved outside shoulders
21 including buffered bicycle lanes and 5-foot sidewalks on
22 both sides. This alternative would fit within the
23 existing 182 feet of right-of-way.

24 An urban typical section is recommended between
25 Palm Avenue and Gibsonton Drive similar to what is there

1 now. This proposed roadway will have three 11-foot
2 travel lanes in each direction with a 19-foot to 42-foot
3 wide median and 7-foot paved buffered bicycle lanes and
4 6-foot sidewalks on both sides. Additional right-of-way
5 will need to be purchased to construct this section.

6 The proposed typical section between Gibsonton
7 Drive and the Alafia River is similar to the previous
8 typical section except that the existing ditch on the
9 east side next to the CSX Transportation railroad tracks
10 would be maintained in order to avoid the need to
11 purchase right-of-way from CSX. Additional right-of-way
12 will need to be purchased on the west side to construct
13 this section.

14 In addition to the roadway widening, the existing
15 bridges at Bullfrog Creek and the Alafia River are
16 proposed to be replaced with new wider six-lane bridges,
17 which will include a shared-use path on the west side to
18 accommodate the future South Coast Greenway. The South
19 Coast Greenway is planned to run parallel to US 41 in
20 several places.

21 The recommended build alternative is estimated to
22 cost approximately 164 million in today's dollars.

23 There are advantages and disadvantages associated
24 with constructing the recommended build alternative.
25 Advantages of the recommended build alternative include:

1 Increased roadway capacity; improved safety features such
2 as median modifications, added turn lanes, and upgraded
3 intersections; increased emergency evacuation capacity;
4 and it is consistent with the Hillsborough County MPO's
5 2040 Long Range Transportation Plan.

6 Disadvantages of the recommended build alternative
7 include: Costs associated with design, acquisition of
8 right-of-way and construction; temporary traffic
9 disruptions during construction; and minimal
10 environmental effects.

11 In addition to the recommended build alternative,
12 the no-build, or do-nothing alternative, is considered a
13 viable alternative and will remain so for the duration of
14 this study. Under the no-build alternative, no
15 improvements would be made to US 41 and only routine
16 maintenance and preservation efforts would occur along
17 the corridor.

18 Advantages of the no-build alternative include:
19 No design, construction and/or right-of-way costs; no
20 adverse effects on natural resources; and no
21 inconvenience to the motoring public for construction.

22 Disadvantages of the no-build alternative include:
23 Increased travel delays due to an increase in traffic
24 volumes; no improvement to emergency evacuation capacity;
25 and is not consistent with Hillsborough County MPO's Long

1 Range Transportation Plan.

2 A detailed alternatives comparison matrix is on
3 display this evening as well as in the hearing
4 newsletter.

5 Currently, there is no funding for any future
6 project phases in FDOT's current five-year work program.
7 As funding becomes available in the future, future phases
8 will include final design, right-of-way acquisition and
9 construction.

10 This public hearing is an opportunity for you to
11 ask questions and offer comments on this study. Project
12 representatives are available to provide more detailed
13 information and to address your questions.

14 There are several ways to comment as part of the
15 public hearing record. All comments received will be
16 reviewed and considered in the study analysis regardless
17 of how they are submitted. You may make a statement
18 during the formal portion of tonight's hearing, speak
19 directly with the court reporter during the informal
20 portion of this hearing, complete the comment form
21 provided in your brochure and drop it in one of the
22 comment boxes today, or complete the comment form later
23 and mail it to the pre-printed address on the back of the
24 form.

25 You may also visit the project website and

1 electronically submit your comments there. All comments
2 must be received or postmarked by February 5th, 2016, to
3 become part of the PD&E study public hearing record.

4 Following the hearing, the Project Team will review
5 all public input. They will document the preferred
6 alternative, finalize the study documents and complete
7 the PD&E study. In the next few months, the final
8 documents will be submitted to the FDOT District
9 Secretary for review and approval. We expect the PD&E
10 study to be completed in the summer of 2016.

11 The Department thanks you for your participation at
12 this public hearing and for your interest in this
13 important transportation project.

14 Remember to be Alert Today, Alive Tomorrow.
15 Safety doesn't happen by accident.

F O R M A L P R E S E N T A T I O N

1
2
3 MR. BOGEN: Good evening. Today is Tuesday,
4 January 26, 2016, and it is approximately 6:30 p.m.
5 We are assembled at the Gardenville Recreation Center
6 located at 6219 Symmes Road in Gibsonton, Florida.

7 Welcome to the Public Hearing for the US 41 Project
8 Development and Environment Study, or PD&E study, from
9 Kracker Avenue to south of SR 676 (Causeway Boulevard.)

10 My name is Kirk Bogen and I am the Environmental
11 Management Engineer for District Seven of the Florida
12 Department of Transportation.

13 This public hearing is being held relative to
14 Work Program Item Segment Number 430056-1. We are
15 conducting the hearing this evening to provide you with
16 an opportunity to discuss the project and to submit
17 formal comments on the PD&E study.

