

NOISE STUDY REPORT ADDENDUM

TECHNICAL MEMORANDUM

DATE: December 9, 2025

SUBJECT: US 41 Project Development and Environment Study (PD&E)
From Kracker Avenue to Causeway Boulevard
Hillsborough County, FL
WPI Segment No: 430056-1
ETDM No.: 5180

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to Title 23, Section 327 of the United States Code (23 USC § 327) and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

Introduction

The Florida Department of Transportation (FDOT) District Seven is conducting a PD&E study along US 41 from Kracker Avenue to South of Causeway Boulevard in Hillsborough County. A State Environmental Impact Report (SEIR) was prepared and approved by FDOT on January 12, 2017. The FDOT is pursuing federal eligibility for this project since approval of the SEIR. This will result in updated and additional analyses, as well as the preparation of a Type 2 Categorical Exclusion (CE). A project location map is shown in **Figure 1**. The objective of the PD&E study is to assist the FDOT's Office of Environmental Management in reaching a decision on the type, location, and conceptual design of the proposed improvements for the widening of US 41, including Stormwater Management Facility (SMF) and Floodplain Compensation (FPC) sites. This PD&E study documents the need for these improvements, as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, intersection enhancements, and environmental constraints.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction). This project was screened through the FDOT's Efficient Transportation Decision Making (ETDM) process as Project No. 5180. The ETDM Final Programming Screen Summary Report was published on April 10, 2013, containing comments

from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources.

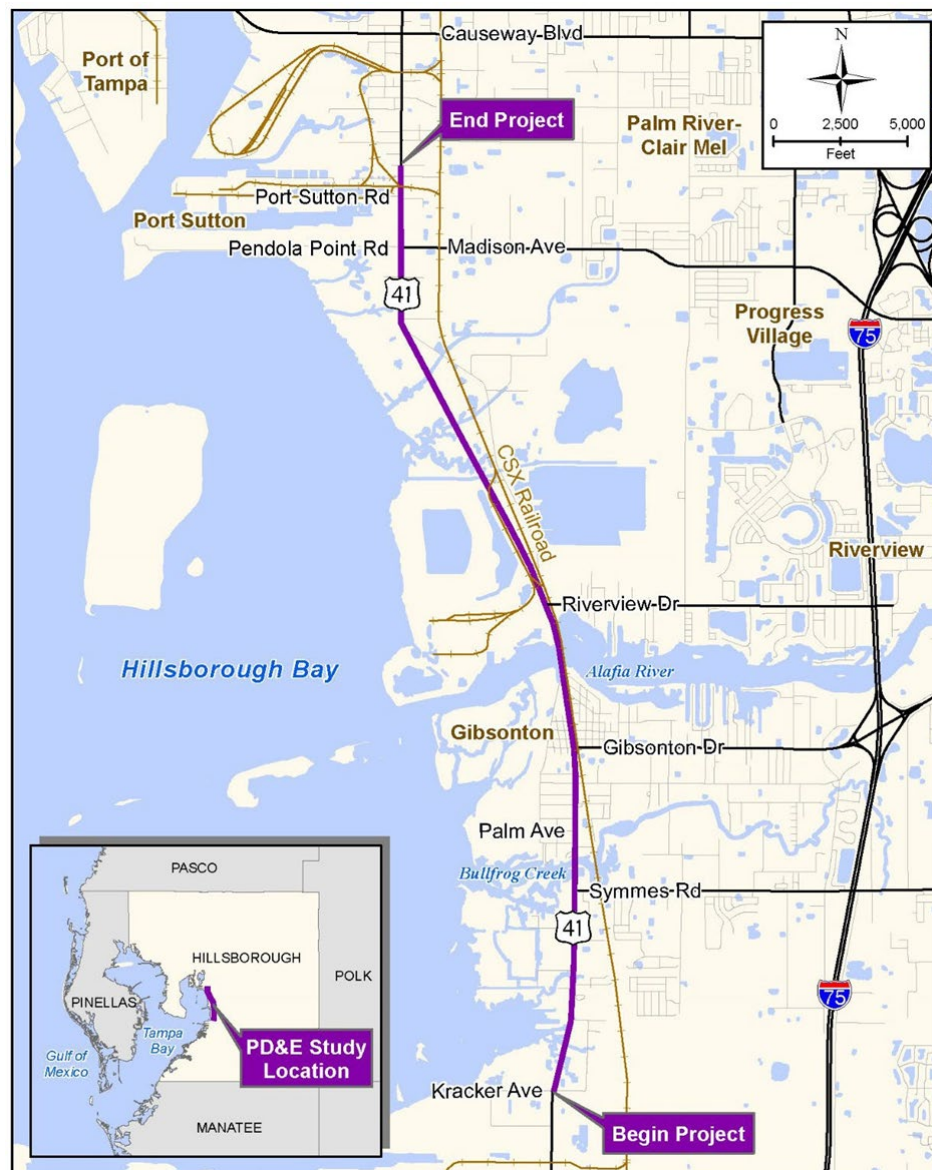


Figure 1 – Project Location

This Noise Study Report Addendum (NSRA) has been prepared to update the original PD&E Noise Study Report (NSR) (January 2017) through the following tasks:

1. Conduct a land use review to determine if any “new” noise sensitive land uses received a building permit/construction approval since the time the PD&E traffic noise analysis was performed.

2. Compare current regulations to the regulations that were in place at the time of the original PD&E study to determine if any changes require further traffic noise analysis.
3. Evaluate potential traffic noise impacts on Section 4(f) resources.

Methodology

Evaluation Process

This updated traffic noise analysis for US 41 was prepared in accordance with Title 23 Code of Federal Regulations (CFR) Part 772 (23 CFR 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The evaluation uses methodologies established by FDOT and documented in the PD&E Manual, Part 2, Chapter 18 – *Highway Traffic Noise* (July 31, 2024).

The predicted noise levels presented in this report are expressed in decibels on the “A”-weighted scale (dB(A)). This scale most closely approximates the response characteristics of the human ear to traffic noise. All noise levels are reported as one-hour equivalent levels (Leq(h)). Leq(h) values are equivalent steady-state sound levels containing the same acoustic energy as time-varying sound levels over a period of one hour.

For the Section 4(f) evaluation, the PD&E Manual, Part 2, Chapter 7 - *Section 4(f) Resources* (July 31, 2024), the regulations in 23 CFR 774, *Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f))* (March 12, 2008), and Title 23, Section 206 of the USC ((23 USC § 206) – *Recreational Trails Program* (2023)).

With respect to traffic noise, the following steps can be used to evaluate whether or not a constructive use of a Section 4(f) resources occurs with a proposed roadway improvement:

- Step 1: Determine if the projected traffic noise level with the proposed improvement either exceeds the Federal Highway Administration’s (FHWA) Noise Abatement Criteria (NAC) or substantially exceeds the existing level. If the projected noise level does not exceed the NAC, and does not substantially increase over the existing level, then a constructive use of the property does not occur. If the projected noise level exceeds the NAC, or substantially exceeds the existing level, continue to Step 2.
- Step 2: Within the area that is projected to have a traffic noise level that exceeds the NAC, or substantially exceeds the existing level, determine if the increase in traffic noise, when compared to the noise level without the proposed improvement, is greater than 3 dB(A). If the projected increase is less than or equal to 3 dB(A), then a constructive use of the property does not occur. If the projected increase is greater than 3 dB(A), continue to Step 3.

- Step 3: Determine if the increase in traffic noise would substantially impair the activities, features, or attributes that qualify a property for protection under Section 4(f).

Traffic Noise Model

The prediction of existing and future traffic noise levels with and without the roadway improvements was performed using the FHWA's computer model for highway traffic noise prediction and analysis – the Traffic Noise Model (TNM, Version 2.5). This was the same TNM version used in the original PD&E NSR. The TNM propagates sound energy, in one-third octave bands, between highways and nearby receptors taking the intervening ground's acoustical characteristics/topography and rows of buildings into account.

Traffic Data

Noise levels are low when traffic volumes are low (i.e., level-of-service (LOS) A or B) or when traffic is so congested that movement is slow (i.e., LOS D, E, or F). Generally, the maximum hourly noise level occurs between these two conditions. Therefore, traffic volumes used in the US 41 analysis reflect either the design LOS C volumes or the demand volumes (if forecast demand levels meet the LOS A or B criteria), whichever is less. The existing (2013), future no-build (2040), and future build (design year of 2040) traffic data that are presented in the original PD&E NSR were used for this updated noise analysis.

Noise Sensitive Receptors

Noise sensitive receptors (i.e., locations of predicted traffic noise levels) are properties/locations where frequent human use occurs. To evaluate traffic noise at these receptors, the FHWA established NAC. As shown in **Table 1**, the criteria vary according to a properties' activity category (i.e., the type of activity that occurs on a property).

When predicted traffic noise levels “approach” or exceed the FHWA NAC, or when predicted future noise levels increase substantially from existing levels, the FHWA requires that noise abatement measures be considered. FDOT defines the word “approach” to mean within one dB(A) of the NAC. Additionally, the FDOT criteria states that a substantial increase in traffic noise occurs if traffic noise levels are predicted to increase 15 dB(A) or more above existing conditions as a direct result of a transportation improvement project.

Table 1 – FHWA Noise Abatement Criteria

Activity Category	Description of Activity Category	Activity Leq(h) ¹	
		FHWA	FDOT
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	57 (Exterior)	56 (Exterior)
B ²	Residential	67 (Exterior)	66 (Exterior)
C ²	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails and trail crossings.	67 (Exterior)	66 (Exterior)
D	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools and television studios.	52 (Interior)	51 (Interior)
E ²	Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A-D or F.	72 (Exterior)	71 (Exterior)
F	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing.	--	--
G	Undeveloped lands that are not permitted.	--	--
<p>Sources: Table 1 of 23 CFR Part 772 and Figure 18-1 of Chapter 18 of the FDOT's PD&E Manual, Part 2 (7-31-2024).</p> <p>¹ The Leq(h) activity criteria values are for impact determination only and are not design standards for noise abatement measures.</p> <p>² Includes undeveloped lands permitted for this activity category.</p> <p><i>Note:</i> FDOT defines that a substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirement for abatement consideration will be followed.</p>			

Traffic Noise Analysis

Noise Sensitive Land Uses

The noise sensitive land uses evaluated for the PD&E study are documented in the original PD&E NSR that was prepared for the proposed improvements to US 41. New noise sensitive land uses, which were not evaluated during PD&E, were identified on July 17, 2025. These new land uses have occurred since the original land use review was conducted on October 17, 2014. The aerials provided in the original PD&E NSR and aerials/information from the Hillsborough County Property Appraiser were compared and the comparison revealed that there are two new noise sensitive land uses that require evaluation in this updated noise analysis: residential land use within the Dug Creek Townhomes at Bucket Court, and an outdoor dining area at a restaurant (Tienda Mexicana) on the corner of US 41 and Symmes Road.

Predicted Noise Levels

Seven receptors were evaluated for the residences, and one receptor was evaluated for the restaurant. The locations of the receptors evaluated for these new noise sensitives land uses are shown on the aerials provided in **Appendix A** (Sheet No. 5 and 6). Following FHWA/FDOT guidance, the residences were evaluated as Activity Category “B” and abatement was considered at an exterior predicted traffic noise level of 66 dB(A) or greater. The restaurant was evaluated as Activity Category “E” and abatement was considered at a predicted exterior traffic noise level of 71 dB(A) or greater. Additionally, noise abatement was considered if traffic noise levels were predicted to increase 15 dB(A) or more from existing levels.

