

US 41 (SR 45)

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



Final State Environmental Impact Report



December 2016

Florida Department of Transportation STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION

Project Name: US 41 (SR 45) Project Development and Environment (PD&E) Study
Project Limits: From Kracker Avenue to South of SR 676 (Causeway Boulevard)
WPI Segment No.: 430056 1

2. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) study to evaluate the widening of approximately 7.0 miles of US 41 from Kracker Avenue to south of SR 676 (Causeway Boulevard) (**Figure A**).


a. Existing Conditions:

US 41 currently has both four-lane divided rural and urban typical sections (**Figure B**). In addition, a 0.9-mile segment 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. All areas include 4-foot minimum wide paved shoulders. The posted speed limit is 50 miles per hour (mph) in the north Gibsonton area and 55 mph elsewhere. 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 for US 41 over Bullfrog Creek and the Alafia River are shown in **Figure C**.

b. Proposed Improvements:


Expected improvements include widening to six lanes as well as intersection improvements, construction of stormwater management and floodplain compensation facilities and multimodal improvements. 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. Proposed typical sections include urban typical sections within north Gibsonton and suburban typical sections elsewhere (**Figure D**). Additional right of way will be required in the north Gibsonton area for the Preferred Build Alternative. Replacement of the bridges at Bullfrog Creek and the Alafia River is also planned. Planned bridge typical sections are shown in **Figure E**. A "No-Build" Alternative was also considered.

3. APPROVED FOR PUBLIC AVAILABILITY (Prior to Public Hearing)


Responsible Officer _____ Date 12/23/15

A Public Hearing was held on January 26, 2016.

4. APPROVAL OF FINAL DOCUMENT (After Public Hearing)


District Secretary or Designee *for Dist Secretary* _____ Date 1/12/2017

Florida Department of Transportation

STATE ENVIRONMENTAL IMPACT REPORT

5. IMPACT EVALUATION

Topical Categories	Sig*	Min*	None	NoInv*	Basis for Decision
A. SOCIAL IMPACTS					
1. Land Use Changes	[]	[X]	[]	[]	<u>See Attachment B Section A.1</u>
2. Community Cohesion	[]	[X]	[]	[]	<u>See Attachment B Section A.2</u>
3. Relocation Potential	[]	[X]	[]	[]	<u>See Attachment B Section A.3</u>
4. Community Services	[]	[]	[X]	[]	<u>See Attachment B Section A.4</u>
5. Title VI Consideration	[]	[X]	[]	[]	<u>See Attachment B Section A.5</u>
6. Controversy Potential	[]	[]	[X]	[]	<u>See Attachment B Section A.6</u>
7. Bicycles and Pedestrians	[]	[]	[X]	[]	<u>See Attachment B Section A.7</u>
8. Utilities and Railroads	[]	[X]	[]	[]	<u>See Attachment B Section A.8</u>
B. CULTURAL IMPACTS					
1. Historical Sites / District	[]	[X]	[]	[]	<u>See Attachment B Section B.1</u>
2. Archaeological Sites	[]	[X]	[]	[]	<u>See Attachment B Section B.2</u>
3. Recreation Sites	[]	[X]	[]	[]	<u>See Attachment B Section B.3</u>
C. NATURAL ENVIRONMENT					
1. Wetlands	[]	[X]	[]	[]	<u>See Attachment B Section C.1</u>
2. Aquatic Preserves	[]	[]	[]	[X]	<u>See Attachment B Section C.2</u>
3. Water Quality	[]	[X]	[]	[]	<u>See Attachment B Section C.3</u>
4. Outstanding Fla. Waters	[]	[]	[]	[X]	<u>See Attachment B Section C.4</u>
5. Wild and Scenic Rivers	[]	[]	[]	[X]	<u>See Attachment B Section C.5</u>
6. Floodplains	[]	[X]	[]	[]	<u>See Attachment B Section C.6</u>
7. Coastal Barrier Islands	[]	[]	[]	[X]	<u>See Attachment B Section C.7</u>
8. Wildlife and Habitat	[]	[X]	[]	[]	<u>See Attachment B Section C.8</u>
9. Farmlands	[]	[]	[]	[X]	<u>See Attachment B Section C.9</u>
10. Essential Fish Habitat	[]	[X]	[]	[]	<u>See Attachment B Section C.10</u>
D. PHYSICAL IMPACTS					
1. Noise	[]	[X]	[]	[]	<u>See Attachment B Section D.1</u>
2. Air	[]	[]	[X]	[]	<u>See Attachment B Section D.2</u>
3. Construction	[]	[X]	[]	[]	<u>See Attachment B Section D.3</u>
4. Contamination	[]	[X]	[]	[]	<u>See Attachment B Section D.4</u>
5. Navigation	[]	[X]	[]	[]	<u>See Attachment B Section D.5</u>

*Sig = Significant; Min = Minimal; NoInv = No Involvement. Basis of decision is referenced in Attachment B..

Florida Department of Transportation

STATE ENVIRONMENTAL IMPACT REPORT

E. PERMITS REQUIRED

It is anticipated that the following permits may be required:

- Environmental Resource Permit – Southwest Florida Water Management District (SWFWMD)
- Dredge and Fill Permit – US Army Corps of Engineers (USACE)
- National Pollutant Discharge Elimination System (NPDES) Permit – Florida Department of Environmental Protection (FDEP).
- Tampa Port Authority – TPA Standard Work Permit
- US Coast Guard – Bridge Permit(s)

6. AGENCY COORDINATION & PUBLIC INVOLVEMENT

This segment of US 41 was evaluated in the Programming Screen of the Efficient Transportation Decision Making (ETDM) process (project #5180) in 2013. The planned Class of Action was a State Environmental Impact Report (SEIR). Coordination has been conducted with federal and state environmental agencies throughout the duration of the study. Concurrence letters have been provided by the U.S. Fish and Wildlife Service, National Marine Fisheries and Florida Fish and Wildlife Conservation Commission for listed species and State Historic Preservation Officer (SHPO) Florida Division of Historical Resources. The USCG provided letters on April 6, 2015, regarding bridge permit requirements for the bridges over the Alafia River and Bullfrog Creek. All agency letters are included in **SEIR Attachment D**.

The FDOT distributed a newsletter to announce the study kick off in March 2013. In addition, several presentations have been given to the Hillsborough County Metropolitan Planning Organization (MPO) throughout the course of the study. A public hearing was held on January 26, 2016. (Refer to **SEIR Attachment C** for the complete Public Involvement Summary).

7. COMMITMENTS AND RECOMMENDATIONS

Commitments

- The FDOT will adhere to the *Standard FDOT Construction Precautions for the Eastern Indigo Snake* during construction. Additional measures to minimize impacts to protected species and their habitats include implementation of Best Management Practices (BMPs) during construction, preconstruction surveys, and avoidance of unnecessary land clearing.
- Comprehensive surveys for gopher tortoises and their burrows will be conducted prior to construction of the project per Florida Fish and Wildlife Conservation Commission (FWC) guidelines. If tortoise burrows are identified within the proposed project limits, the Department will secure the necessary permits in order to relocate any tortoises prior to construction.
- Impacts to potential wood stork suitable foraging habitat (SFH) will be re-evaluated as part of final permitting and compensated for in the final mitigation plan.
- If protected species are observed during preconstruction surveys, coordination with the US Fish and Wildlife Service (USFWS), FWC and/or the Florida Department of Agriculture and Consumer Services – Division of Plant Industry (FDACS–DPI) will be initiated to determine any permit requirements or modifications to construction activities that may be required.

Florida Department of Transportation

STATE ENVIRONMENTAL IMPACT REPORT

- The FDOT commits to resurvey the project corridor for bald eagle nests prior to construction. If bald eagle nests are present, the FDOT will adhere to most current FWC and USFWS guidelines.
- The FDOT will adhere to the National Marine Fisheries Service (NMFS) *Sea Turtle and Smalltooth Sawfish Construction Conditions* during construction of the project.
- FDOT will incorporate the *Construction Special Conditions for the Protection of the Gulf Sturgeon*.
- The FDOT will coordinate with NMFS on potential impacts associated with pile driving and/or blasting activities.
- 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.
- Special conditions for manatees will need to be addressed during construction and include the following:
 - No nighttime in-water work will be performed. In-water work can be conducted from official sunrise until official sunset times;
 - Two dedicated (minimum one primary) experienced manatee observers will be present when in-water work is performed. Primary observers should have experience observing manatees in the wild on construction projects similar to this one;
 - All siltation barriers or coffer dams should be checked at least twice a day, in the morning and in the evening, for manatees that may become entangled or entrapped at the site;
 - Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. All existing slow speed or no wake zones will apply to all work boats and barges associated with construction; and
 - Culverts larger than eight inches and less than eight feet in diameter should be grated to prevent manatee entrapment. The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between piles, further coordination will be conducted with the USFWS.
- 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, NMFS and FWC for approval as early as possible prior to construction.