18 This public hearing is being held in accordance
19 with applicable federal and state laws and public
20 participation is encouraged and solicited without regard
21 to race, color, religion, sex, age, national origin,
22 disability or family status.

23 This hearing was advertised consistent with federal
24 and state requirements and is being conducted in
25 accordance with the Americans With Disabilities Act of

1 1990. This information is provided in the project
2 brochure and can be found at the sign-in table as well.

3 This is your opportunity to receive information on
4 the US 41 PD&E study and officially comment on the
5 Recommended "Build" Alternative and the related project
6 documents available here tonight.

7 When you arrived this evening you should have
8 received an informational newsletter and a comment form.
9 If you weren't able to sign in or did not receive an
10 information packet, please stop by our sign-in table
11 before leaving this evening. You should have also had
12 the opportunity to view the video presentation that is
13 continuously running throughout this public hearing.

14 I am going to tell you about the proposed
15 alternative capacity and operational improvements along
16 US 41 from Kracker Avenue to south of SR 676 (Causeway
17 Boulevard).

18 The Recommended Build Alternative consists of
19 widening US 41 from a four-lane divided roadway to a
20 six-lane divided roadway and the replacement of the
21 existing US 41 bridges over the Alafia River and Bullfrog
22 Creek. The proposed project is intended to accommodate
23 projected future traffic. Multi-modal improvements such
24 as sidewalks and bicycle facilities will be considered as
25 part of the project. The length of the proposed project

1 is approximately seven miles.

2 The "No-Build" Alternative would involve foregoing
3 major improvements to the existing roadway and provide
4 only routine maintenance and safety enhancements as
5 required. The "No-Build" Alternative is considered to
6 be a viable alternative and will remain so for the
7 duration of the study.

8 The Recommended Build Alternative is based on
9 comprehensive environmental and engineering analyses
10 completed to date as well as on public comments that
11 have been received throughout the duration of the
12 study.

13 Now I am going to give you some information about
14 right-of-way acquisition and how you can make comments
15 on the project.

16 One of the unavoidable consequences on a
17 transportation project such as this is the necessary
18 acquisition of privately-owned land and the subsequent
19 relocation of families or businesses displaced by such
20 acquisition.

21 On this project, we anticipate partial acquisition
22 of approximately 48 parcels. Impacts to these parcels
23 will result in the relocation of approximately two
24 residences and five businesses. These relocations are
25 marked on the aerial displays.

1 If a project requires that all or part of your
2 property is to be acquired, the acquisition will be done
3 in accordance with all applicable eminent domain laws.

4 If a project requires people and/or businesses to
5 relocate, the relocation process will be done in
6 accordance with the federal Uniform Relocation Assistance
7 Policies Act.

8 Informational brochures describing both the
9 acquisition and relocation process are available this
10 evening at the right-of-way table.

11 In addition to the printed material, experienced
12 right-of-way specialists who are familiar with the
13 acquisition and relocation process are available this
14 evening to answer your questions.

15 Jackie Fernandez and Zenia Gallo, if you would
16 please stand so that anyone who is an affected property
17 owner, displaced resident or displaced business will know
18 who to see to discuss these issues.

19 Thank you.

20 Before I continue, I would like to recognize any
21 elected officials or their representatives who are here
22 tonight. I ask that you please stand and introduce
23 yourself for the record.

24 Anyone desiring to make a statement or present
25 written views and/or exhibits regarding the location,

1 conceptual design, social, economic or environmental
2 effects of the US 41 widening will now have an
3 opportunity to do so.

4 If you have completed a green speaker's card,
5 please give them to a Department staff member. If you
6 have not received a speaker's card and wish to speak,
7 please raise your hand so we can get you a card to
8 complete.

9 In addition to making an oral statement during this
10 portion of the hearing, you can also make a comment after
11 this presentation to the court reporter who is here
12 tonight.

13 You can also submit your comments to the Department
14 in writing. Comment forms can be placed in one of the
15 comment boxes this evening, or you can complete the form
16 at a later date and mail it to us at the pre-printed
17 address on the back of the sheet. You can also email
18 comments to us at the project website found on the front
19 of the handout.

20 Please keep in mind that comments must be
21 postmarked or emailed no later than Friday, February 5,
22 2016, to be included in the official public hearing
23 record.

24 At this time, we will begin taking public comments.
25 I will call each speaker in the order in which their

1 request was received.

2 Please limit your comments to the US 41 PD&E study
3 and keep them to three minutes in order to allow everyone
4 an opportunity to speak. Those who wish to provide
5 additional comments may return to the microphone
6 following the last speaker, or you may present your
7 additional comments related to the PD&E study directly to
8 the court reporter after the formal session has
9 concluded.

10 As I call your name, please step to the microphone
11 and state your name and address clearly into the
12 microphone before making your comment. If you represent
13 an organization, municipality or other public agency,
14 please provide that information as well.

15 The first speaker is William Powell. Please come
16 to the mic.

17 MR. POWELL: My concern, one of them, is: Are they
18 going to raise US 41 above the flood section? Because in
19 the last 25 years it's been under water three times from
20 Gibsonton to Big Bend.