The predicted traffic noise levels for the existing, future no-build, and future build conditions with the proposed project are shown in **Table 2**. As shown, the existing noise levels range from 58.5 to 68.5 dB(A) at the residences and 66.7 dB(A) at the restaurant. The future no-build noise levels range from 59.5 to 69.3 dB(A) at the residences and 67.4 dB(A) at the restaurant. The future build noise levels range from 63.1 to 71.8 dB(A) at the residences with six of the receptors exceeding the NAC. The future build condition for the restaurant is 70.1 dB(A), a level below the NAC. Additionally, the proposed improvements do not result in any substantial noise increases (i.e., 15 dB(A)) over existing noise levels at any of the receptors.

Table 2 – Predicted Traffic Noise Levels

Site ID	Activity Category	Description	Leq(h) (dB(A))				Build Approaches, Meets, or Exceeds the NAC?
			Existing (2013)	No-Build (2040)	Build (2040)	Build Increase from Existing	
1	B	Residential (Dug Creek Townhomes)	68.4	69.1	71.7	3.3	Yes
2	B		68.5	69.3	71.8	3.3	Yes
3	B		68.4	69.2	71.7	3.3	Yes
4	B		68.5	69.3	71.8	3.3	Yes
5	B		68.4	69.2	71.7	3.3	Yes
6	B		68.4	69.1	71.7	3.3	Yes
7	B		58.5	59.5	63.1	4.6	No
8	E	Restaurant	66.7	67.4	70.1	3.4	No

Noise Barrier Evaluation

When traffic noise impacts are predicted, noise abatement measures are considered for the impacted properties. Traffic management measures, modifications to the roadway alignment, and buffer zones were potential abatement measures that were considered; however, these measures were found to not be feasible and reasonable methods of reducing/eliminating the predicted impacts during the original PD&E noise study. Therefore, only noise barriers were evaluated for this updated noise analysis.

Following FDOT procedures, the minimum requirements for a noise barrier to be considered both acoustically feasible and reasonable and cost effective are:

- **Acoustically Feasible and Reasonable Criteria** – To be acoustically feasible, a barrier must provide at least a 5 dB(A) reduction in traffic noise for two or greater impacted noise sensitive receptors. To be acoustically reasonable, a barrier must provide at least a 7 dB(A) reduction (i.e., the FDOT’s noise reduction design goal) for at least one benefited receptor.
- **Cost Effective Criteria** - The current estimated cost to construct noise barriers (i.e., materials and labor) is \$40.00 per square foot. The noise barrier size that is used to determine cost reasonableness is 1,600 square feet (the statewide average barrier height by a theoretical barrier length of 100 feet). At this assumed square footage, a barrier should not cost more than \$64,000 per benefited noise sensitive receptor (a benefited receptor is a receptor that receives at least a 5 dB(A) reduction in noise from a mitigation measure).

The TNM was used to evaluate the ability of a noise barrier to reduce traffic noise levels for the impacted noise sensitive receptors at the Dug Creek Townhomes (Receptors 1-6). The barrier was

evaluated at a location five feet within the FDOT's right-of-way and at heights from eight to 22 feet (in two-foot increments). The barrier was optimized in an attempt to provide at least 5 dB(A) of traffic noise reduction for two or more impacted receptors and at least 7 dB(A) for one or more benefited receptors.

The results of the barrier analysis is provided in **Table 3**. As shown, at heights of 12 to 22 feet the barrier would reduce traffic noise the minimum required 5 dB(A) for at least two impacted receptors. However, the goal of reducing predicted traffic noise levels 7 dB(A) or more for at least one benefited receptor could not be achieved. As such, although acoustically feasible, the barrier is not considered an acoustically reasonable noise abatement measure.

Table 3 – Noise Barrier Analysis for Dug Creek

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Receptors (dB(A)) ¹			Number of Benefited Receptors ²			Total Estimated Cost ³	Cost per Benefited Receptor ⁴	Cost Reasonable Yes/No
		5 - 5.9	6 - 6.9	≥7	Impacted	Not Impacted	Total			
8	184	0	0	0	0	0	0	N/A ⁵	N/A ⁵	N/A ⁵
10	184	0	0	0	0	0	0	N/A ⁵	N/A ⁵	N/A ⁵
12	184	2	0	0	2	0	2	N/A ⁶	N/A ⁶	N/A ⁶
14	184	3	0	0	3	0	3	N/A ⁶	N/A ⁶	N/A ⁶
16	184	4	0	0	4	0	4	N/A ⁶	N/A ⁶	N/A ⁶
18	184	3	1	0	4	0	4	N/A ⁶	N/A ⁶	N/A ⁶
20	184	3	1	0	4	0	4	N/A ⁶	N/A ⁶	N/A ⁶
22	184	3	1	0	4	0	4	N/A ⁶	N/A ⁶	N/A ⁶

¹ Receptors with a predicted noise level of 66 dB(A) or greater are considered impacted.

² Receptors with a predicted reduction of 5 dB(A) or more are considered benefited.

³ Based on a unit cost of \$40.00 per square foot.

⁴ FDOT cost reasonable criterion is \$64,000 per benefited receptor.

⁵ A 5 dB(A) reduction for two or more impacted receptors could not be achieved at any barrier length at this height.

⁶ The noise reduction design goal of 7 dB(A) for at least one benefited receptor could not be achieved at any barrier length at this height.

Regulations

The PD&E study was prepared in accordance with 23 CFR 772, dated July 13, 2010. There have been no updates to the federal regulations since the original PD&E study. Additionally, the PD&E study followed the methodology documented in the PD&E Manual, dated May 24, 2011. The PD&E Manual was last updated on July 31, 2024. The primary changes to the PD&E Manual involve updated noise barrier cost criteria. Because the new cost criteria could affect the barrier results of the original PD&E NSR, the barrier costs were recalculated using the new cost criteria.

The results of the original PD&E NSR noise barrier analysis indicated that the 17 noise barriers evaluated would not be both a feasible and reasonable noise abatement method to reduce predicted traffic noise levels for any of the impacted residences. All but one barrier (Barrier 2) failed to achieve the acoustically feasible and reasonable criteria. However, this barrier exceeded the cost effective criteria and therefore was not cost reasonable. The cost for this barrier was reevaluated

using the updated cost criteria. The result was that the lowest cost per benefited receptor was \$76,133. Since this cost exceeds \$64,000 per benefited receptor, the barrier is still considered to be not cost reasonable.

Section 4(f) Resources

The original PD&E NSR did not evaluate Section 4(f) resources. This NSRA takes into consideration these resources now that the project is federalized and is in the process of a conversion from a SEIR to a CE.

Noise sensitive land uses that are now being evaluated as Section 4(f) resources are:

- Williams Park and Boat Ramp (owned by the State of Florida and leased to Hillsborough County), located at 9425 US 41 South (**Appendix A**, Sheet No. 13), and
- Mosaic Park (privately owned recreational area and leased to Hillsborough County), located at 6501 Riverview Drive (**Appendix A**, Sheet No. 14).

These land uses are Activity Category “C” and are considered impacted when predicted traffic noise levels are 66 dB(A) or greater, or when predicted future noise levels increase substantially from existing levels.

The Williams Park and Boat Ramp and Mosaic Park were modeled in the original PD&E NSR according to the FDOT Special Land Use (SLU) methodology. Neither location was impacted. Therefore, the proposed improvements would not result in a constructive use of either of these Section 4(f) resources with respect to traffic noise.

The Kitchen Preserve, a recreational area, is considered a Section 4(f) resource. There will be No Use of this Section 4(f) resource with this project, and thus it was not included as part of this updated noise analysis. The nearest exterior area of frequent human use within the preserve is situated approximately 1,200 feet west of US 41 along Isabel Avenue, well beyond the traffic noise impact contour for Activity Category “C” land uses.

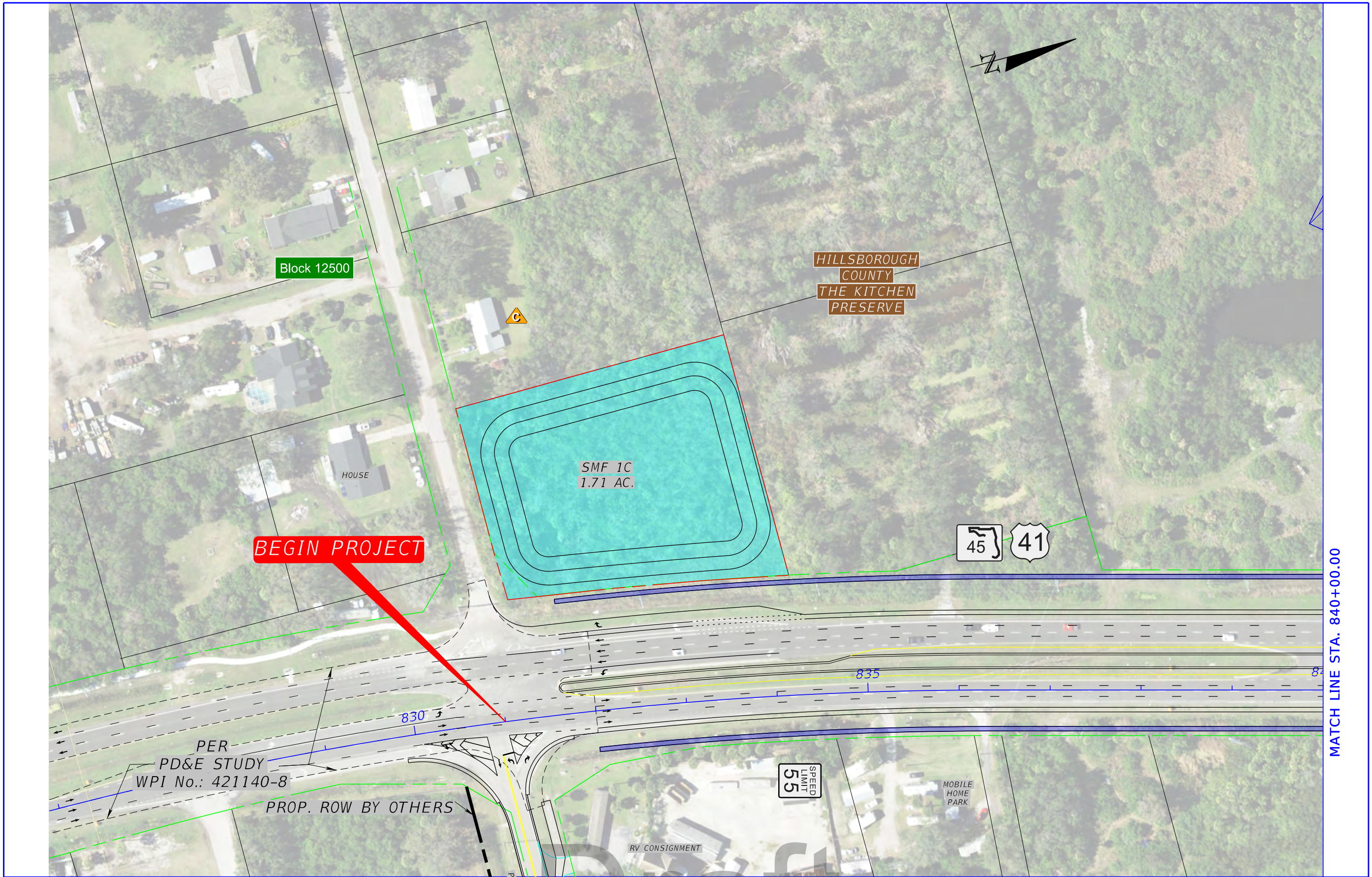
There are three paddling trails potentially adjacent to or within the project corridor: Alafia River Paddling Trail, Bullfrog Creek Paddling Trail, and Gibsonton Paddling Trail. The use of the paddling trails in vicinity of the project include motorized activities (e.g., motorboats). Motorized activities as described in 23 USC § 206(a)(2)(G) are noise generators (Activity Category F) and consideration for noise impacts is not required.¹

¹ FHWA Noise Policy FAQs (Frequently Asked Questions) on how trails and trail crossings are defined in the context of 23 CFR 772. https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/faq_nois.cfm#D4e

There are two historic Section 4(f) resources: Alafia River Swing Span Bridge and Tender House (8HI01007), and a segment of the CSX Railroad (8HI10237). There will be No Use of either of these Section 4(f) resources as part of this project. Aside from having a No Use determination, neither of these historic properties have a NAC (Activity Category F), and thus they were not included as part of this updated noise analysis.