Florida Department of Transportation

STATE ENVIRONMENTAL IMPACT REPORT

- A land use and building permit review will be conducted during the design phase to determine if any noise sensitive land uses received a building permit after the existing land use and permit review (October 2014), but prior to the project's Date of Public Knowledge.

Recommendations

The proposed improvements as described above under **Section 2.b** (Proposed Improvements) are approved for advancement to future phases of project development (i.e. design, right of way acquisition, and construction) as funding becomes available.

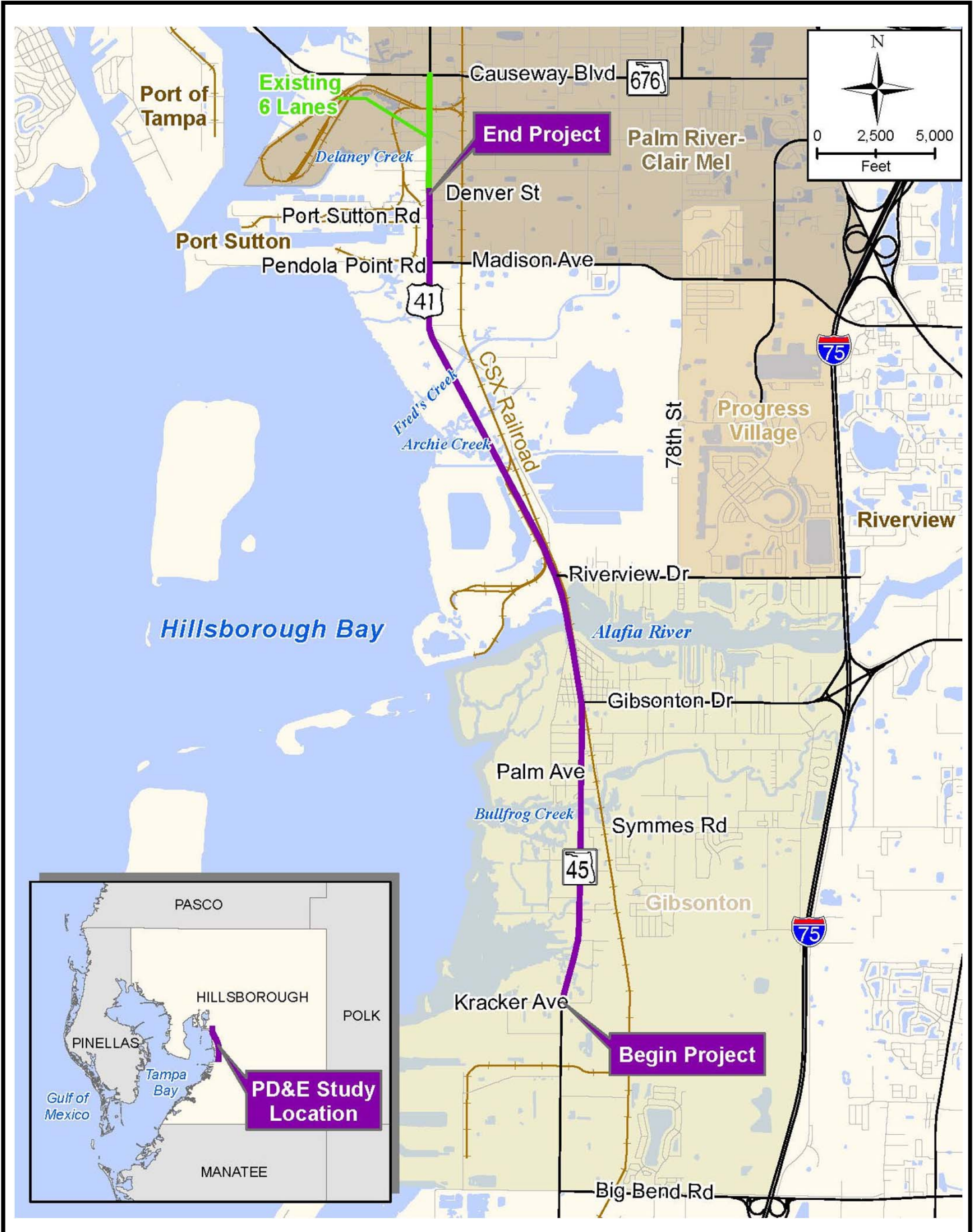
List of Attachments

A – Project Purpose and Need

B – Environmental Impact Summary

C – Public Involvement Summary

D – Federal and State Agency Coordination and Concurrence



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

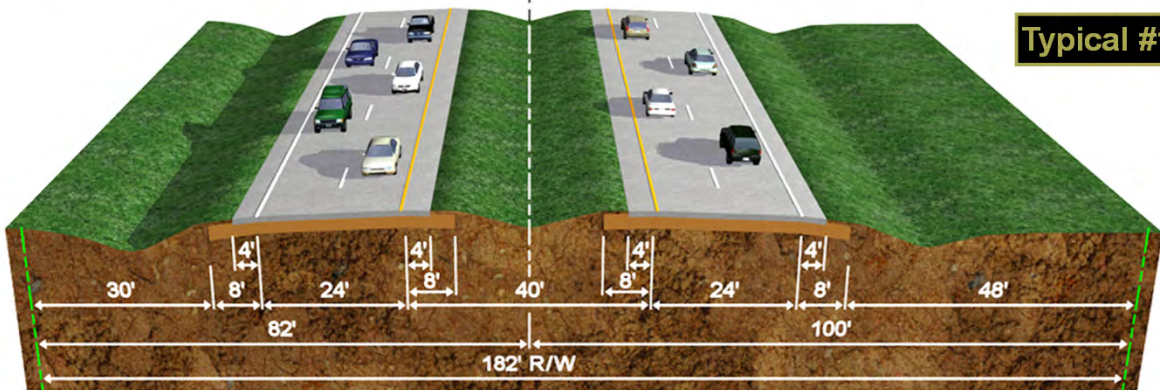
**Location and Study
 Area Map**

Figure A

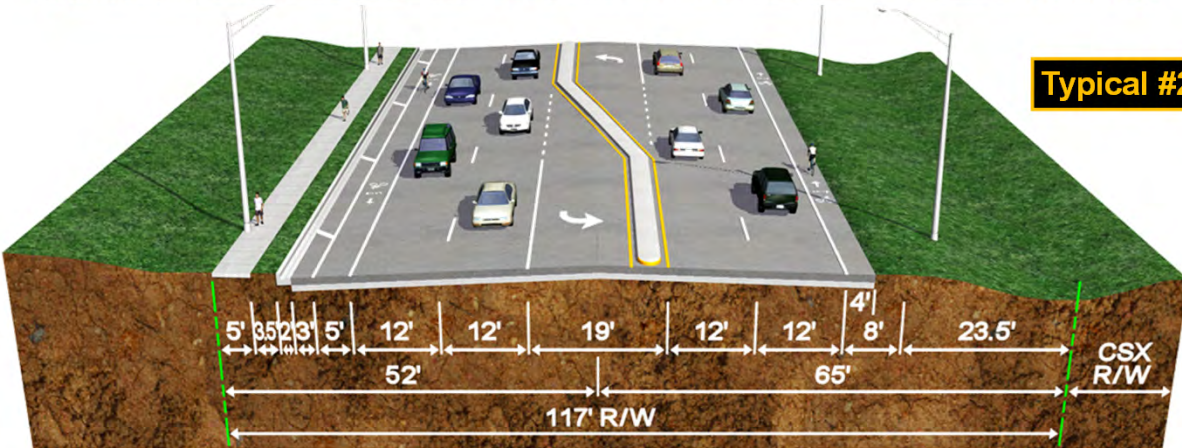


(All views are looking north)

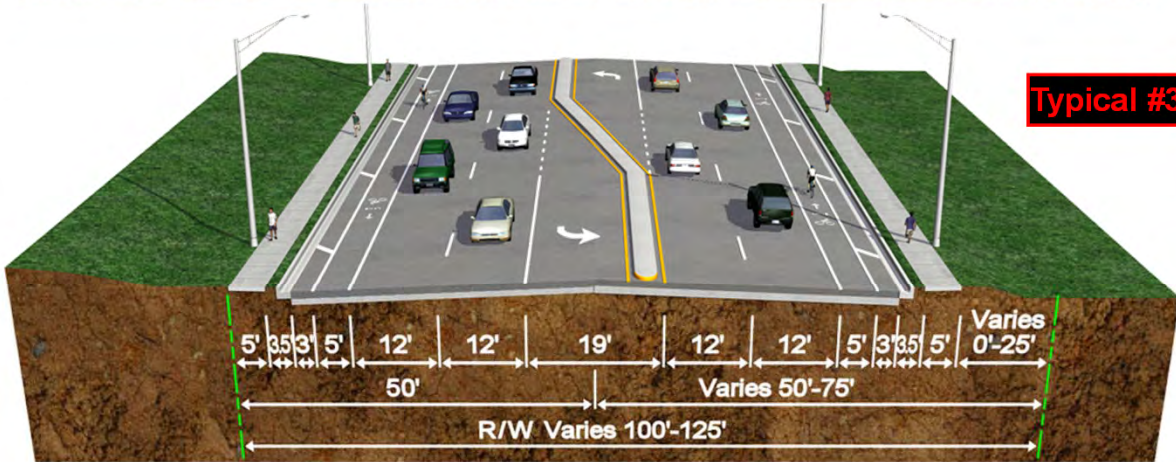
- 23 Causeway Blvd
- 6-Lane Urban**
- 23 Delaney Creek
- Denver Street
- Port Sutton Rd
- 22 Madison Av/ Pendola Pt
- #1**
- 21 Fred's Creek
- Archie Creek 1
- Archie Creek 2
- 20
- Riverview Drive
- 19 Alafia River Br
- Alafia River Br
- Lula St
- #2**
- Gibsonton Drive
- #3**
- 18 Palm Avenue
- Bullfrog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