21 The second concern is the thoroughfare. That's
22 going to become -- when they start the bridges up here on
23 Bullfrog Creek at Symmes Road -- it can't handle the
24 traffic that's on it now. When they start that project,
25 it's going to become the main thoroughfare. Something

1 has to be done.

2 MR. BOGEN: Thank you for your comment.

3 Our next speaker is John Kincaid.

4 MR. KINCAID: Good afternoon. My questions are --

5 MR. BOGEN: State your name and address.

6 MR. KINCAID: My name is John Kincaid.

7 With the proposed increase in volume of traffic,
8 will there be any sound abatement for the current
9 residents that live in the area?

10 Also, how will this expansion affect the property
11 values of people that will be in this foreclosed area?

12 Thank you.

13 MR. BOGEN: I remind you that this is a comment
14 period, not a question-and-answer. But if you will see
15 staff afterwards, we can get some of those questions
16 answered.

17 MR. KINCAID: Thank you.

18 MR. BOGEN: Thank you.

19 Our next speaker is Robert Milik.

20 MR. MILIK: Yeah, that's me. Thanks. I have a
21 question.

22 First of all, let me tell you that I've owned
23 property at 41, Starky's Lounge, for 28 years. I've
24 driven US 41 every single day for the last 28 years,
25 7 days a week. Unless something is done about the

1 trains, all the money spent on these improvements on the
2 roads is pointless, because there are trains almost every
3 hour or 45 minutes non-stop for the same section of
4 improvement. How possibly can you prevent that?

5 Unless you solve the problem with the railroad
6 crossings on US 41, all of this is wasted money. That's
7 all I'm going to tell you.

8 MR. BOGEN: Thank you.

9 MR. MILIK: And I would like to suggest that you
10 make sure that you do a study of how many trains cross
11 each crossing and how long they take each time when the
12 line from the railroad tracks is all the way to Gibsonton
13 past my property line bumper-to-bumper in the morning,
14 Sunday morning, night, 11:00 o'clock, day and night,
15 non-stop.

16 Do that study first before you go any farther
17 wasting the taxpayers' money.

18 MR. BOGEN: Thank you for your comment.

19 Is there anyone else that would like to make a
20 statement, if you will come.

21 Yes, sir. And if you will state your name and your
22 address and then we'll have you fill out a card after
23 you've spoken.

24 MR. VOGEL: I'm John Vogel. I live at 404
25 Gibsonton -- I live on North Street here, born and raised

1 right here. I was born in 1946. My mother lives on
2 Kracker Avenue right next to me. She's 93 years old and
3 started with my family here in 1908.

4 We are a commercial area. I was a farmer until
5 NAFTA wiped us out and many others. They built Port
6 Redwing here for a port, just like there is in Tampa.
7 We need the railroad tracks and we need the people here
8 working.

9 They screwed up. They took Schultz Park and
10 ruined that area because that was supposed to be for a
11 port. You have 45-foot deep channels to come in here and
12 the railroad tracks, the interstate, two four-lane
13 highways all here. This is a commercial area.

14 Now, I have recommended -- and I'm past mayor of
15 Gibsonton, and I might still be the mayor. I don't think
16 anybody else has done it. But we have said that 41 needs
17 to come through.

18 When I was the mayor -- it has to be a three-lane
19 highway used just like it is up north of Tampa -- I mean
20 north of 22nd Street and all of that, and 41 can be a
21 three-lane highway. The middle can be a turn lane.

22 What they've done here, it's a killer because the
23 way they have it set now it needs to be taken out. It
24 can be a six-lane highway from Big Bend Road all the way
25 north and then the center lane will be the turn lane as

1 is north of here from Port Redwing on north.

2 Now, we also recommended that we could take the
3 dirt -- the gypsum from the plant up here, you could use
4 that to make the overpasses. They said it's too much
5 money.

6 Something should be done about the railroad
7 tracks. The amount of piles of dirt up here, we can make
8 overpasses on the railroad tracks.

9 So we're up for all of this. This is a -- like I
10 said, this is a port. I hate to say it. I mean I was
11 born and raised right here and I've seen the roads.
12 Farms now are houses.

13 And the next thing is -- on Symmes Road here, it
14 should be a three-lane road all the way to 301 at least,
15 because all of the houses coming in here now is
16 ridiculous until the roads are fixed.

17 MR. BOGEN: Thank you for your comment.

18 MR. VOGEL: You're welcome.

19 MR. BOGEN: Is there anyone else that would like to
20 speak?

21 Seeing none, the public hearing transcript,
22 written statements, exhibits and reference materials
23 will be available for public inspection at the District
24 Seven Office at 1201 North McKinley Drive, Tampa,
25 Florida, within three weeks.

1 It is approximately 6:45. I hereby officially
2 close the formal portion of the public hearing for the US
3 41 PD&E study.

4 You may continue to view the materials on display
5 and speak with our project staff. On behalf of the
6 Florida Department of Transportation, thank you for
7 attending.

8 Remember to be alert today, alive tomorrow.
9 Safety doesn't happen by accident.

10 Good night.

11 (Whereupon, Harwell Rentals, Inc., submitted a
12 comment letter to the court reporter to be attached to
13 the official record.)