Appendix A
Concept Plan Sheets

Draft

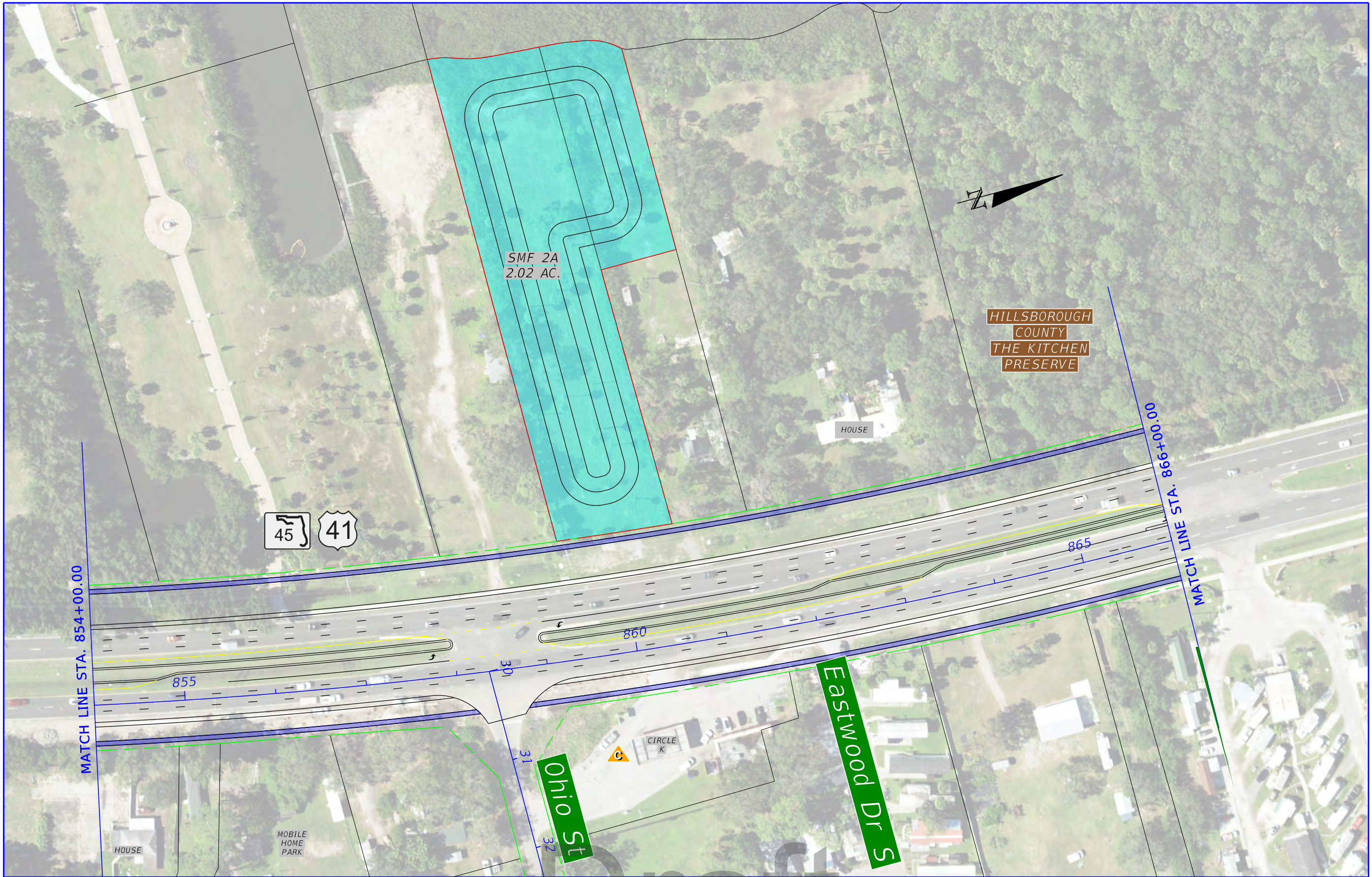



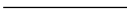









LEGEND	WETLANDS OR OTHER SURFACE WATERS BOUNDARY	PROPERTY LINES	PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 1
	POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL	EXISTING ROW	PREFERRED SMF/FPC SITES				