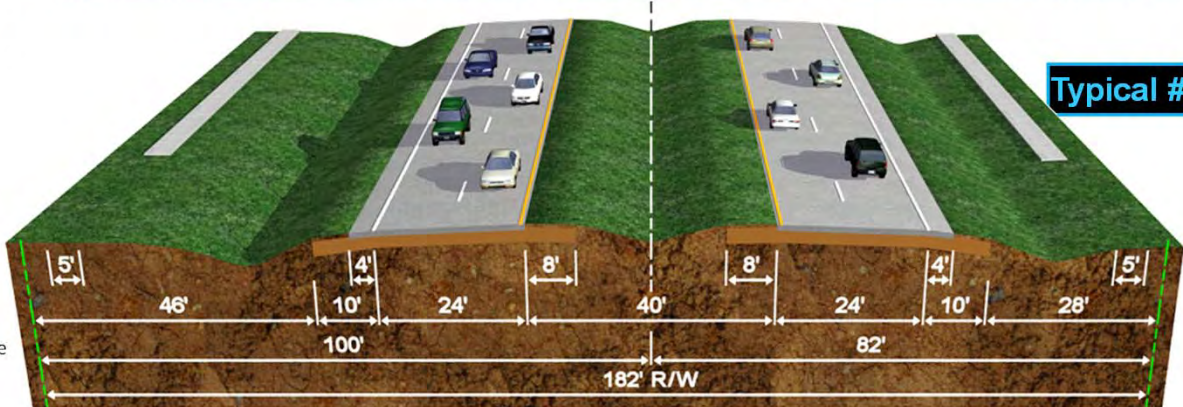
Typical #1



Typical #2



Typical #3



Typical #4

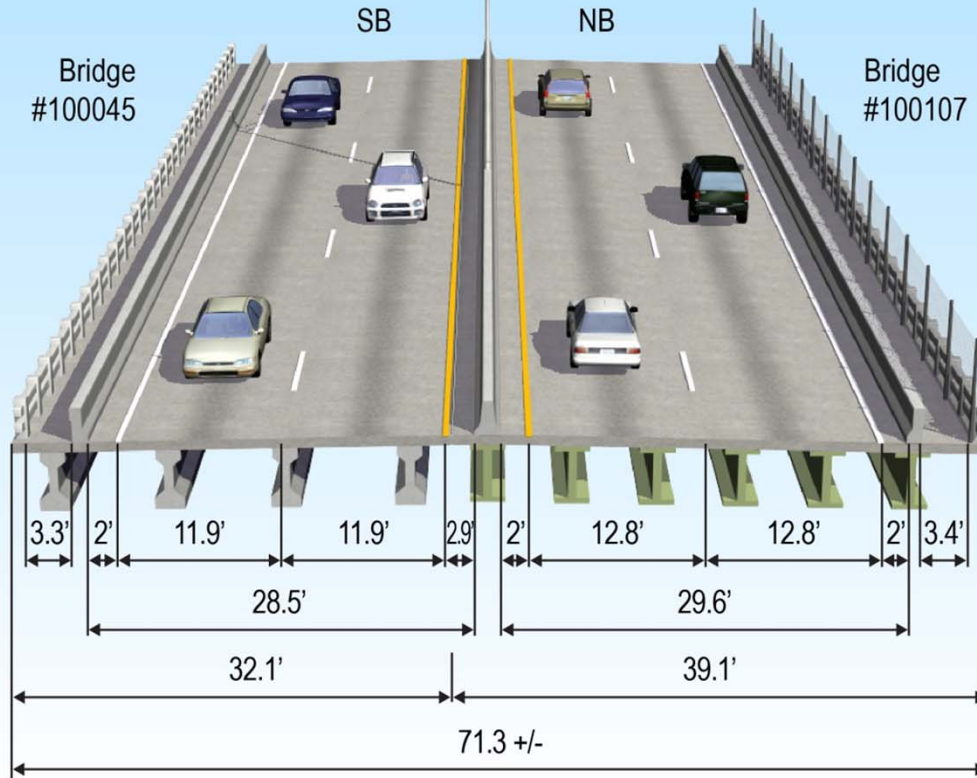


US 41(SR 45) PD&E Study
 From Kracker Avenue to South of SR 676
 (Causeway Blvd)
 WPI Segment No. 430056 1 - Hillsborough County

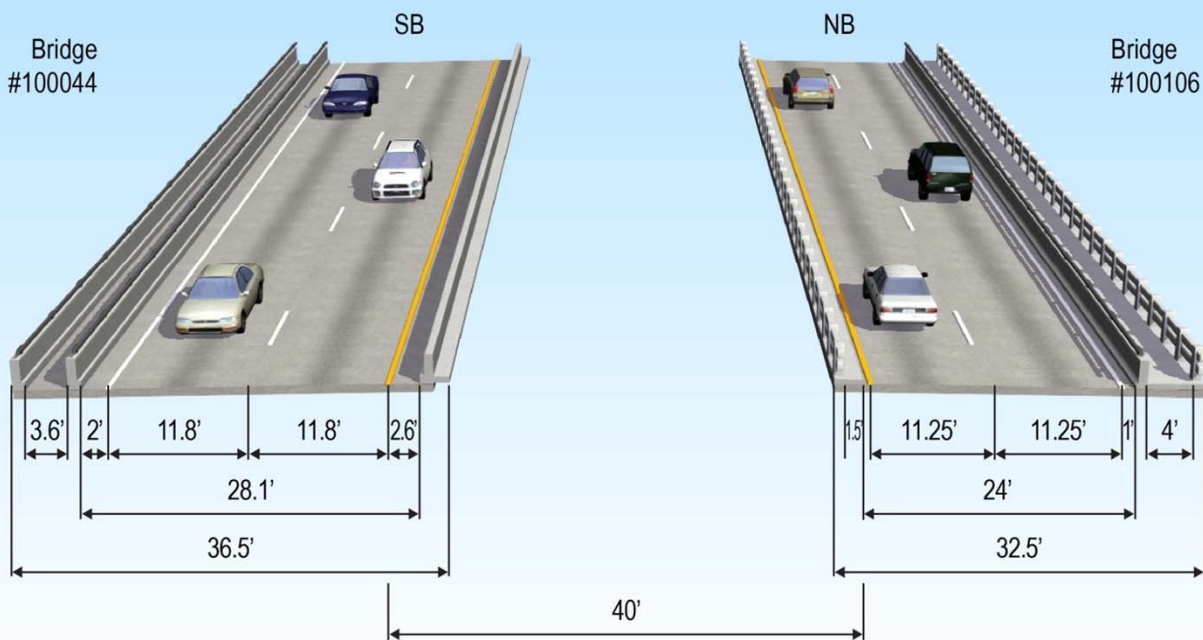
**Existing Roadway
 Typical Sections**

Figure B

Existing Bridges over the Alafia River (Looking North)



Existing Bridges over Bullfrog Creek (Looking North)