14 (The formal portion of the public hearing
15 concluded at 6:45 p.m.)

1 STATE OF FLORIDA)

2 COUNTY OF HILLSBOROUGH)

3

4 I, CATHY J. JOHNSON MESSINA, Registered

5 Merit Reporter, Registered Florida Reporter, and Notary

6 Public in and for the State of Florida at large, hereby

7 certify that the Public Hearing proceedings were

8 recorded in Stenotypy by me and that the foregoing pages

9 constitute a true and correct transcription of my

10 recordings thereof.

11

12 I FURTHER CERTIFY that I am neither an

13 attorney nor of counsel for the parties to this cause

14 nor a relative or employee of any attorney or parties

15 connected with this litigation and that I have no

16 interest in the outcome of this action.

17

18 WITNESS my hand and seal this 2nd day of

19 February, 2016, at Tampa, Hillsborough County,

20 Florida.



21 *Cathy J. Johnson Messina*

22 Court Reporter

23 My Commission Expires:

24 TRANSCRIPT ORDERED: 1-26-16

25

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HARWELL RENTALS, INC.

PO Box 297, 9851 US HWY 41 South
Gibsonton, FL 33534
hrentals1@tampabay.rr.com; 813-671-4558

January 22, 2016

Kirk Bogen, P.E., Environmental Management Engineer
Florida Department of Transportation, District 7
MS 7-500
11201 N. McKinley Drive
Tampa, FL 33612-6456

To whom it may concern:

This letter is to voice our concern with the project of improving US 41 in Hillsborough County through Gibsonton. While we agree improvement is needed, we adamantly object to the removal of a northbound turn lane into our shopping center that has been in existence since the late 1950's.

By removing the turn lane, you are making it impossible for northbound traffic to access our shopping center without having to go past us and make a U-turn further down the road. We feel this could be a safety issue as many of our tenants customers are those citizens pulling a boat, construction trailer or semi-trucks making deliveries to tenants. Due to their length, making a U-turn would be virtually impossible and dangerous. The nearest turn lane is 900 feet from the base of the Alafia River Bridge so those vehicles traveling southbound over the bridge, may not have adequate time to see those making a U-turn.

With the inconvenience of accessing the shopping center, we also feel this could cause a financial impact for us and our tenants, many who are small family-owned and operated businesses. Potential customers may by-pass these businesses due to this inconvenience. These tenants are a bait and tackle shop, a BBQ concession, a U-Haul rental store, a thrift store, a church, a cabinet shop, and an ice vending machine. We are also concerned of the impact for future tenants as many real estate agents see a turning lane into a shopping center as a major asset.

In summary, our concerns are:

- Safety for those entering the shopping center
- Financial impact for us and the business owners
- Impact for future tenants

Sincerely,


Edwin H. Harwell Jr
President

Harwell Rentals Inc.

Commercial Property
PO Box 297
Gibsonton, FL 33534

Buddy Harwell

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Appendix E

Public Hearing Comments and Responses

US 41 PD&E Study (WPI Seg. #430056-1) Email Comment Received on 12/31/15

From: Edward Piper [<mailto:Edward.Piper@hotmail.com>]

Sent: Thursday, December 31, 2015 5:24 PM

To: Bogen, Kirk

Subject: Proposed widening of US 41

Hello Mr. Bogen,

My name is Edward Piper and I live in Magnolia Trails which is located almost a mile south of Symmes road on Cherry Blossom Trail. I recently received a flyer from FDOT making me aware of the proposed widening of US 41. I wanted to give my opinion but I'm unable to attend the public meeting on the issue. I had two ideas.

The first idea is to include a turn lane in front of Magnolia Trails if this isn't already in the plans. Either a turn lane or a "you turn / I turn" lane. To get into my subdivision if you are heading south on 41, you have to pull a u-turn, proceed to head northbound on 41 before turning into the subdivision. There are 90 homes in my subdivision and I think having a turn lane without pulling a u-turn would be helpful and safer. This would allow cars to get into the subdivision easier than pulling a u-turn with heavy traffic at times.

The second idea is just a suggestion. Since 41 will be 3 lanes in both directions from about Causeway down to Kracker ave, why not expand that south another 1.5 miles to Big Bend. As the area grows, those looking to avoid 301 will be tempted to use 41. I can't image it would be extremely costly to expand the proposed route another 1.5 miles. However, this isn't a big issue for me. It's just a suggestion. I'm sure FDOT studied the effects and determined what needs to be expanded.

Do you have any kind of timeline where construction might start?

Thank you for your time.

Edward Piper
6340 Cherry Blossom Trail
Gibsonton, FL
33524

Email Response Sent on 1/20/2016

From: Bogen, Kirk [mailto:Kirk.Bogen@dot.state.fl.us]
Sent: Wednesday, January 20, 2016 10:37 AM
To: Edward Piper
Subject: RE: Proposed widening of US 41

Dear Mr. Piper:

Thank you for your email received on December 31 pertaining to the proposed US 41 improvements. We will include your comment in with other comments we may receive for the upcoming public hearing.