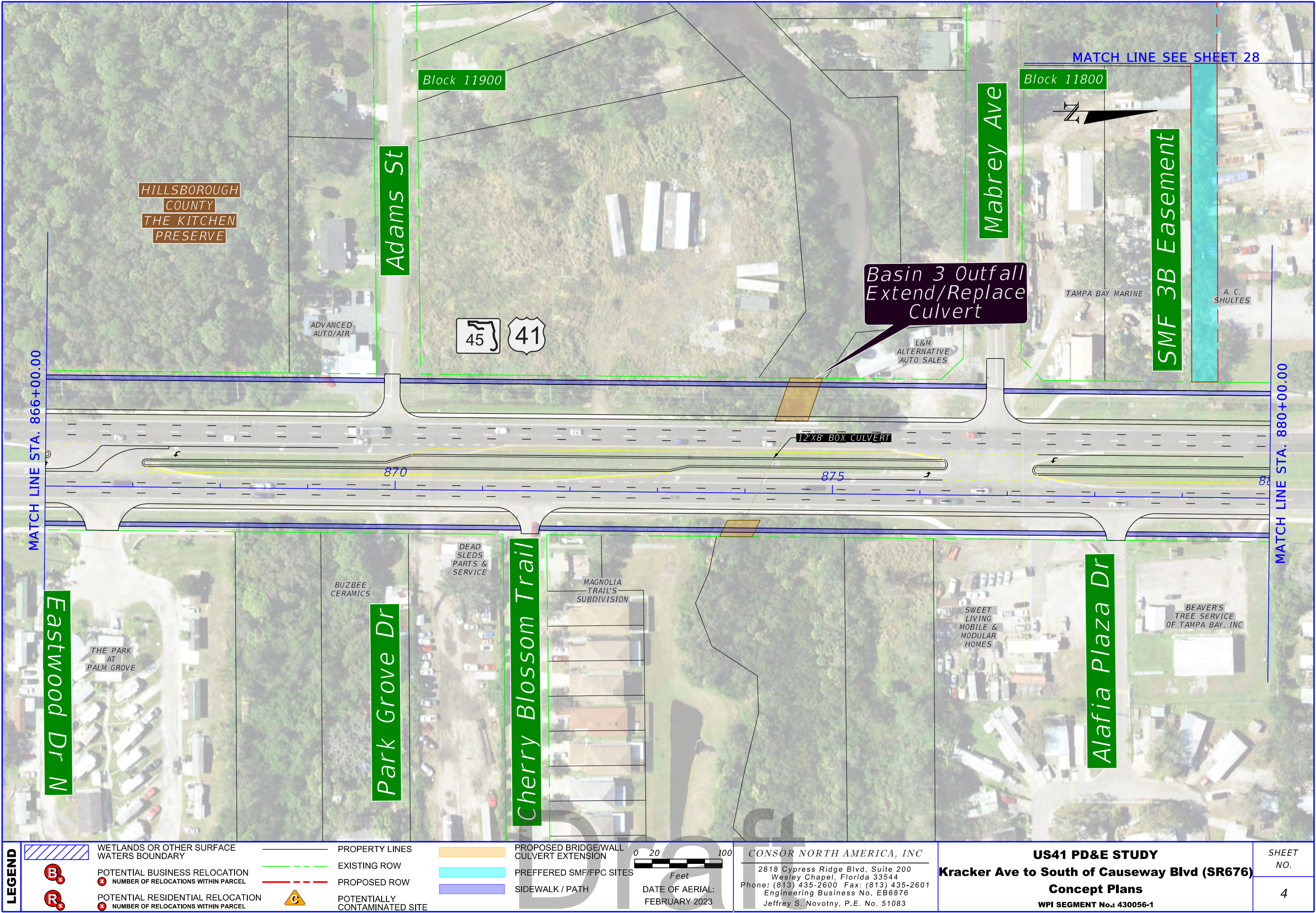



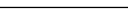









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	POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL	PROPOSED ROW	SIDEWALK / PATH	DATE OF AERIAL: FEBRUARY 2023			
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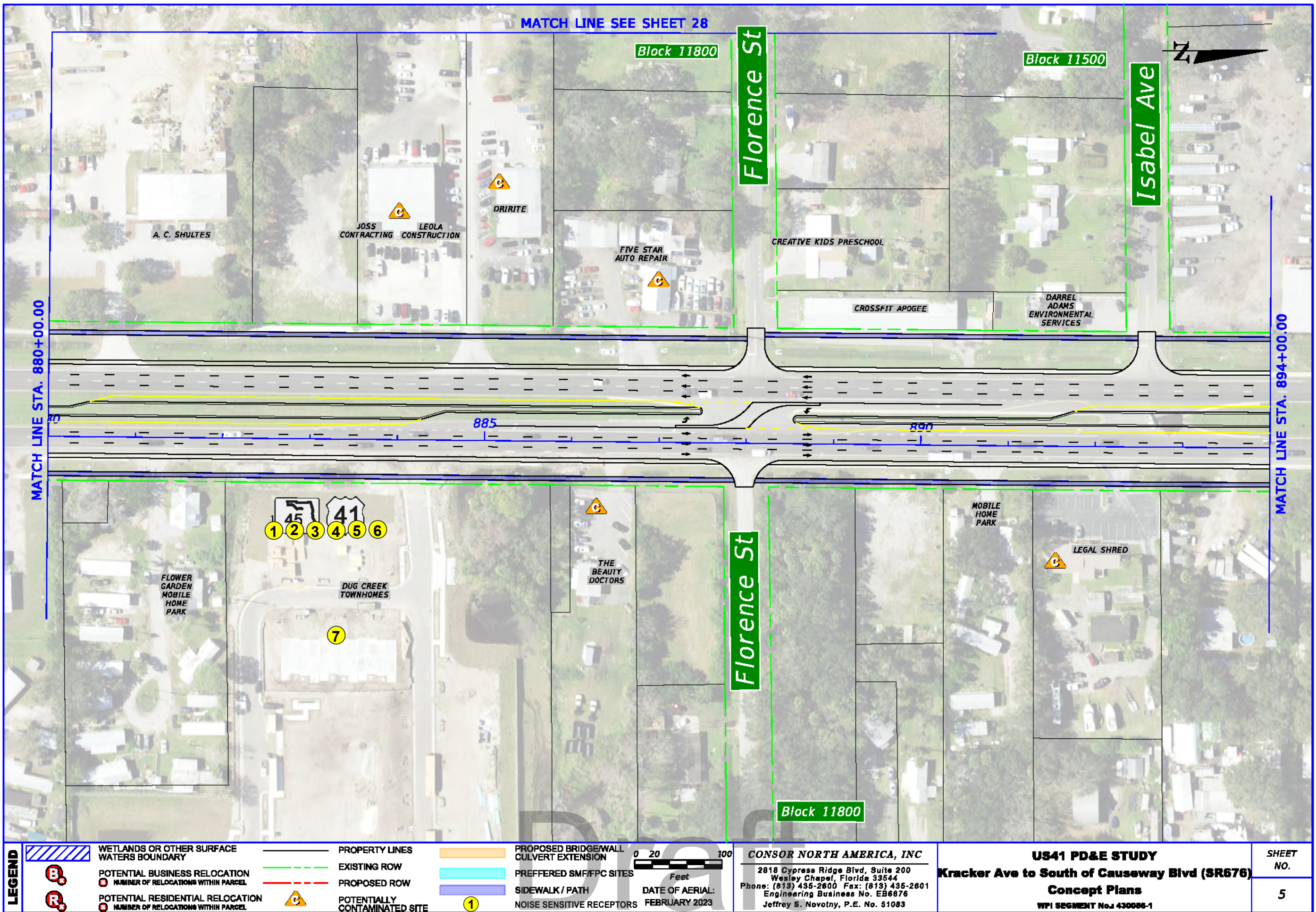
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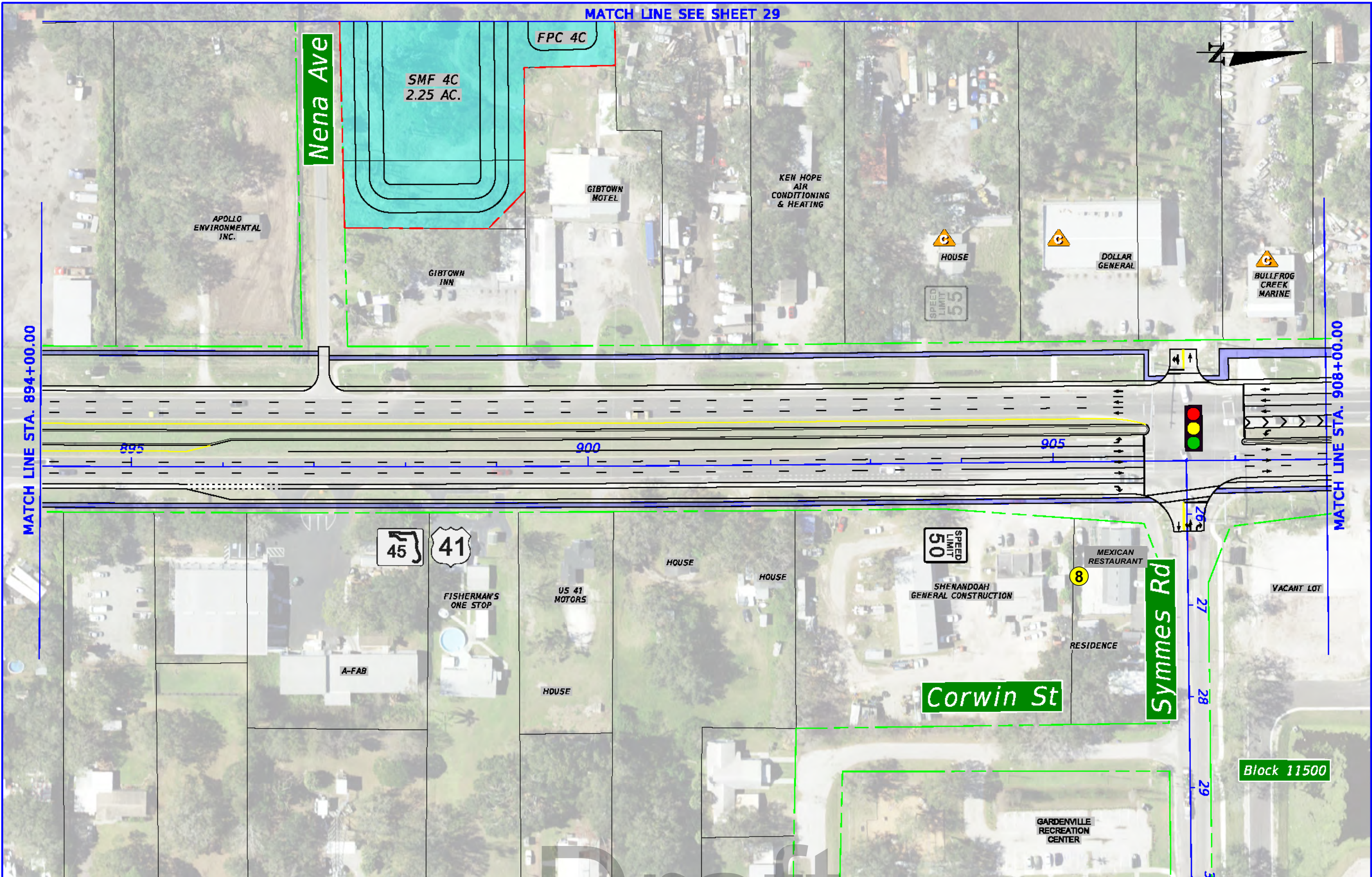