Rev. 2/2014

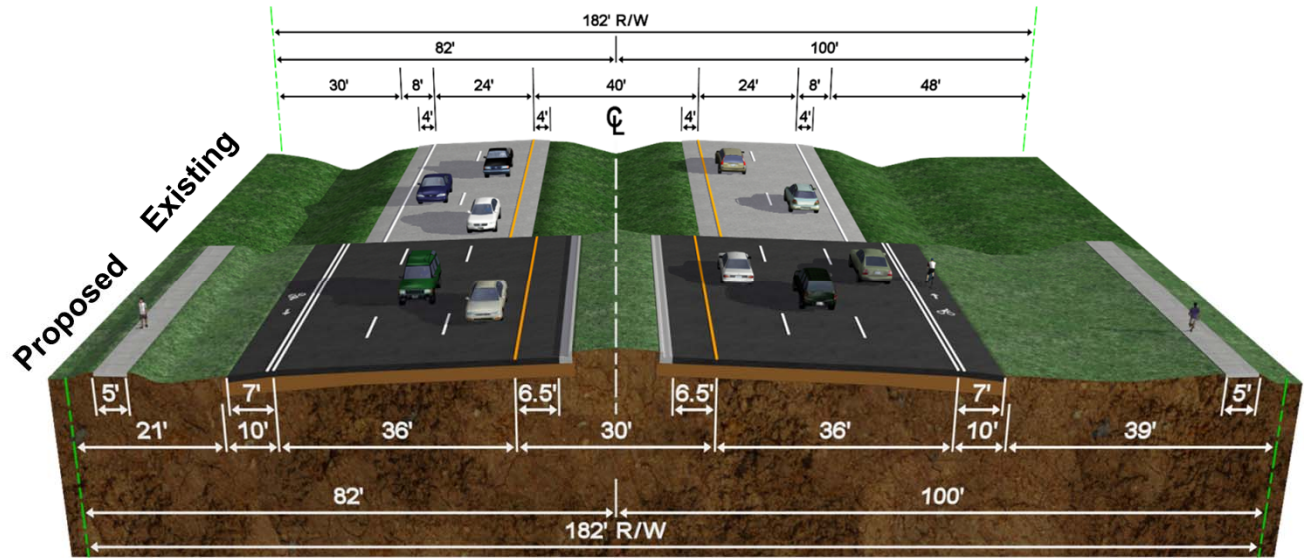


US 41(SR 45) PD&E Study
 From Kracker Avenue to South of SR 676
 (Causeway Blvd)
 WPI Segment No. 430056 1 - Hillsborough County

**Existing Bridge
 Typical Sections**

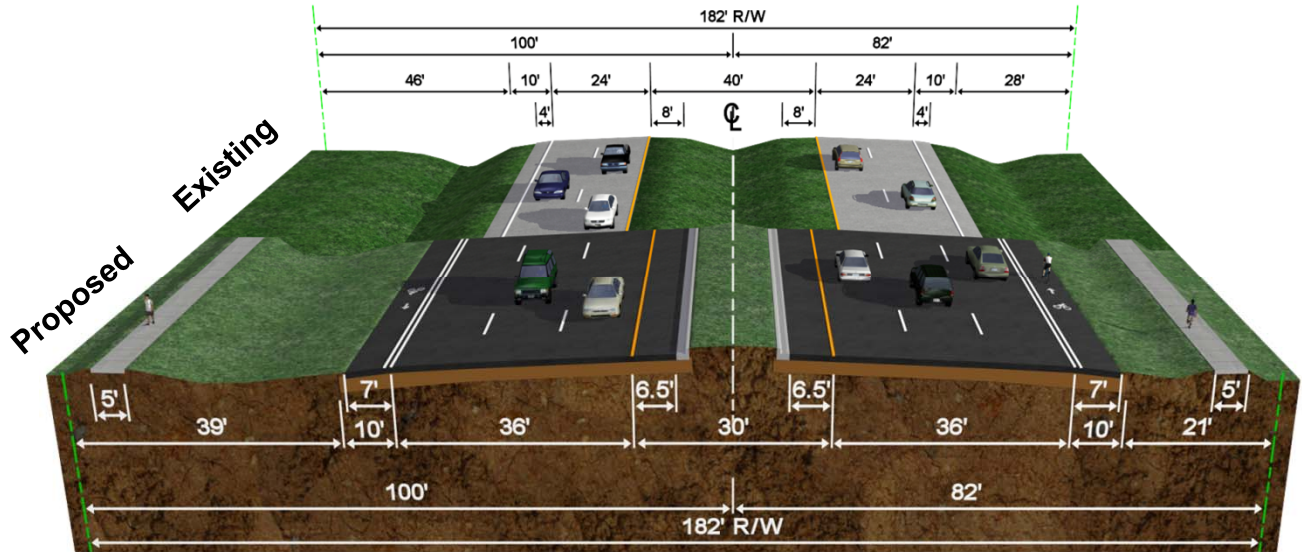
Figure C

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

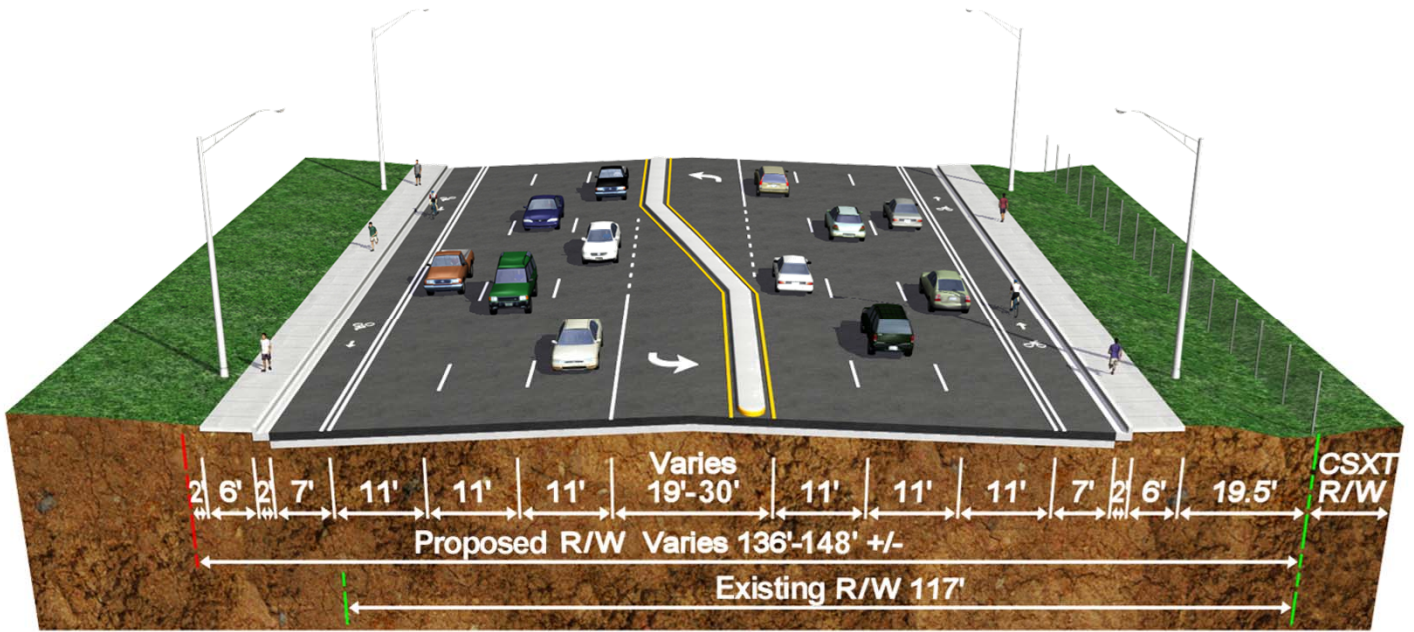


US 41(SR 45) PD&E Study
 From Kracker Avenue to South of SR 676
 (Causeway Blvd)
 WPI Segment No. 430056 1 - Hillsborough County