If you have not already done so, we encourage you to view the project's proposed conceptual design plans included in Appendix G of the draft Preliminary Engineering Report, available at the Riverview Library or online at: <http://active.fdotd7studies.com/us41/kracker-to-sr676/public-involvement/project-documents/>

Your first suggestion is add a median opening along US 41 in front of your subdivision entrance (Magnolia Trails) to allow left turns at that location. We will take that comment into consideration. As part of our study, we evaluated all existing and proposed median openings in the limits of this project in consideration of the access management guidelines we follow. There are several property owners/development entrances that might have similar suggestions. We want to provide them an opportunity to offer input at the public hearing before we possibly evaluate a change to the conceptual design plans. (Page number 153 of 180 in the electronic file for the Preliminary Engineering Report noted above shows the US 41 intersection with Cherry Blossom Trail, the entrance to Magnolia Trails.)

Your second suggestion is to consider widening US 41 further south to Big Bend Road. The FDOT conducted a PD&E study several years ago in the area you mentioned. That completed study recommended widening US 41 (from four to six lanes) from south of Kracker Avenue through the Big Bend Road intersection down to 12th Street. At this time, there is no funding available in the Department's 5-yr Work Program for future project phases (design, land acquisition or construction) of that project. Thus, we cannot give you a projected date for future construction at this time.

Thank you for your interest in this study, and do not hesitate to contact me with any future questions or concerns.

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451



US 41 PD&E STUDY
 From Kracker Avenue to south of SR 676 (Causeway Boulevard)
 Hillsborough County, Florida
 WPI Segment Number 430056-1

Public Hearing Comment Form

We encourage your comments regarding this project

Tuesday, January 26, 2016

I think it would be great. But will it be close to the railroad tracks? Also will this increase my taxes? I think it would be great to ride your bikes on the side instead of the road, it would help a lot of people who ride bikes. It would be safer for them. Will it be taking any buildings down near Gibsonton rd?

I think it's been a long time coming and will be a great asset for Gibsonton. I live on New York st. what about the homes near the tracks? Will be about the same?

Well good luck and I approve it very much my house is rented out right now. I live in Alden NY. Deanna

NAME:

Deanna Tober

ADDRESS:

1430 Seabrook dr, Alden Ny 14004

EMAIL:

If you did not receive notice of the public hearing but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Kirk Bogen, P.E., at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

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 Christopher Speese, Public Involvement Coordinator, at 813-975-6405 or 800-226-7220 at least seven working days in advance of the Public Hearing.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

JIM BOXOLD
SECRETARY

March 18, 2016

Ms. Deanna Tober
1430 Seabrook Dr., Suite 40
Alden, NY 14004

Re: WPI Segment # 430056-1/ US 41 PD&E Study – Public Hearing Comments

Dear Ms. Tober:

This letter is in response to your comments made at the January 26 public hearing held for the proposed future widening of US 41, between Kracker Avenue and south of Causeway Boulevard.

If you have not already done so, the FDOT encourages you to view the project's proposed conceptual plans available online at: <http://active.fdotd7studies.com/us41/kracker-to-sr676/public-involvement/project-documents/> since this may help answer some of your questions. The new roadway is proposed to be about the same distance from the railroad tracks as it presently is today.

Several businesses are expected to be relocated as shown on the conceptual plans referenced above. Homes near the railroad tracks shouldn't be affected other than some proposed changes in the median opening locations both south and north of Gibsonton Drive which could affect access and local travel patterns. Of course, once the proposed project enters a design phase, the concepts could be revised to reflect future traffic and land use conditions as well future design standards.

Thank you for your interest in this study, and do not hesitate to contact me with any future questions or concerns.

Sincerely,

Kirk Bogen, PE
District Environmental Management Engineer
FDOT District Seven PLEMO Office

HARWELL RENTALS, INC.

PO Box 297, 9851 US HWY 41 South
Gibsonton, FL 33534
hrentals1@tampabay.rr.com; 813-671-4558

January 22, 2016

Kirk Bogen, P.E., Environmental Management Engineer
Florida Department of Transportation, District 7
MS 7-500
11201 N. McKinley Drive
Tampa, FL 33612-6456

To whom it may concern:

This letter is to voice our concern with the project of improving US 41 in Hillsborough County through Gibsonton. While we agree improvement is needed, we adamantly object to the removal of a northbound turn lane into our shopping center that has been in existence since the late 1950's.

By removing the turn lane, you are making it impossible for northbound traffic to access our shopping center without having to go past us and make a U-turn further down the road. We feel this could be a safety issue as many of our tenants customers are those citizens pulling a boat, construction trailer or semi-trucks making deliveries to tenants. Due to their length, making a U-turn would be virtually impossible and dangerous. The nearest turn lane is 900 feet from the base of the Alafia River Bridge so those vehicles traveling southbound over the bridge, may not have adequate time to see those making a U-turn.