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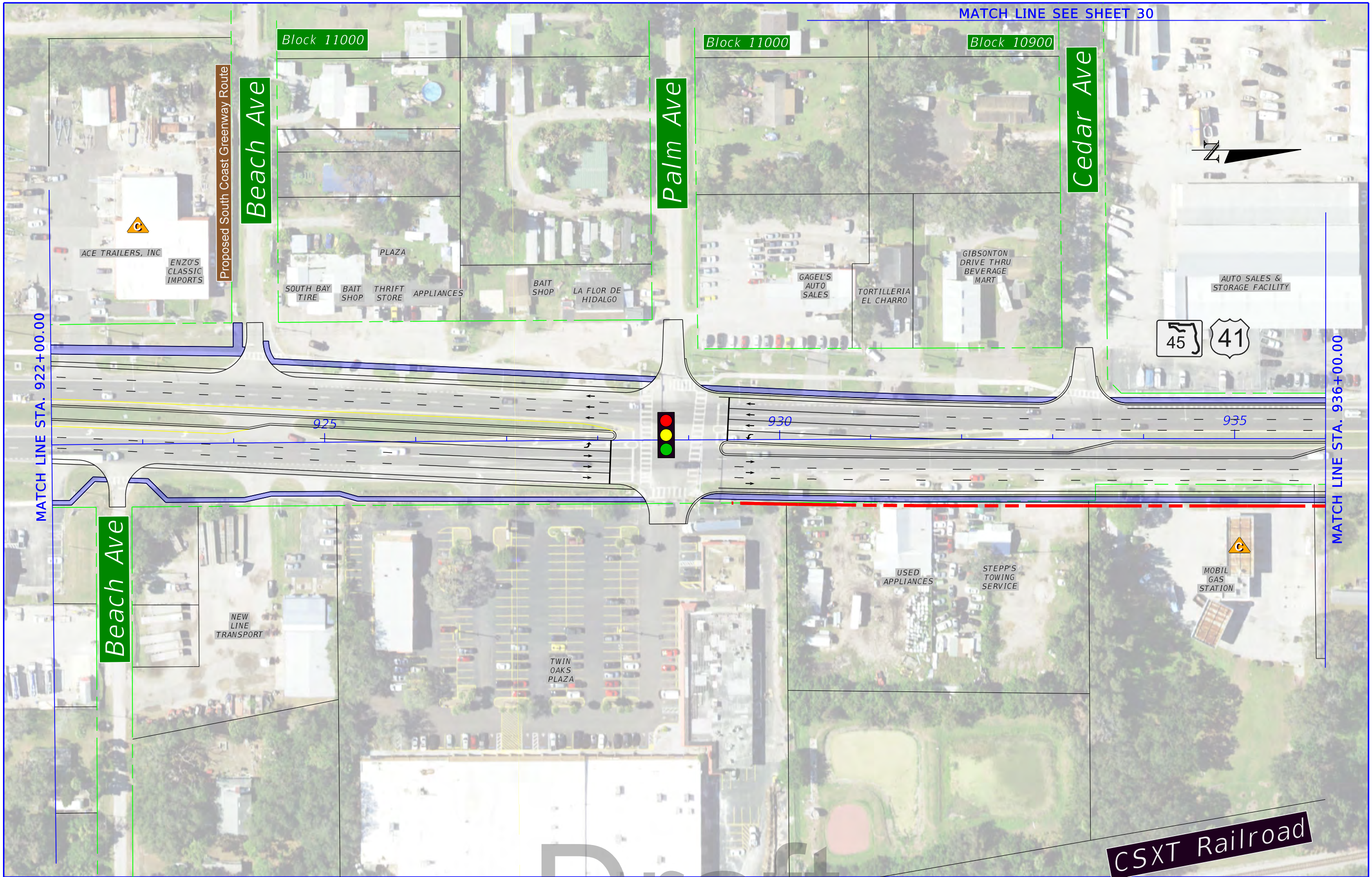
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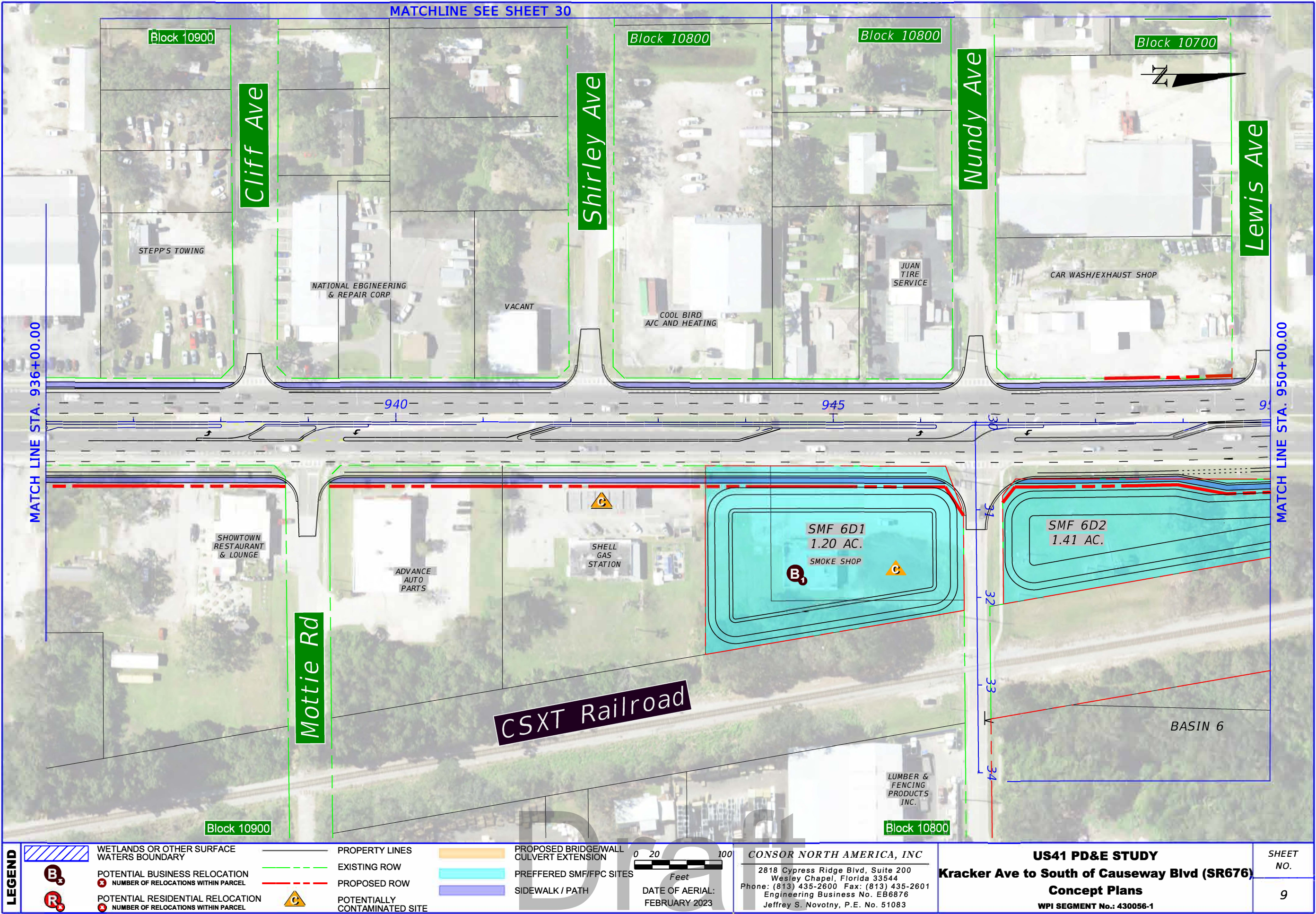
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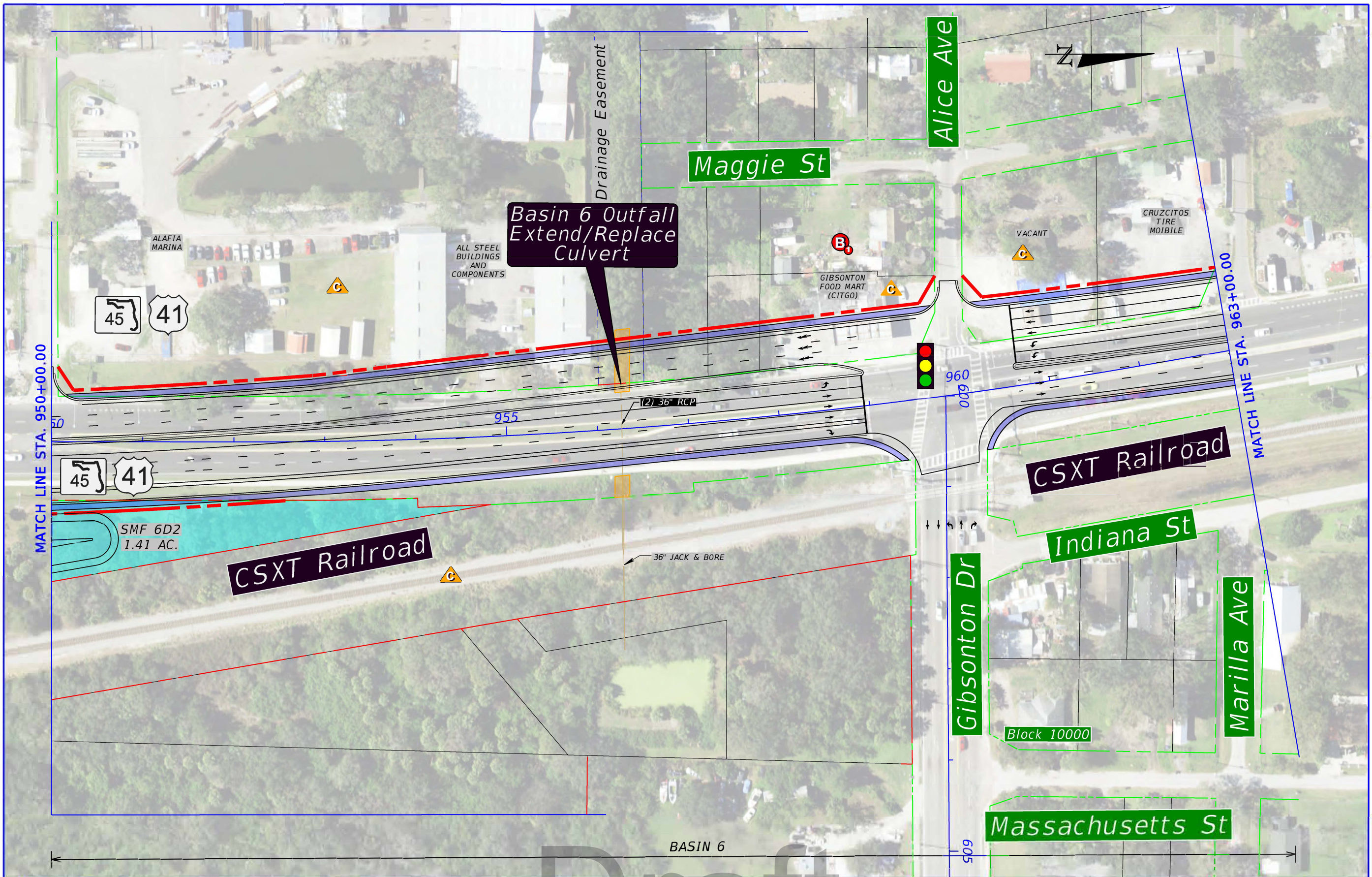


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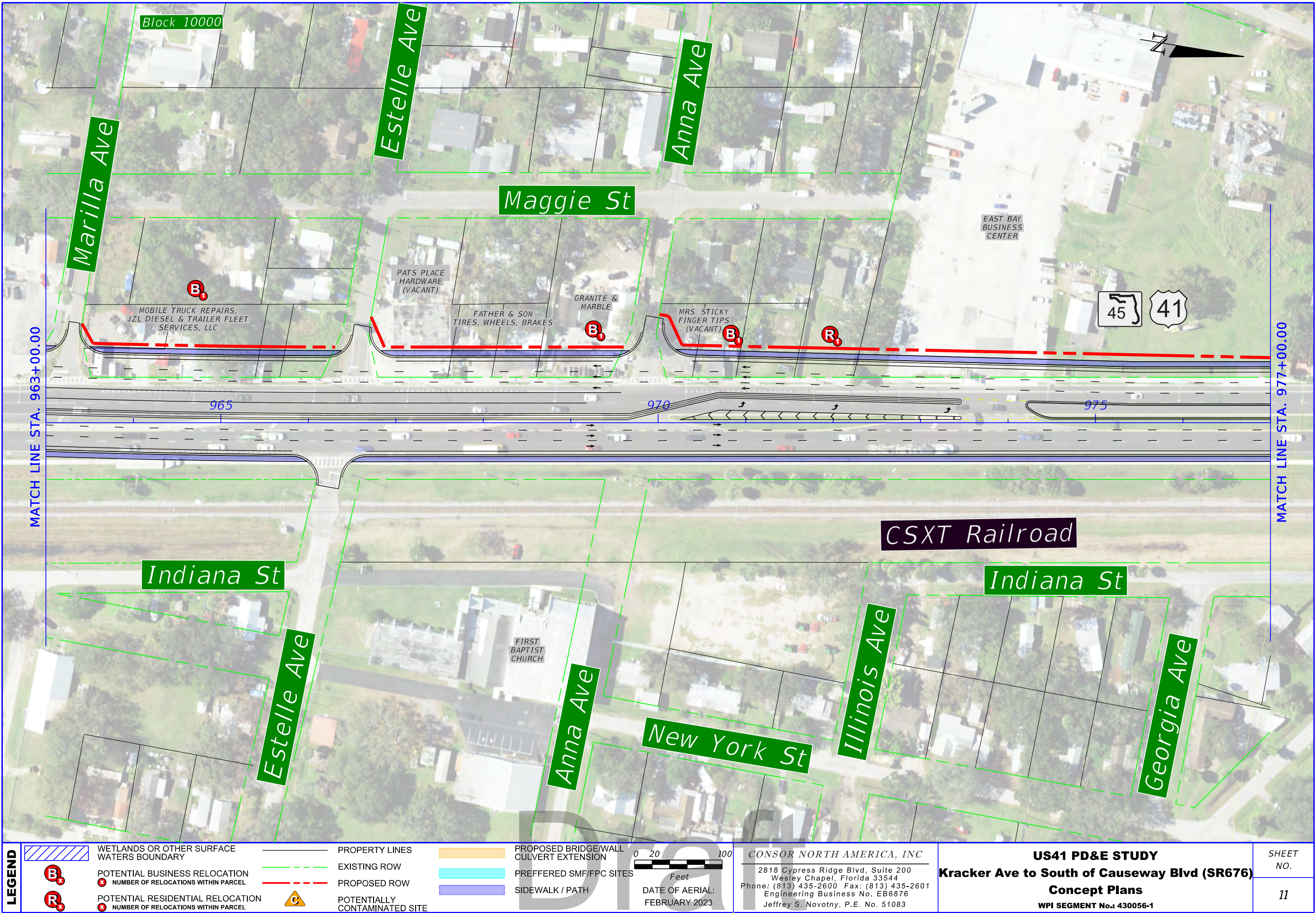
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		POTENTIAL RESIDENTIAL RELOCATION		PROPOSED ROW		SIDEWALK / PATH				
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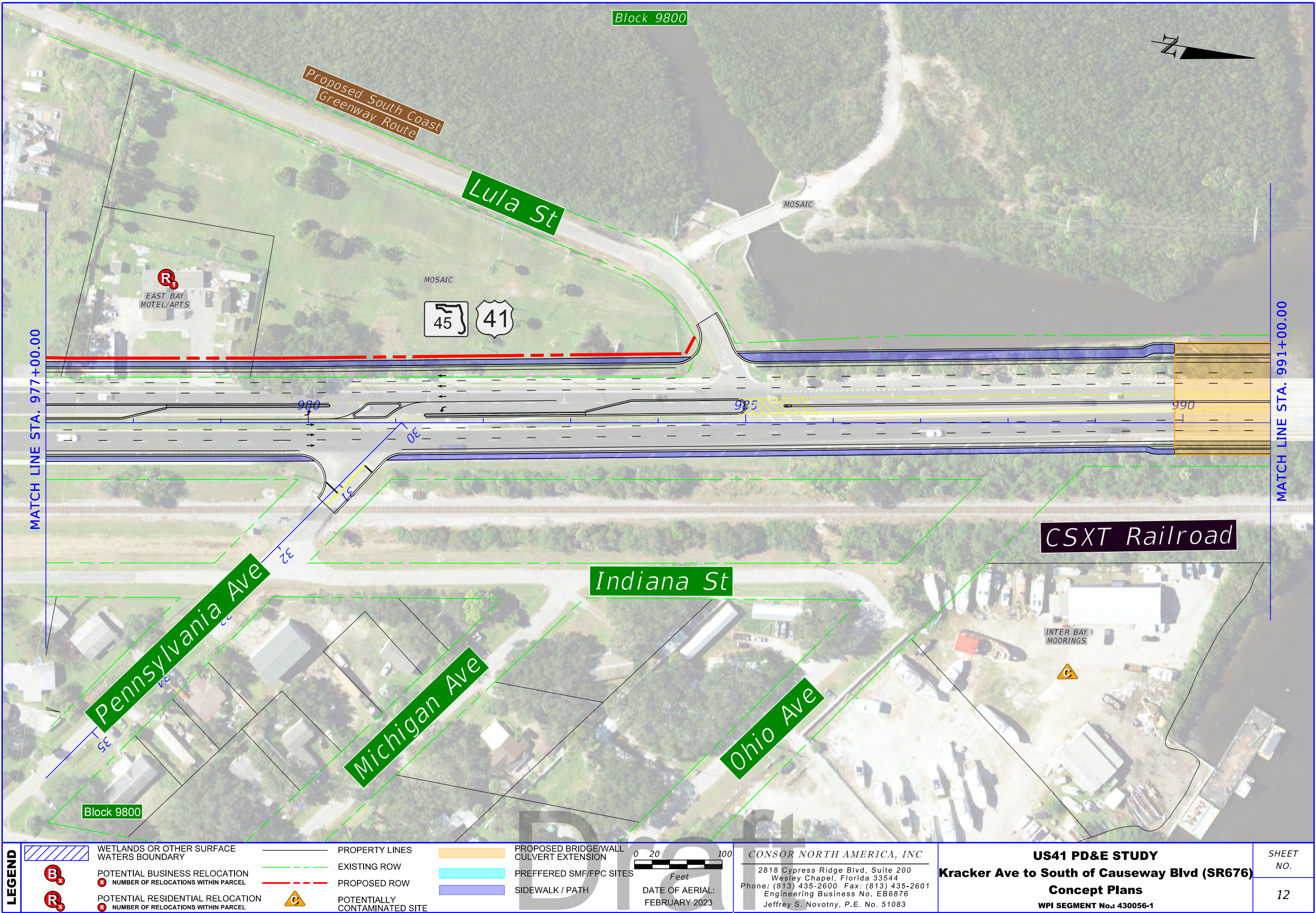