**Planned Suburban
 Typical Sections**

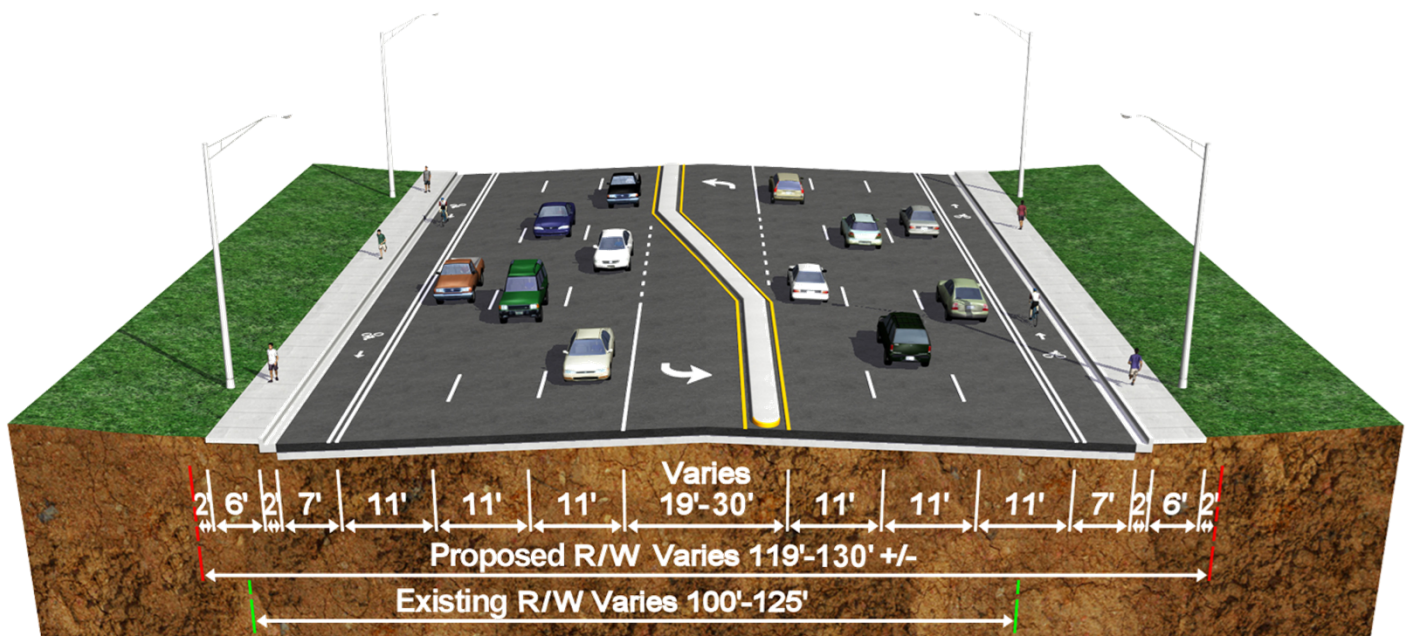
**Figure D
 P. 1 of 2**

(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

Rev. 3/14/16

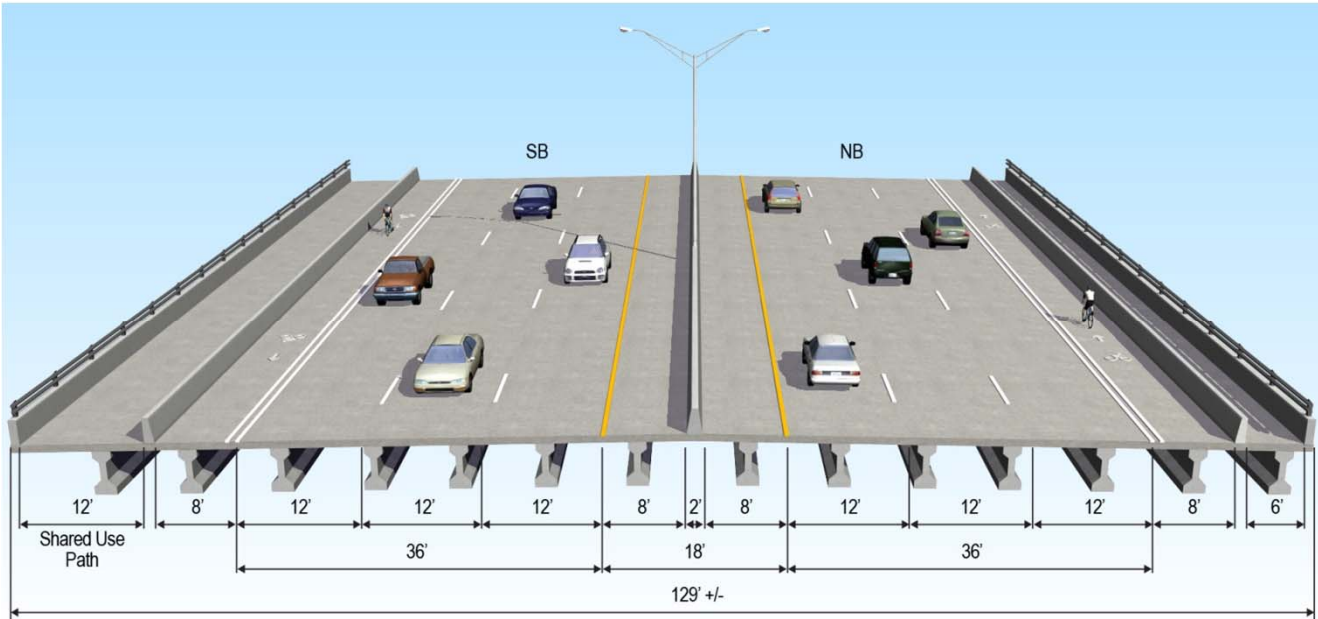


US 41(SR 45) PD&E Study
 From Kracker Avenue to South of SR 676
 (Causeway Blvd)
 WPI Segment No. 430056 1 - Hillsborough County

**Planned Urban
 Typical Sections**

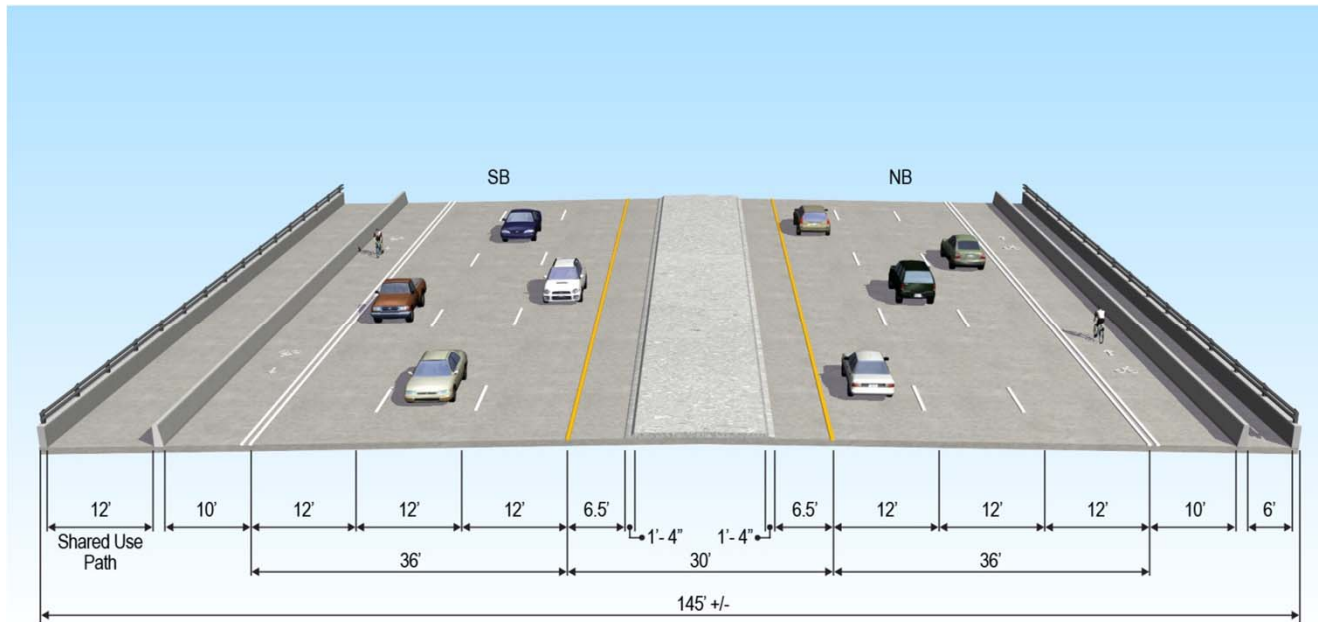
**Figure D
 P. 2 of 2**

(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



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

**Planned Bridge
 Typical Sections**

Figure E

SEIR ATTACHMENT A

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 of 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 provisions for bicyclists on the bridges.

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.

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 *Final Design 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.

SEIR ATTACHMENT B

Environmental Impact Summary

A. Social Impacts

A.1 Land Use

Land use and vegetative cover within and adjacent to the project corridor was classified using the FDOT's Florida Land Use, Cover and Forms Classification System (FLUCCS). The study corridor has a variety of mixed uses, including but not limited to, residential, commercial, and natural communities. FLUCCS data, aerial photographs and wetland data from the National Wetlands Inventory (NWI) were utilized to determine current land use and habitat types within the corridor.

Future land use data was obtained from the Hillsborough County Adopted 2025 Future Land Use Unincorporated County-Wide Map, effective December 3, 2014, by the Hillsborough City-County Planning Commission. The map shows that the majority of the area surrounding the project corridor will be industrial, residential, suburban mixed-use, and commercial with areas identified as significant wildlife habitat.

Based on field reviews and available geographic information system (GIS) data, minimal to no land use changes are anticipated to occur along the project corridor if the proposed project is implemented. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form (**Section 5**).

A.2 Community Cohesion

Travel patterns are expected to remain the same as existing patterns, with the exception of minor changes due to median opening revisions to improve access management. Sidewalks will be added to areas which do not currently have sidewalks, and lane widths for bicycle lanes will be widened to comply with new FDOT requirements for urbanized areas. To improve truck mobility, at the intersections which provide direct access to the Port of Tampa, storage lane lengths were estimated based on special turning movement counts conducted during the hours when truck traffic was observed to be highest so that the proposed turn lane can accommodate the truck volumes. Mobility during construction may be temporarily decreased due to temporary lane closures; however, this is a temporary situation. Additional right of way (ROW) will be needed for the roadway improvements in the north Gibsonton area, as well as for stormwater management facilities and floodplain compensation sites. Five businesses and two residential relocations are anticipated due to the proposed ROW needs. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

A.3 Relocation Potential

Based on the preliminary conceptual design plans, an estimated 7 business and 2 residential relocations are expected (in the north Gibsonton area) as a result of construction of the Preferred Build Alternative.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

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

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.
2. Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the department.
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
4. Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail the Florida Department of Transportation's Relocation Assistance Program and Right of Way acquisition program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Sign Relocation Under the Florida Relocation Assistance Program", "Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

A *Conceptual Stage Relocation Plan* was prepared for the proposed project. Based on the information contained in that report, there are sufficient business and residential sites available for relocation within the project area. In addition, there are ample resources available to help displacees find new sites and to relocate. This category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

A.4 Community Services

The roadway improvements will have no substantial adverse impacts on neighborhoods or social and community services. There are no schools, hospitals, medical centers, fire stations, police stations, government facilities, or other community services located along this segment of US 41, with the exception of one post office that will not be impacted. It is anticipated that with the widening of the existing 4-lane facility, traffic congestion and flow would ease along US 41. This would have a positive effect to emergency services by potentially reducing the response times in the community. Therefore, this category has been designated as NONE on the SEIR Impact Evaluation Form.