With the inconvenience of accessing the shopping center, we also feel this could cause a financial impact for us and our tenants, many who are small family-owned and operated businesses. Potential customers may by-pass these businesses due to this inconvenience. These tenants are a bait and tackle shop, a BBQ concession, a U-Haul rental store, a thrift store, a church, a cabinet shop, and an ice vending machine. We are also concerned of the impact for future tenants as many real estate agents see a turning lane into a shopping center as a major asset.

In summary, our concerns are:

- Safety for those entering the shopping center
- Financial impact for us and the business owners
- Impact for future tenants

Sincerely,


Edwin H. Harwell Jr
President

Harwell Rentals Inc.

Commercial Property
PO Box 297
Gibsonton, FL 33534

Buddy Harwell

Phone: 813-671-4558
Fax: 813-333-1329
hrentals1@tampabay.rr.com
9841-9885 US Hwy 41 S





Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

JIM BOXOLD
SECRETARY

March 18, 2016

Mr. Edwin H. Harwell Jr, President
Harwell Rentals, Inc
P.O. Box 297, 9851 US Highway 41 South
Gibsonton, FL 33534

Re: WPI Segment # 430056-1 – US 41 PD&E Study – Access Management Issue

Dear Mr. Harwell:

This letter is in response to your letter dated January 22, 2016 regarding your concerns pertaining to access to your shopping center (East Bay Business Center) located north of Anna Avenue on US 41 in Gibsonton. You expressed concerns about trucks and other vehicles being able to access your shopping center from the northbound direction based on the preliminary conceptual design plans presented at the public hearing.

Subsequent to the hearing the FDOT reexamined the intersection at US 41/Gibsonton Drive and determined that the proposed southbound triple left turns can be replaced with dual left turns. In doing so it requires the dual left turn lanes to be longer, which in turn affects the proposed median openings to the north, between the intersection and the Alafia River. The FDOT has determined that a northbound left turn lane could be provided in the median north of the intersection at Gibsonton Drive. Enclosed with this letter is a revised concept plan sheet showing what the FDOT plans to implement as the "Preferred Build Alternative". This proposal should alleviate any concerns you had regarding access into the shopping center. Note, however, that there is still proposed right of way to be acquired from the front portion of the shopping center property. Of course, once the proposed project enters a design phase, the Preferred Build Alternative concepts could be revised to reflect future conditions and design standards.

Thank you for your interest in this study, and do not hesitate to contact me with any future questions or concerns.

Sincerely,

Kirk Bogen, PE

District Environmental Management Engineer
FDOT District Seven PLEMO Office



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

March 24, 2016

Mr. John Kincaid
P.O. Box 897
Gibsonton, FL 33534

Re: WPI Segment # 430056-1/US 41 PD&E Study -- Public Hearing Comments

Dear Mr. Kincaid:

This letter is in response to your comments made at the January 26 public hearing held for the proposed future widening of US 41, between Kracker Avenue and south of Causeway Boulevard.

Regarding your question about sound abatement, there are no proposed plans to provide any noise walls or other sound abatement measures. A Draft Noise Study Report prepared for the proposed project concluded that noise walls would not be feasible or cost-reasonable.

With respect to your question about the effect of the proposed project on property values, it is the responsibility of the Hillsborough County Tax Collector's Office to determine property values within the County. I would suggest that you contact staff at the Tax Collector's Office to determine whether property values may change if the proposed project is implemented.

Thank you for your interest in this study, and do not hesitate to contact me with any future questions or concerns.

Sincerely,


Kirk Bogen, PE
District Environmental Management Engineer
FDOT District Seven PLEMO Office



US 41 PD&E STUDY
 From Kracker Avenue to south of SR 676 (Causeway Boulevard)
 Hillsborough County, Florida
 WPI Segment Number 430056-1

Public Hearing Comment Form

We encourage your comments regarding this project

Tuesday, January 26, 2016

The Civic organization in Gibsonton
 (The Concerned Citizens of Gibsonton Area)
 is interested in acquiring a set of
 the Development and Environment
 Study of US Hwy 41 from Kracker
 Avenue to Causeway Blvd when ever
 the presentation of the documents is
 complete. The draft project documents
 would be a great addition to
 our project of acquiring maps and
 information on the properties of Gibsonton
 at various times in its history.

As this project will make changes
 in some of the homes and businesses
 in this area, we would appreciate
 having the information contained
 in the study's records.

NAME:

Concerned Citizens of Gibsonton Area

ADDRESS:

P.O. Box 304
 Gibsonton, Florida 33534

EMAIL:

oklahmoon@aol.com

(Carol Philips, Secretary)

If you did not receive notice of the public hearing but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Kirk Bogen, P.E., at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

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 Christopher Speese, Public Involvement Coordinator, at 813-975-6405 or 800-226-7220 at least seven working days in advance of the Public Hearing.