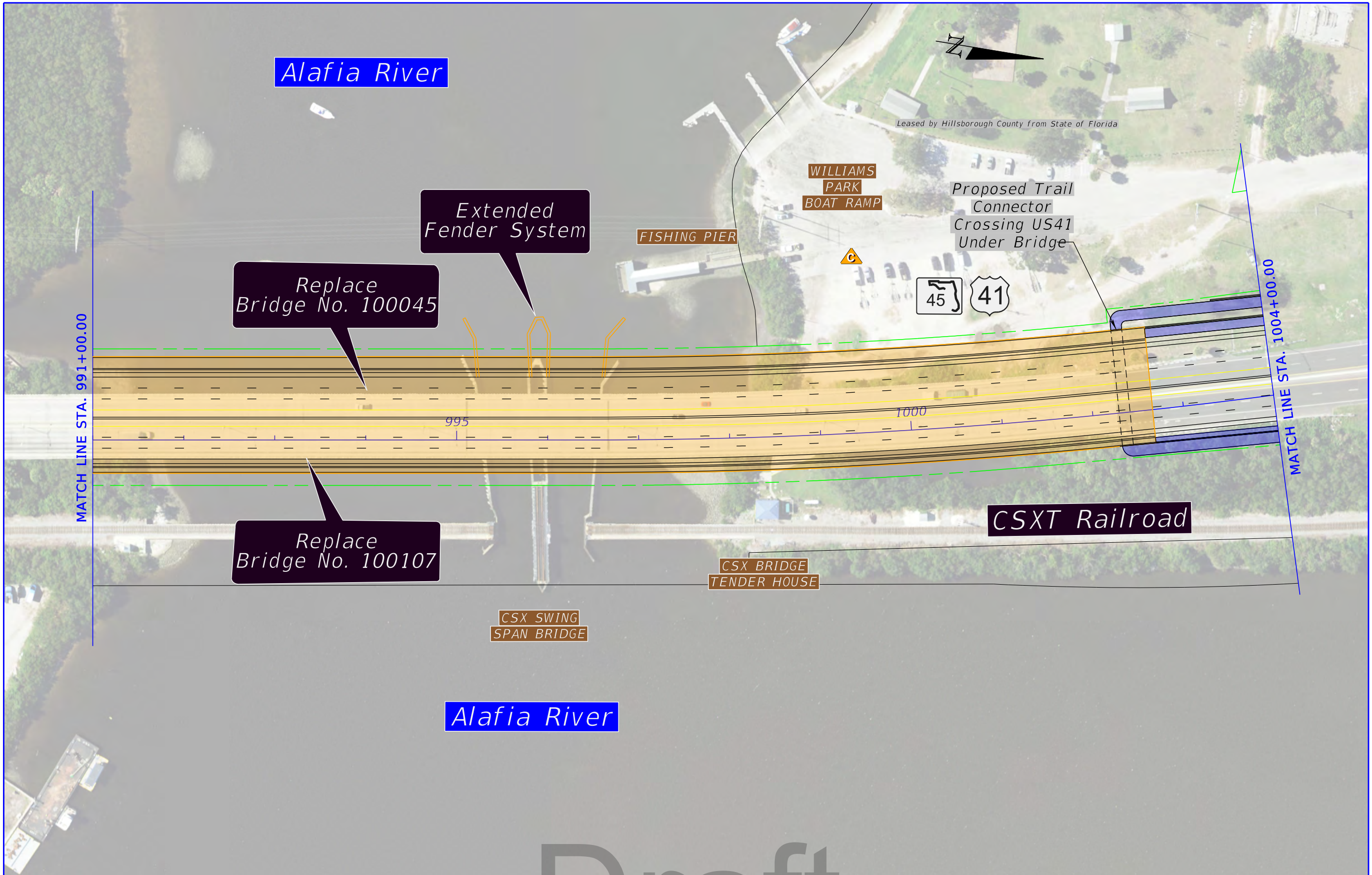


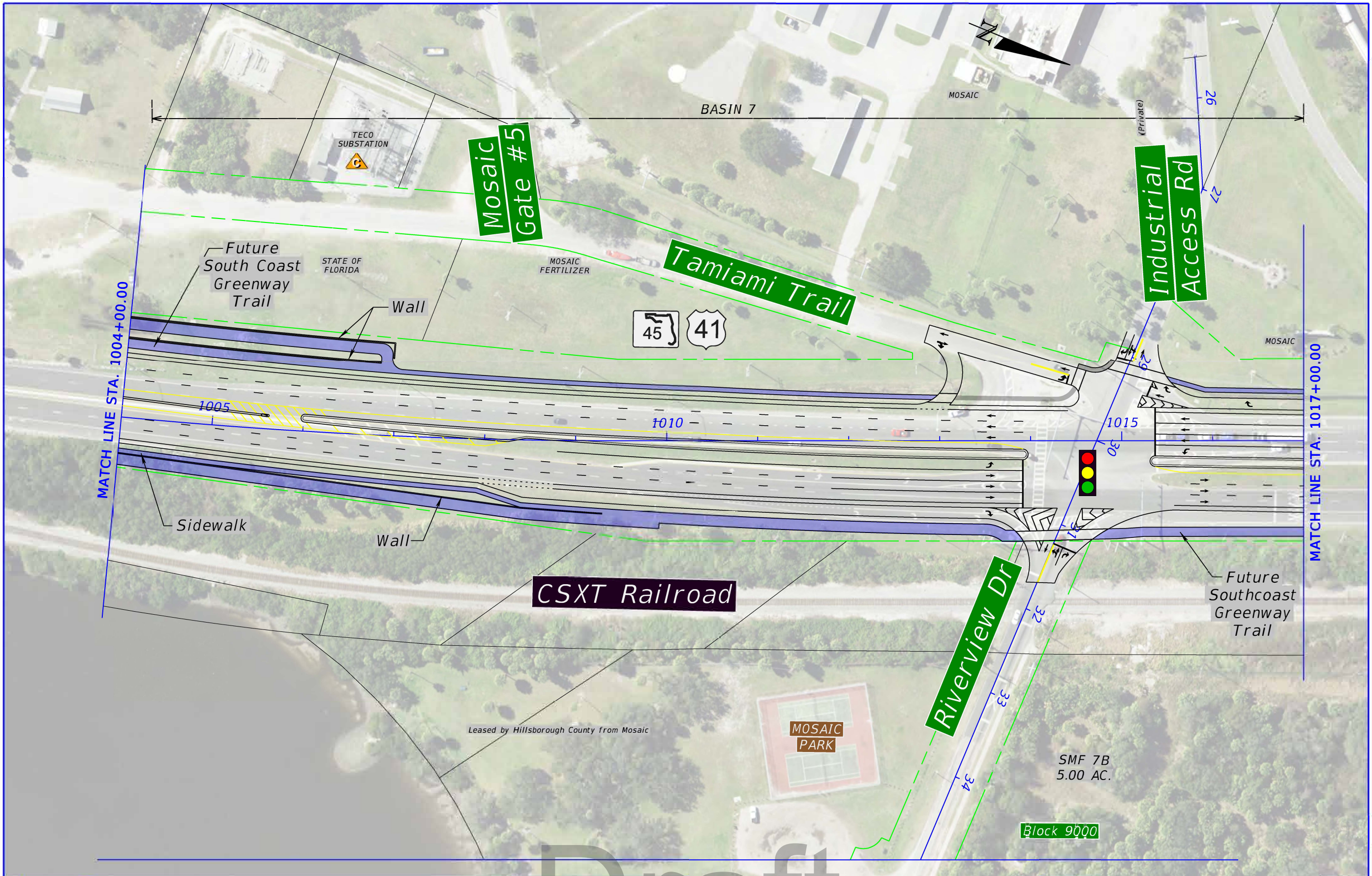
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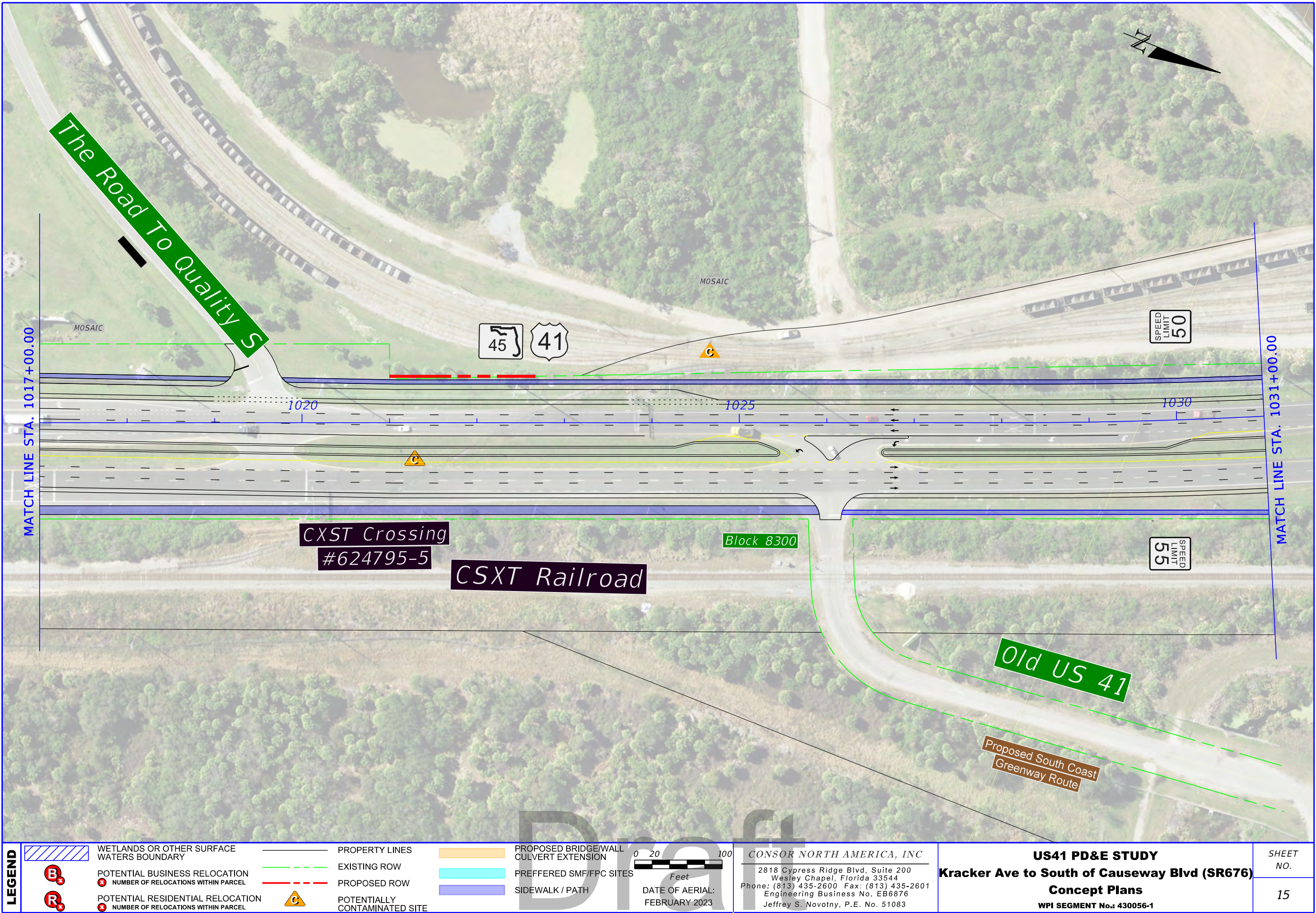