A.5 Title VI Consideration

There are minority communities located within the project corridor; however, no adverse impacts to these communities are anticipated since they are located away from US 41 and the majority of the work will be conducted within existing ROW, with the exception of the Gibsonton area where some ROW will be needed. Based on the above discussion and analysis, the Preferred Build Alternative will not cause disproportionately high and adverse effects on any minority or low income populations in accordance with the provisions of *Executive Order 12898* and *FHWA Order 6640.23a*. No further Environmental Justice analysis is required. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

A.6 Controversy Potential

Very little public controversy was generated as a result of the proposed project. A summary of the public hearing and comments received is included in **Attachment C**.

A.7 Bicycles and Pedestrians

The proposed project's PD&E study included the evaluation of bicycle and pedestrian facilities. Sidewalks are included as part of the recommended typical sections. In addition, designated bicycle lanes are included on all recommended roadway and bridge typical sections. All signalized intersections will include pedestrian features such as crosswalks, pushbuttons and pedestrian signal indications. The future South Coast Greenway is proposed to enter the US 41 corridor at two separate locations in order to cross the Alafia River and Bullfrog Creek, based on the 1995 *Hillsborough Greenways Master Plan*. The recommended bridge typical sections include a 12-ft shared-use path (trail) on the west side to accommodate the future trail, in addition to sidewalks on the east side. Therefore, this category has been designated as NONE on the SEIR Impact Evaluation Form.

A.8 Utilities and Railroads

Existing utilities and railroads are addressed in **Section 4.1.12** of the Draft Preliminary Engineering Report (PER) and potential impacts are addressed in **Section 9.13** of the Draft PER. There are numerous utilities throughout the study corridor, as shown in **Table A**, based on the *Utility Assessment Package* prepared in February 2015. The study area includes a 4-inch ammonia pipeline that runs the entire length of the project on the west side of US 41; at the Alafia River, it reportedly runs about 40 feet beneath the river. In addition, Florida Gas Transmission (FGT) has a 6.625-inch gas line that crosses US 41 at the Riverview Drive intersection. The exact location and depth of the pipeline is unknown; further coordination with FGT will occur during future project phases.

TECO Peoples Gas has advised that there are high pressure gas mains around the US 41 and Madison Avenue intersection. These facilities would be difficult and costly to relocate and may be impacted by the proposed US 41 project. In addition, Hillsborough County Water Resource Services has advised that there are asbestos concrete pipes in the project area. These materials may create a hazardous material work area and require disposal of hazardous materials, if encountered. Utility coordination during the design phase would be done to identify all asbestos concrete pipe locations and therefore help address all environment and safety regulations during construction.

Table A Existing Utilities

Utility Owner	Type of Facilities
Bright House Networks	Cable TV (mostly overhead lines)
Mosaic Fertilizer	20"-24" Water lines near Riverview Drive
Central FL Pipeline-Kinder Morgan	16" LP pipeline crosses at south side of Madison
Florida Gas Transmission	6.6" Gas Pipeline crosses at Riverview Drive
Verizon Florida	Cable/Fiber/Phone – both overhead and buried
Hillsborough County Traffic Services	Communications Cable, signals, conduit, etc.
Hillsborough County Water	Water & sewer; asbestos concrete pipe
Level 3 Communications	Fiber Optic on east side of roadway
TECO Peoples Gas	Gas lines north of Old US 41
TECO Peoples Gas Transmission	Natural Gas Lines
City of Tampa Water	Water lines north of Old US 41, various sizes
Tampa Bay Pipeline Corp.	Two 4" Ammonia Pipelines on west side of 41
Tampa Electric Company	13.2 kv power lines entire project length
TECO Fiber	Aerial FO entire length of project

Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities. Costs for utility adjustments are not included in the total estimated project costs since they will be incurred by the utility owners in many cases. Determination of any utility relocation reimbursement costs will be made by FDOT's legal department during the future design phase. Separate coordination and negotiations with Florida Gas Transmission will likely be required during future phases. Coordination with utility owners will be ongoing throughout the project's implementation process.

It should be noted that several utilities are currently located under the existing pavement and would also be under the proposed improvements. The relocation costs could be reduced significantly if these utilities were permitted to remain within the travel way. Approval would need to come from both the utility owners and the FDOT. Impacts to existing utility facilities can also be reduced or eliminated if Subsurface Utility Engineering (SUE) is performed during the design phase at potential conflict locations (drainage facilities, traffic signals).

In addition to the utilities listed above, the CSX Transportation Tampa Terminal Subdivision and Palmetto Subdivision line runs east of and parallel to US 41 for the entire project limits. It is directly adjacent to US 41 from Gibsonton Drive to approximately River Drive. US 41 crosses over two CSX railroad lines located at mileposts 19.403 and 20.169. Coordination with CSX will be required to widen these crossings, and further coordination may be needed at other locations due to close proximity of the railroad facilities to US 41. This category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

B. Cultural Impacts

B.1 Historic Sites/District

A *Cultural Resource Assessment Survey (CRAS)* was prepared for the proposed project. The purpose of this effort was to locate and identify any cultural resources within the project's Area of Potential Effect (APE) and to assess their significance in terms of eligibility for listing in the *National Register of Historic Places (NRHP)*. The historical APE was defined as the existing and proposed ROW as well as the adjacent properties.

Background research revealed that 18 previously recorded historic resources are located within the project's APE. Historical/architectural survey resulted in the identification and evaluation of 121 historic resources, including 99 buildings (8HI1022B, 8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, 8HI1059, and 8HI12024 through 12116); 10 building complex resource groups (8HI1058, 8HI12117 through 12123, 8HI12127, and 12128); seven bridges (8HI1007, 8HI11793, and 8HI12019 through 12023); and five linear resource groups (8HI10237, 8HI12124 through 12126, and 8HI12129). Of the 121 historic resources located within the project APE, 10 were previously recorded in the FMSF and 111 were newly identified. Eight previously recorded historic resources are no longer extant.

The Alafia River Swing Span Bridge and Tender Station (8HI1007) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation and under Criterion C in the area of Engineering. Also, the CSX Railroad (8HI10237) is considered potentially eligible for NRHP listing under Criterion A in the area of Transportation. None of the other linear resources and bridges, nor the historic buildings and building complex resource groups, is considered potentially eligible for listing in the NRHP due to their commonality of style and construction and their lack of known significant historical associations. There is no potential for historic districts.

It is anticipated that the proposed project will have no involvement with the Alafia River Swing Span Bridge and Tender Station and the CSX Railroad. As the project progresses, incident to the issuance of a bridge permit, coordination with the U.S. Coast Guard (USCG) and the SHPO will be needed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations in Title 36 Code of Federal Regulations (CFR) Part 800: *Protection of Historic Properties*. Proposed stormwater management facilities and floodplain compensation (FPC) sites were not identified in the PD&E Study; they will be evaluated during design. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form. Concurrence from the SHPO was received on February 24, 2014, and can be found in **SEIR Attachment D**.

B.2 Archaeological Sites

A *CRAS* was prepared for the proposed project. The purpose of this effort was to locate and identify any cultural resources within the project's APE and to assess their significance in terms of eligibility for listing in the NRHP. The archaeological APE was defined as the existing and proposed ROW.

A review of the Florida Master Site File (FMSF) and NRHP indicated that 19 previously recorded archaeological sites are located within one-half mile of the study corridor. Of these, the plotted

locations of seven sites (8HI16, 8HI17, 8HI26, 8HI35, 8HI71, 8HI6747, and 8HI10215) are adjacent or proximate to the study corridor. The background research suggested a variable potential for archaeological sites. As the result of field survey, no new archaeological sites were identified. Evidence of two previously recorded sites, 8HI26 and 8HI10215, was found within the project APE, and the FMSF data were updated. Neither site, as contained within the US 41 project APE, is considered eligible for listing in the NRHP due to the low artifact density and diversity, and low research potential. In addition, both sites have been disturbed through construction of US 41, the adjacent railroad, and other nearby constructed features. Archaeological survey within and proximate to the recorded locations of 8HI16, 8HI17, 8HI35, 8HI71, and 8HI6747 yielded negative results.

While no human remains were observed within the project APE during the current survey, the findings of previous work indicate that if any land altering activities are planned outside the existing eastern ROW located between Ohio and Michigan Avenues, archaeological monitoring is warranted given the possible presence of human remains.