Email Response Sent on 2/9/2016

From: Adair, Rick [mailto:Rick.Adair@dot.state.fl.us]

Sent: Tuesday, February 09, 2016 2:07 PM

To: oklahmoon@aol.com

Subject: Carol Phillips, secretary of the Concerned Citizens of Gibsonton Area-US 41 PD&E Study public hearing response (430056-1)

The FDOT received your public hearing input seeking further information and PD&E Study documentation access for the proposed improvements to US 41 from Kracker Ave. to south of SR 676. I noted below the proposed project's PD&E Study web site link which should allow you to download any of the draft Study documents produced to date. Once the Study is completed, its final documentation will also be uploaded to this web page too. Please contact me if you have any questions concerning this web page referral or of course, if there are other questions your group may have about the proposed project.

<http://active.fdotd7studies.com/us41/kracker-to-sr676/>

Rick Adair, Interim PD&E Study PM
813-975-6446



From Kracker Avenue to south of SR676 (Causeway Boulevard)

US 41 PD&E STUDY

Hillsborough County, Florida

WP/ Segment Number 430056-1

PublicHearingCommentForm

We encourage your comments regarding this project

Tuesday, January 26, 2016

I'm the Manager of Site Acquisitions and Development for the David J. Joseph Co. – parent company of Trademark Metals Recycling LLC (TMR). We have a facility which will be impacted by the proposed US 41 widening. Our facility is located at 5220 Dover Street Tampa, FL. Our facility encompasses a metals recycling facility which purchases ferrous and nonferrous recyclable metals including end of life vehicles from commercial customers and individuals. We also have TMR trucks bringing materials to the site which are processed through our metal recovery plant to extract nonferrous metals from the waste stream which then is sold to end users. Additionally, we transport ferrous metals to our shredder located at 4943 Port Sutton Rd. Tampa, FL. Although we don't track customer traffic, we estimate that a significant number of our customers come from the south and will leave our facility turning south from Dover Street. Customer's vehicles will encompass autos, pickup trucks, and trucks with trailers. We believe that the current design limiting left turns onto US 41 from Dover will cause an unsafe condition with a significant number of vehicles required to exit Dover Street turning north and making U-turns at the Madison Ave. intersection. It should also be noted that another scrap metal business, Scrap King is located on Dover Street with a similar customer base. Progressive Waste is utilizing a newly constructed entrance from their facility onto Dover. Their trash hauling trucks utilize Dover as their primary access point.

Development of the TMR Sutton Facility included a requirement that a turn lane be constructed at the intersection of Dover Street and US 41 because of the volume of traffic utilizing this intersection. TMR provided funding for this turn lane with construction taking place several years ago. Although the turn lane is to provide access for traffic coming from the north, it is indicative of the significant volume of TMR traffic. Since the turn lane was constructed, Scrap King and Progressive Waste have opened facilities with access to Dover Street further increasing traffic at this intersection.

ADDR ESS: Scott Bennewitz

David J. Joseph Co. 300 Pike St., Cincinnati, OH 45202

EMAIL:

bsb@djj.com

If you did not receive notice of the public hearing but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Kirk Bogen, P.E., at the address on the back of this comment form. All comments are part of the public record and are available for viewing by the public and the media.

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 Christopher Speese, Public Involvement Coordinator, at 813-975-6405 or 800-226-7220 at least seven working days in advance of the Public Hearing.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

JIM BOXOLD
SECRETARY

March 18, 2016

Mr. Scott Bennewitz
David J. Joseph Co.
300 Pike St.
Cincinnati, OH 45202

Re: WPI Segment # 430056-1/US 41 PD&E Study – Median Opening at Dover Street

Dear Mr. Bennewitz:

This letter is in response to your comments made at the January 26 public hearing held for the proposed future widening of US 41, between Kracker Avenue and south of Causeway Boulevard. Specifically, you requested that the existing full median opening on US 41 at Dover Street be retained as part of the future plans for the widening of US 41.

Following the hearing, the FDOT evaluated your request along with the other comments received at the hearing. Barring any future pattern of traffic crashes which could be prevented by the installation of a directional median opening, the FDOT plans to provide for a full median opening at Dover Street as part of the proposed project's future design phase. Of course, once the proposed project enters the design phase, this plan could be revised to reflect future traffic patterns, crash information, land use conditions as well as the latest design standards.

Thank you for your interest in this study, and do not hesitate to contact me with any future questions or concerns.

Sincerely,


Kirk Bogen, PE
District Environmental Management Engineer
FDOT District Seven PLEMO Office



Hillsborough MPO

Metropolitan Planning for Transportation

Commissioner Lesley "Les" Miller, Jr.
Hillsborough County
MPO Chairman

Councilman Harry Cohen
City of Tampa
MPO Vice Chairman

Paul Anderson
Tampa Port Authority

Commissioner Kevin Beckner
Hillsborough County

Wallace Bowers
HART

Mayor Frank Chillura
Temple Terrace

Trent Green
The Planning Commission

Commissioner Ken Hagan
Hillsborough County

Joe Lopano
Hillsborough Co. Aviation Authority

Mayor Rick A. Lott
City of Plant City

Councilman Guido Maniscalco
City of Tampa

Councilwoman Lisa Montelione
City of Tampa

Commissioner Sandra Murman
Hillsborough County

Cindy Stuart
Hillsborough County School Board

Joseph Waggoner
Expressway Authority

Commissioner Stacy R. White
Hillsborough County

Beth Alden, AICP
Executive Director

February 18, 2016

Mr. Kirk Bogen, PE
Environmental Management Engineer
Florida Department of Transportation, District 7
11201 N. McKinley Dr, MS 7-500
Tampa, FL 33612-6456

Re: WPI Segment No: 430056-1, US 41 (SR 45) from Kracker Avenue to South of SR 676 (Causeway Boulevard) Project Development and Environment (PD&E) Study

Dear Mr. Bogen:

Thank you for the opportunity to comment on this PD&E Study. MPO staff has reviewed it, and offers the following comments and observations based on adopted plans and priorities.