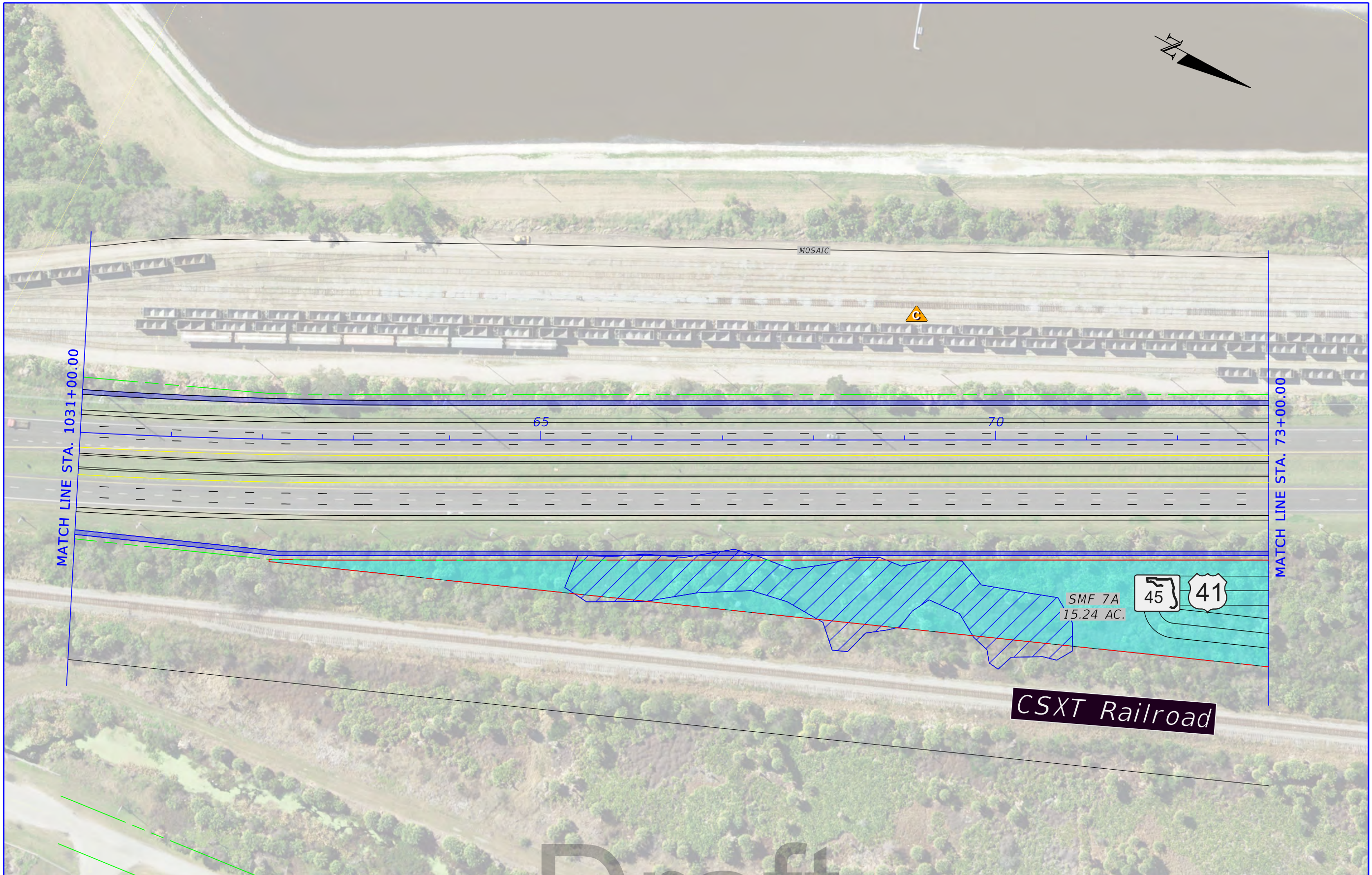






LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 14
		POTENTIAL BUSINESS RELOCATION		EXISTING ROW		PREFERRED SMF/FPC SITES				
		POTENTIAL RESIDENTIAL RELOCATION		PROPOSED ROW		SIDEWALK / PATH				
		POTENTIALLY CONTAMINATED SITE								





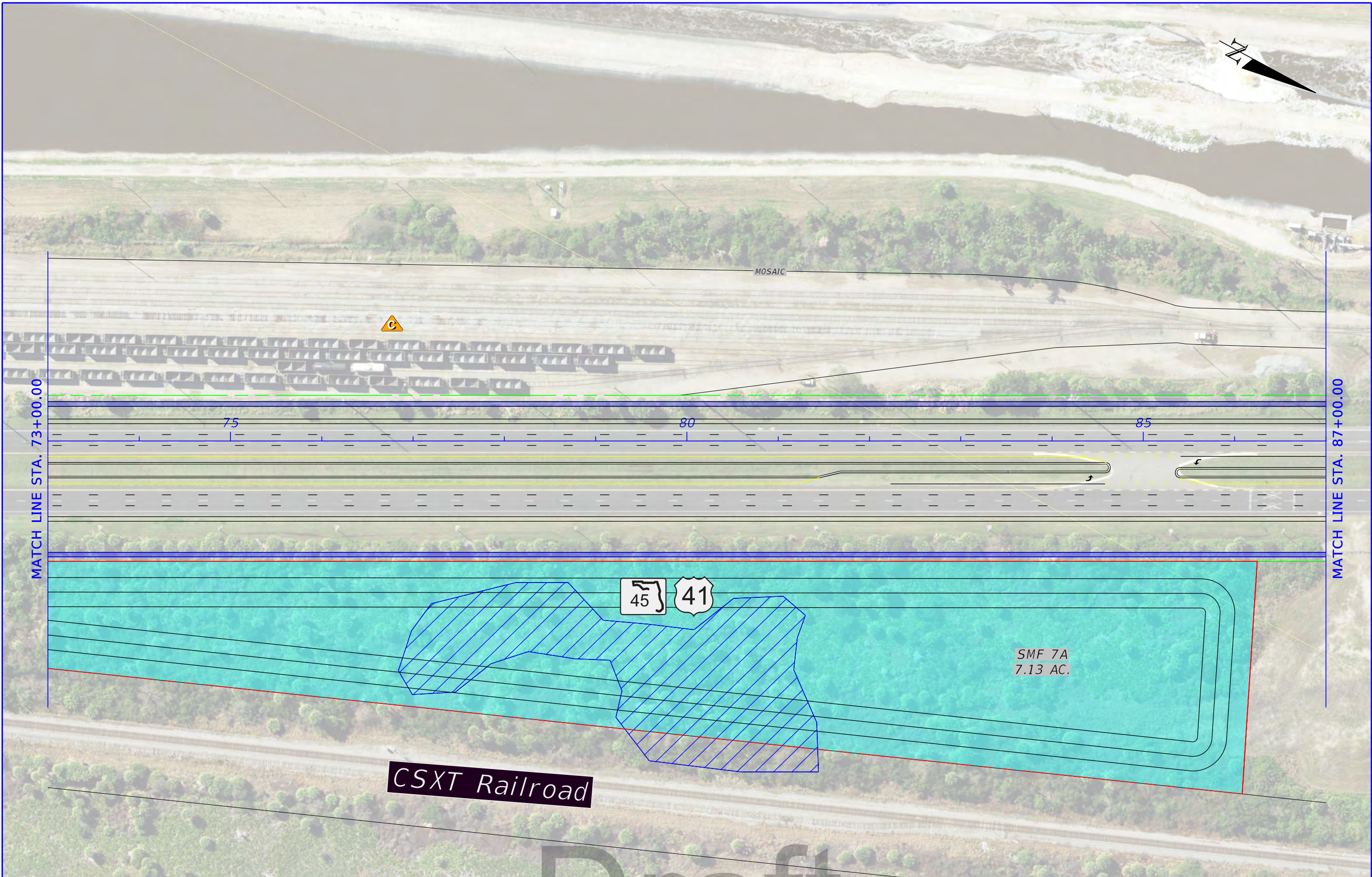
LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 16
		POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		EXISTING ROW		PREFERRED SMF/FPC SITES				
		POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL				SIDEWALK / PATH				