In conclusion, given the results of background research and archaeological field surveys, the recorded archaeological resources are not considered NRHP-eligible. Proposed stormwater management facilities and floodplain compensation (FPC) sites were not identified in the PD&E Study; they will be evaluated during design. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form. Concurrence from the SHPO was received on February 24, 2014, and can be found in **SEIR Attachment D**.

B.3 Recreation Sites

The Williams Park Boat Ramp is located on the west side of US 41, north of the Alafia River. This is a Hillsborough County operated facility that is under a lease agreement with the state. The proposed Alafia River bridge improvements are anticipated to stay within the existing ROW; however, construction may impact some of the existing boat trailer parking and the dirt access road near US 41 which is within the existing ROW. Coordination with the Hillsborough County Parks, Recreation and Conservation Services Department was conducted, and they have not expressed any concerns regarding the expected “impacts”. No impacts to the boat ramp, fishing pier or other recreational activities at the park are anticipated. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

C. Natural Impacts

C.1 Wetlands

A *Final Wetland Evaluation and Biological Assessment Report (WEBAR)* was prepared for the proposed project. The proposed Build Alternative would result in approximately 1.29 acres of wetland and 2.12 acres of surface water impacts based on the proposed conceptual design. The majority of the surface water impacts will result from the extension of existing culverts and the replacement of the bridges over Bullfrog Creek and the Alafia River. Wetland mitigation options include compensation pursuant to 373.4137, Florida Statutes (F.S.), purchase of wetland mitigation credits through an approved mitigation

bank, potential projects in association with Hillsborough County, or creation, restoration or enhancement of wetlands within the project watersheds. The mitigation will satisfy the requirements of Part IV, Chapter 373, F.S. and 33 United States Code (U.S.C.) 1344. Final wetland and surface water impacts will be evaluated during design and coordinated with the Southwest Florida Water Management District (SWFWMD) and U.S. Army Corps of Engineers (USACE) as part of the Environmental Resource Permitting (ERP). The proposed project will have no significant short-term or long-term adverse impacts to wetlands. There is no practicable alternative to construction in wetlands, and measures will be further considered during the future design phase to minimize harm to wetlands. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

C.3 Water Quality

A *Water Quality Impact Evaluation (WQIE)* was prepared for the proposed project. The project is located in an area that is highly urbanized with residential and commercial land uses most prominent along and adjacent to US 41. There are also some natural areas and several river/creek crossings including, but not limited to, the Alafia River and Bullfrog Creek. The following **Table B** summarizes the verified Water Body Identification (WBID) System based on the 2014 303(d) Verified List of Impaired Waters:

Table B Impaired WBIDs

Water Segment Name	WBID	Impairments
Kitchen Branch	1682	Fecal Coliform, Nutrients (Chlorophyll-a), Dissolved Oxygen (Nutrients and BOD)
Direct Runoff to Bay	1676	Fecal Coliform, Nutrients (Chlorophyll-a), Dissolved Oxygen (Nutrients and BOD)
Bullfrog Creek	1666A	Dissolved Oxygen (Nutrients), Nutrients (Chlorophyll-a and Historic Chlorophyll-a)
Alafia River Above Hillsborough Bay	1621G	Mercury (in fish tissue), Nutrients (Chlorophyll-a), Dissolved Oxygen (DO)
Archie Creek (Tidal)	1628A	Fecal Coliform
Delaney Creek Popoff Canal	1632	Fecal Coliform
Port Sutton Ditch	1636	Fecal Coliform, DO (Nutrients and BOD)

The addition of impervious surface within the project corridor will increase stormwater runoff. Water quality impacts will be addressed during design and construction of the proposed project. The project will be designed to treat all stormwater runoff generated from the additional impervious area and will be designed to meet criteria set forth by the SWFWMD. SWFWMD criteria will include demonstration of no contribution to existing impairments and peak discharge attenuation.

Proper Best Management Practices (BMPs) will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found along the project corridor. The BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities.

Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

C.6 Floodplains

A *Final Location Hydraulics Memorandum (LHM)* was prepared for the proposed project. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) dated August 28, 2008: 12057C0484H, 12057C0482H, 12057C0369H and 12057C0367H indicate that the study limits are within Flood Zone AE (EI 11.0 ft) from approximately Station 831+00 to Station 840+00 and Zone AE (10.0 ft) for the remainder of the study limits. Per direction from SWFWMD, the FEMA elevations are based on storm surge conditions and base floodplain impacts should be assessed based on the lower riverine floodplain elevations.

There are a total of 12 cross drains and 6 bridge pair/bridge culverts within the study limits. The FEMA FIRMs identify designated floodways associated with the Bullfrog Creek, Alafia River, and Delany Creek water bodies. During the design phase for this proposed project, *Bridge Hydraulics Reports* will be prepared for each bridge and a No-Rise certification will be performed for modifications to bridges associated with each regulated floodway.

The project limits have been evaluated to determine potential impacts to the base floodplain. Cup for cup compensation will be provided for any fill placed within the floodplain. Based on the evaluation of anticipated improvements, the applicable floodplain statement according to the FDOT PD&E Manual Part 2 Chapter 24 is Statement 4 - PROJECTS ON EXISTING ALIGNMENT INVOLVING REPLACEMENT OF EXISTING DRAINAGE STRUCTURES WITH NO RECORD OF DRAINAGE PROBLEMS:

The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

The project's drainage design will be consistent with local FEMA, FDOT, and SWFWMD design guidelines, which state that no net encroachment up to that, encompassed by the 100-year event, will be allowed, and that compensating storage shall be equivalently provided. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

C.8 Wildlife and Habitat

A *Final WEBAR* was prepared for the proposed project. The project corridor was assessed for the presence of suitable habitat for federal- and state-listed protected species in accordance with 50 CFR Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40: *Preservation of Native Flora of Florida* and 68A-27 Florida Administrative Code (F.A.C.) Rules Relating to Endangered or Threatened Species, and Part 2, Chapter 27 - Wildlife and Habitat Impacts of the FDOT PD&E Manual.

Literature reviews, agency database searches and field reviews for protected species and their habitat were conducted within and adjacent to the project corridor. Based on the findings obtained during corridor field survey efforts, no protected faunal species and no protected floral species were observed within the ROW. However, three listed faunal species and one listed floral species were observed in habitats immediately adjacent to or in the near vicinity of the project corridor. Twenty-six listed faunal species, one protected, non-listed faunal species, and 14 listed floral species were determined to have the potential to occur within or adjacent to the project corridor based on database and literature research and field observations of available habitat.

Federal-Protected Species

A finding of may affect, but not likely to adversely affect was determined for the wood stork, Florida manatee, Gulf sturgeon, smalltooth sawfish, sea turtles and eastern indigo snake. A finding of no effect was determined for the Florida scrub-jay and piping plover.

State-Protected Species

A finding of may affect, but not likely to adversely affect was determined for the gopher tortoise, gopher frog and coastal and wetland dependent birds, including the roseate spoonbill, snowy plover, little blue heron, reddish egret, snowy egret, tricolored heron, white ibis, American oystercatcher, osprey, brown pelican, black skimmer and least tern. A finding of no effect was determined for the American alligator.

USFWS Critical Habitat

The project corridor was evaluated for Critical Habitat designated by Congress in 17 CFR 35.1532. Review of the USFWS's available GIS data resulted in the identification of no Critical Habitat within the project area; therefore, the project will have no effect on Critical Habitat.

On September 1, 2015, the United States Fish and Wildlife Service (USFWS) agreed with the species affect determinations contained in the Draft WEBAR. On August 11, 2015, the Florida Fish and Wildlife Conservation Commission (FWCC) agreed with the species affect determinations contained in the Draft WEBAR. This category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

C.10 Essential Fish Habitat

An Essential Fish Habitat (EFH) assessment was conducted in accordance with Part 2, Chapter 11 – Essential Fish Habitat of the FDOT *PD&E Manual* and the requirements of the Magnuson-Stevens Fishery

Conservation and Management Act (MSFCMA) of 1996. The EFH assessment is included as part of the *Final WEBAR* prepared for the proposed project. EFH includes all types of aquatic habitat, such as open waters, wetlands, seagrasses and substrate, necessary to fish for spawning, breeding, feeding, and development to maturity.

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 subadult penaeid shrimp. Based on field reviews and NMFS consultation 0.91 acres of wetland impacts to potential EFH and 1.48 acres of surface water impacts to potential EFH are anticipated.

It is anticipated the proposed project will have no impacts to seagrasses or other submerged aquatic vegetation (SAV); therefore, no mitigation for SAV is proposed at this time. If any changes are made during design that may result in seagrass or other SAV impacts, mitigation measures will be developed with further consultation with the NMFS, USFWS and other appropriate agencies. Mitigation will be provided for all wetland impacts. While impacts to the water column would result from the new bridge pilings, this displacement of the water column would be offset by the removal of the existing bridges. Minimal net loss of the water column is therefore anticipated. On August 6, 2015, the National Marine Fisheries Service (NMFS) agreed with the species affect determinations contained in the Draft WEBAR. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

D. Physical Impacts

D.1 Noise

A *Final Noise Study Report (NSR)* was prepared for the proposed project. A traffic noise analysis was performed following FDOT procedures that comply with Title 23 *CFR*, Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The evaluation used methodologies established by the FDOT and documented in the *PD&E Manual*, Part 2, Chapter 17 (May 2011). The prediction of traffic noise levels with and without the roadway improvements was performed using the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM-Version 2.5).