The Tampa Bay Regional Planning Model analyses for the 2040 Long Range Transportation Plan indicated that this segment of US 41, though congested in the future, will be less congested than the parallel I-75 and other very heavily trafficked corridors. The MPO did not prioritize this segment of US 41 for funding, other than for a potential grade-separated interchange at Causeway Blvd and the CSX-owned rail crossings. Widening of US 41 will need to be added to the cost-feasible 2040 Plan by amendment.

If the Department chooses to move forward with this project or some variation thereof, we recommend further consideration of freight, adopted community plans, and SUNTrail priority corridors. More specifically:

- Because of US 41's location near Port Tampa Bay and its function as a trucking corridor, we suggest implementing the freight improvements listed in the Department's CFID.
- Two communities along this corridor, Palm River and Gibsonton, have adopted community plans, which can be found at the following websites:

<http://www.planhillsborough.org/wp-content/uploads/2013/02/CPA-08-08.pdf>

<http://www.planhillsborough.org/wp-content/uploads/2012/12/CPA-06-19.pdf>



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Especially in light of recent pedestrian deaths along US 41, we recommend consideration of FDOT's Freight Roadway Design Considerations through these communities.

- A multi-use trail along this segment of US 41 is important as a means to complete the SUNTrails priority corridor known as the "Southwest Coast Connector."

Statewide priorities for the SUNTrail program are currently being developed for FDOT's consideration by the Florida Greenways & Trails Council using the map posted at:

http://www.dep.state.fl.us/gwt/FGTS_Plan/PDF/Final%202015%20Maps/Priority%20Trails%20Map.pdf

The Hillsborough MPO has been working with the Tampa/Hillsborough Greenways and Trails Committee over the last year to align local plans with the State's priority corridors, and has identified routes to connect a trail along US 41 with the Selmon Greenway in the City of Tampa to the north and with Hillsborough County's South Coast Greenway to the south.

Therefore, we're pleased to see the inclusion of a 12-foot shared-use path along the Alafia River Bridge as part of the recommended build alternative. We respectfully request consideration for the following:

- a shared-use path over the Bull Frog Creek Bridge as well;
- continuation of the 12-foot shared-use path as part of the typical section south of Palm Avenue (rural typical section);
- design approaches to provide a shared use path or, at a minimum, a wide sidewalk through the urban typical section from Palm Avenue north to Gibsonton Drive.

The MPO staff acknowledges that right-of-way in this segment is constrained in places, and to provide for a shared-use path (8 feet wide is considered a minimum) it will be necessary either to acquire more right-of-way or to revisit the proposed typical section. In the most constrained areas, we suggest making room for an 8-foot wide sidewalk along the west side of US 41 by substituting a conventional bike lane for the proposed buffered bike lane. This would provide a nominal on-road facility for experienced cyclists, and a continuous off-road sidepath for less-experienced cyclists and trail users.

Although it is beyond the scope of this PD&E study, we would also like to discuss with FDOT opportunities to provide for trail facilities along US 41 and/or US 301 south of College Avenue to complete a trail connection from the south end of the South Coast Greenway into Manatee County.

Thank you for considering our comments, and please contact me or Rich Clarendon if more information is needed.

Sincerely,



Beth Alden, AICP
Executive Director



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

JIM BOXOLD
SECRETARY

April 11, 2016

Ms. Beth Alden, AICP
Executive Director
Hillsborough MPO
601 E Kennedy Blvd, 18th Floor
Tampa, FL 33602

Re: WPI #430056-1 – US 41 PD&E Study, Kracker Avenue to S. of Causeway Blvd - Public Hearing
Comments

Dear Ms. Alden:

Thank you for your letter dated February 18, 2016, concerning the proposed project. If the Department decides to implement all or parts of the proposed project using federal aid funds, then we will work with the MPO to amend the Cost-Feasible Plan to reflect that intent. Also, it is standard practice when the Department undertakes a Project Development and Environment (PD&E) study, we consider and utilize information from our Comprehensive Freight Improvement Database, local community plans and trail plans, where appropriate. The study has ensured the proposed project is consistent with these current plans. Once the proposed project enters a design phase, this same information would be utilized to prepare its design plans; therefore, the Department will take into consideration any updates of those plans at that time.

Thank you for your comments on this proposed future improvement project. We will continue to keep the MPO board and its staff informed at all phases of project implementation.

Sincerely,

Kirk Bogen, PE
District Environmental Management Engineer
FDOT District Seven PLEMO Office