There were 138 noise sensitive receptors evaluated, of which, 131 were located at residences and three were evaluated within two parks (Williams Park and Mosaic Park). A place of worship (First Baptist Church), a school (Pre-School Academy), a restaurant with an outdoor dining area (Showtown Restaurant), and an office with outdoor use (Marine Engineers Beneficial Association) were also evaluated.

Existing (2013) traffic noise levels are predicted to range from 56.5 to 72.6 decibels on the "A" weighted scale (dB(A)) at the 138 receptors with levels approaching, meeting, or exceeding the Noise Abatement Criteria (NAC) at 29 of the receptors.

In the future without the proposed improvements (2040 No-Build), traffic noise levels are predicted to range from 57.9 to 74.0 dB(A) with levels approaching, meeting, or exceeding the NAC at 45 of the receptors. With the proposed improvements (2040 Build), traffic noise levels are predicted to range from 58.1 to 73.2 dB(A) with levels approaching, meeting, or exceeding the NAC at 57 of the receptors. When compared to the existing condition, traffic noise levels with the improvements are not predicted to increase more than 5.0 dB(A). As such, the project would not substantially increase traffic noise (i.e., an increase in traffic noise of 15 dB(A) or more with an improvement when compared to existing levels).

Noise abatement measures were considered for the 57 noise sensitive receptors where traffic noise levels are predicted to approach, meet, or exceed the NAC for the 2040 Build condition. The measures were traffic management, alternative roadway alignments, buffer zones, and noise barriers. The results of the analysis indicate that although feasible, traffic management and alternative roadway alignments are not reasonable methods of reducing predicted traffic noise impacts at the affected receptors. Additionally, providing a buffer between the highway and noise sensitive land uses is only reasonable for future noise sensitive uses and should be considered as part of the local land use planning process. The results of the analysis also indicate that noise barriers do not appear to be a potentially reasonable and feasible method of reducing predicted traffic noise impacts for any of the impacted noise sensitive receptors.

Because the consideration of abatement measures did not indicate there are any measures that would be both feasible and reasonable, there is no commitment to further consider any noise measures during the project's design phase. However, a land use and building permit review will be conducted during the design phase to determine if any noise sensitive land uses received a building permit after the existing land use and permit review was performed (October 2014), but prior to the project's Date of Public Knowledge (i.e., the date the SEIR is approved). Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

D.2 Air

A *Final Air Quality Memorandum* was prepared for the proposed project. The proposed project is located in Hillsborough County, Florida, an area currently designated by the US Environmental Protection Agency (EPA) as being in attainment for all of the criteria air pollutants. Because the project is in an attainment area and the project would reduce congestion, it is not likely that the proposed improvements will have an impact on local or regional air pollutant/pollutant precursor emissions or concentrations.

The project Build and No-Build Alternatives were analyzed using the FDOT's air quality screening model, CO Florida 2012 (approved by the Federal Highway Administration (FHWA) on April 12, 2013). CO Florida 2012 uses the EPA's MOVES and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of carbon monoxide (CO) at default air quality receptor locations. These concentrations can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO (35 and 9 parts per million [ppm], respectively).

The intersection forecast to have the highest approach traffic volume for the Build and No-Build Alternatives is the intersection of US 41 with Madison Avenue/Pendola Point Road. Both the opening year (2020) and the design year (2040) were evaluated. Estimates of CO were predicted at worst-case receptor locations that provide a comprehensive 360 degree representation of potential near-road CO concentrations. Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS regardless of alternative or year of analysis. Therefore, the project “passes” the screening test, and this category has been designated as NONE on the SEIR Impact Evaluation Form.

D.3 Construction

Entrances to all businesses will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic (MOT) plan will be developed for the implementation of the Recommended Alternative.

Construction activities for the proposed project will have temporary air, noise, water quality, traffic flow, and visual effects for the residents and travelers within the immediate vicinity of the project. These effects will be minimized through the application of the Department’s *Standard Specifications for Road and Bridge Construction*. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

D.4 Contamination

A *Final Contamination Screening Evaluation Report (CSER)* was prepared for the proposed project. Forty-eight (48) mainline locations were investigated for sites that may present the potential for finding petroleum contamination or hazardous materials, and therefore may impact the proposed improvements for this project. Of the 48 mainline sites investigated, the following risk ratings were applied: 10 “High” rated sites, 9 “Medium” rated sites, 23 “Low” rated sites, and 6 sites rated “No” for potential contamination concerns.

For the sites rated “No” for potential contamination, no further action is planned. These sites were evaluated and determined not to have any potential environmental risk to the study area at this time.

For sites rated “Low” for potential contamination, no further action is required at this time. These sites/facilities have the potential to impact the study area, but based on select variables have been determined to have low risk to the corridor at this time. Variables that may change the risk rating include a facility’s non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities would be conducted.

For sites rated “Medium” or “High” for potential contamination, Level II field screening will be conducted during the design phase. These sites have been determined to have potential contaminants, which may impact the project’s construction activities. A soil and groundwater sampling plan is likely to

be developed for each site. The sampling plan will provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells is likely to be prepared also.

Additional information may become available or site-specific conditions may change from the time this report was prepared and will be considered prior to acquiring ROW and/or proceeding with roadway construction.

Based on the findings, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

D.5 Navigation

A US Coast Guard (USCG) Permit will be required during the design phase and prior to construction for the bridges over the Alafia River. A letter was received from the USCG on April 6, 2015, confirming that a USCG bridge permit will be needed for the bridge replacements over the Alafia River. It is anticipated that the new bridge over the Alafia River will be constructed, at a minimum, to meet the existing horizontal and vertical navigational clearances. No USCG bridge permit is required for the replacement of the bridge over Bullfrog Creek, and is documented in a separate letter from the USCG, also dated April 6, 2015. The letters are included in **SEIR Attachment D**. Therefore, this category has been designated as MINIMAL on the SEIR Impact Evaluation Form.

SEIR ATTACHMENT C

Public Involvement Summary

At the start of the PD&E study, a kickoff newsletter was mailed to adjacent property owners and other interested parties as an effort to notify the public that the study had commenced. Agency coordination commenced with the ETDM Programming Screen and distribution of an Advance Notification. Additional agency coordination was conducted through a series of meetings and presentations, as listed in **Table C-1**.

Table C-1 Agency Presentations and Meetings

Date	Agency/Group	Meeting/Presentation Purpose
10/16/13	MPO's Citizens Advisory Committee (CAC)	Kick off and study update
10/21/13	MPO's Technical Advisory Committee (TAC)	Kick off and study update
10/31/13	Hillsborough Co. Dept. of Public Works (DPW)	General project update and to review proposed intersection improvements
1/22/14	CSX Transportation	To discuss potential ROW impacts
1/22/14	SWFWMD	Pre-Application Meeting
4/1/14	Hillsborough Co. Parks Dept.	General project information and to discuss Williams Park and South Coast Greenway
4/30/14	Port Tampa Bay (FKA Tampa Port Authority)	General project update and review impacts to port facilities
5/30/14	Mosaic	General project information & discuss Riverview Drive intersection
8/8/14	Mosaic and Hills. Co. Parks and DPW Representatives	Project update and discussed Riverview Drive intersection and South Coast Greenway
8/19/15	SWFWMD	Second "pre-app" meeting

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. 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. 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 C-2** summarizes public comments received. The *Final Comments and Coordination Report* contains copies of the written comments and responses. In addition, copies of all public hearing displays and presentation materials are included in the *Public Hearing Scrapbook* prepared for this project.

Table C-2 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 ln 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 outside of the project limits		

SEIR ATTACHMENT D

Federal and State Agency Coordination and Concurrence



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



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



August 11, 2015

Florida Fish
and Wildlife
Conservation
Commission

Commissioners

Brian Yablonski
Chairman
Tallahassee

Aliese P. "Liesa" Priddy
Vice Chairman
Immokalee

Ronald M. Bergeron
Fort Lauderdale

Richard A. Corbett
Tampa

Richard Hanas
Oviedo

Bo Rivard
Panama City

Charles W. Roberts III
Tallahassee

Executive Staff

Nick Wiley
Executive Director

Eric Sutton
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

Office of the
Executive Director

Nick Wiley
Executive Director

(850) 487-3796
(850) 921-5786 FAX

*Managing fish and wildlife
resources for their long-term
well-being and the benefit
of people.*

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: (850) 488-4676

Hearing/speech-impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)

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



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

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 **Sec/Twp/Rge:**
Total Land Acreage: 170 **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.

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 1/2" 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