SUSERS

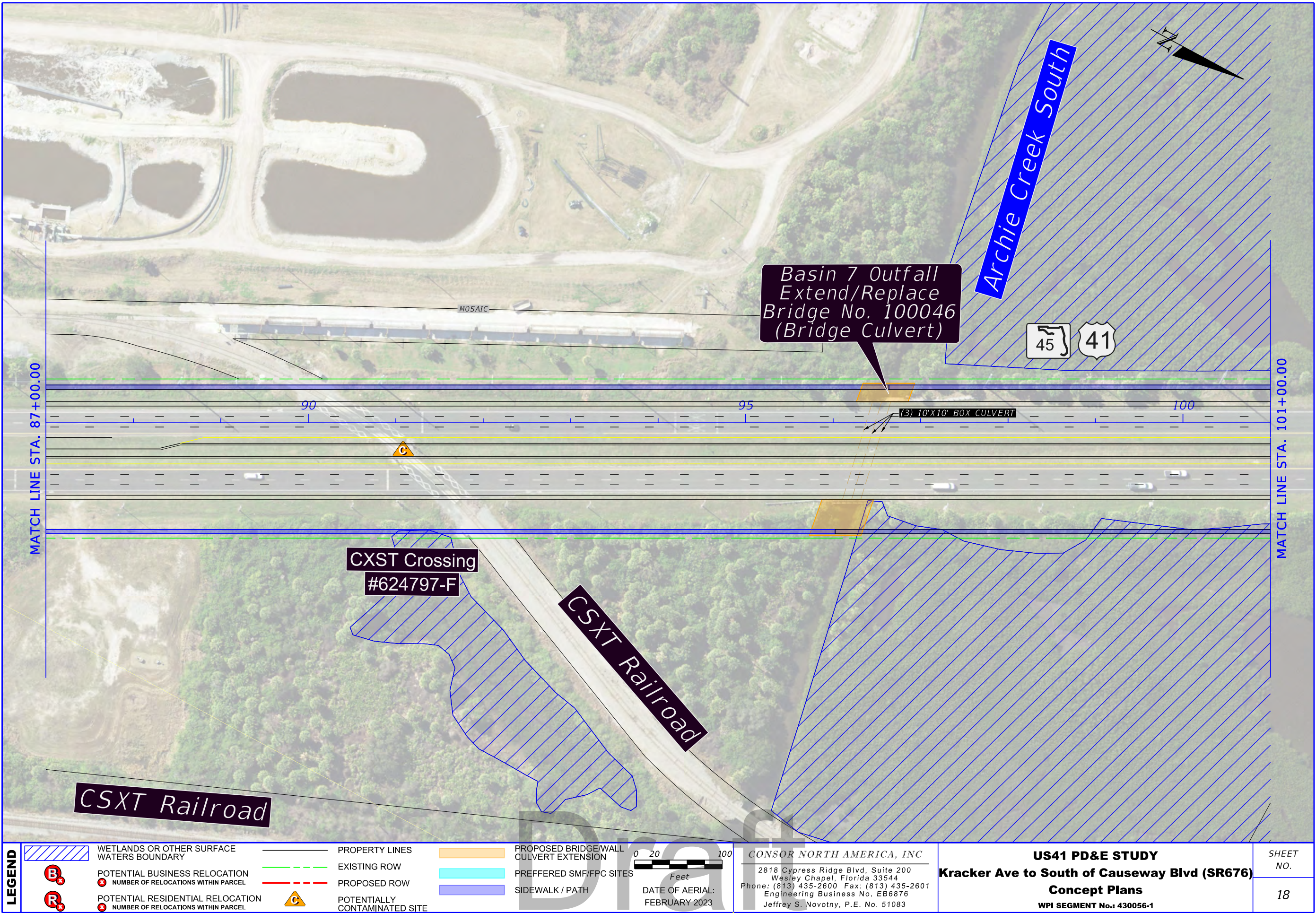
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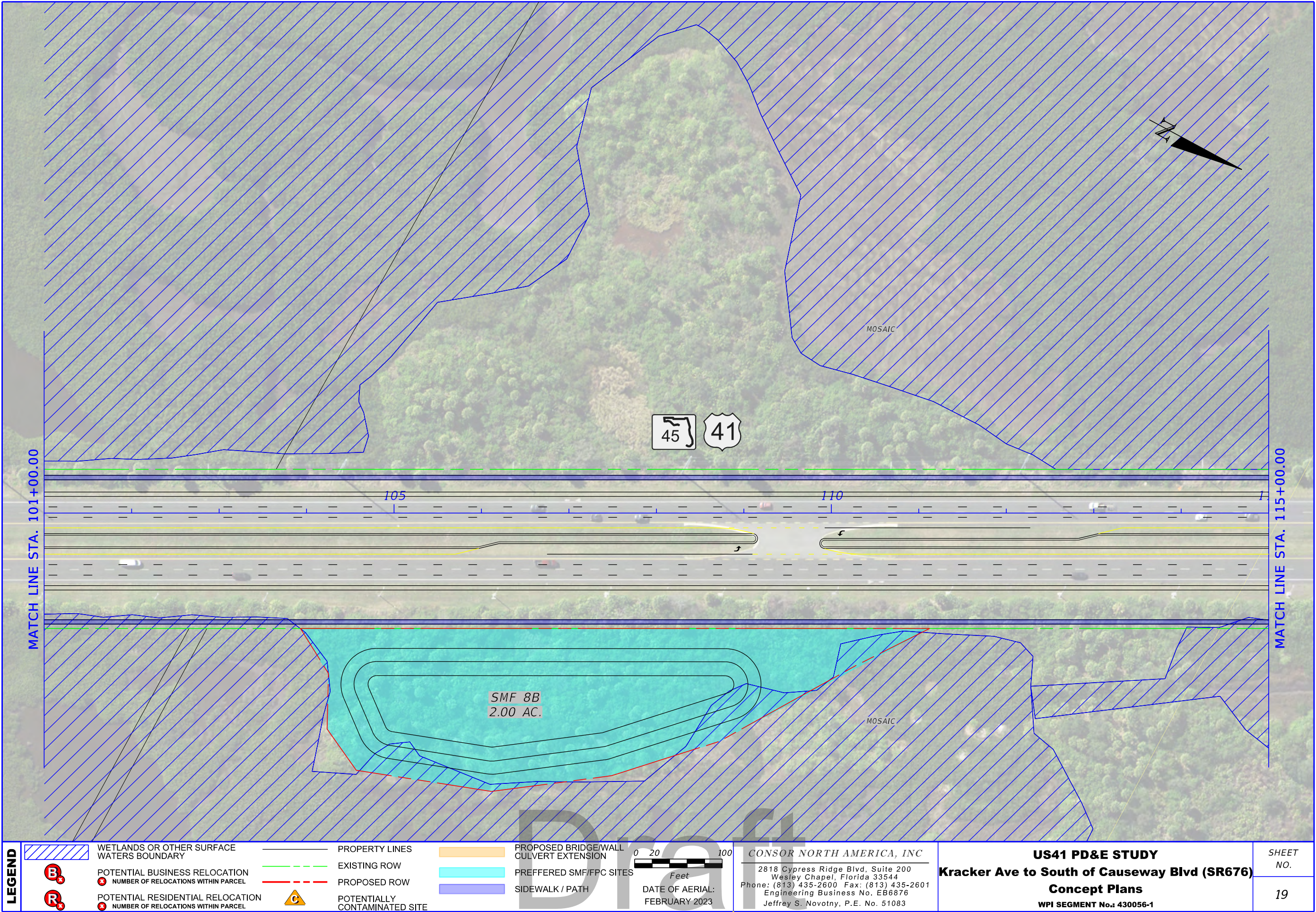
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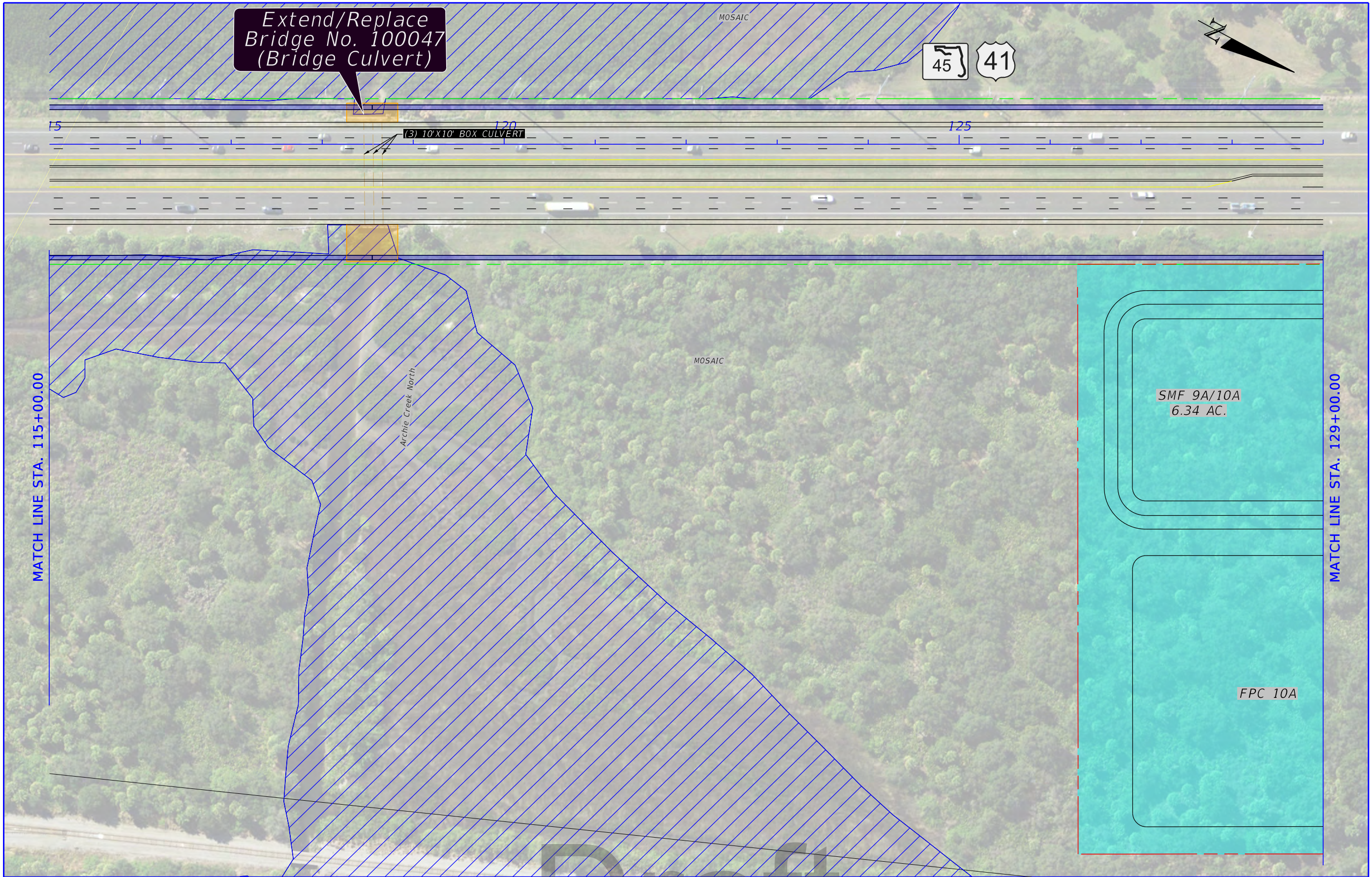
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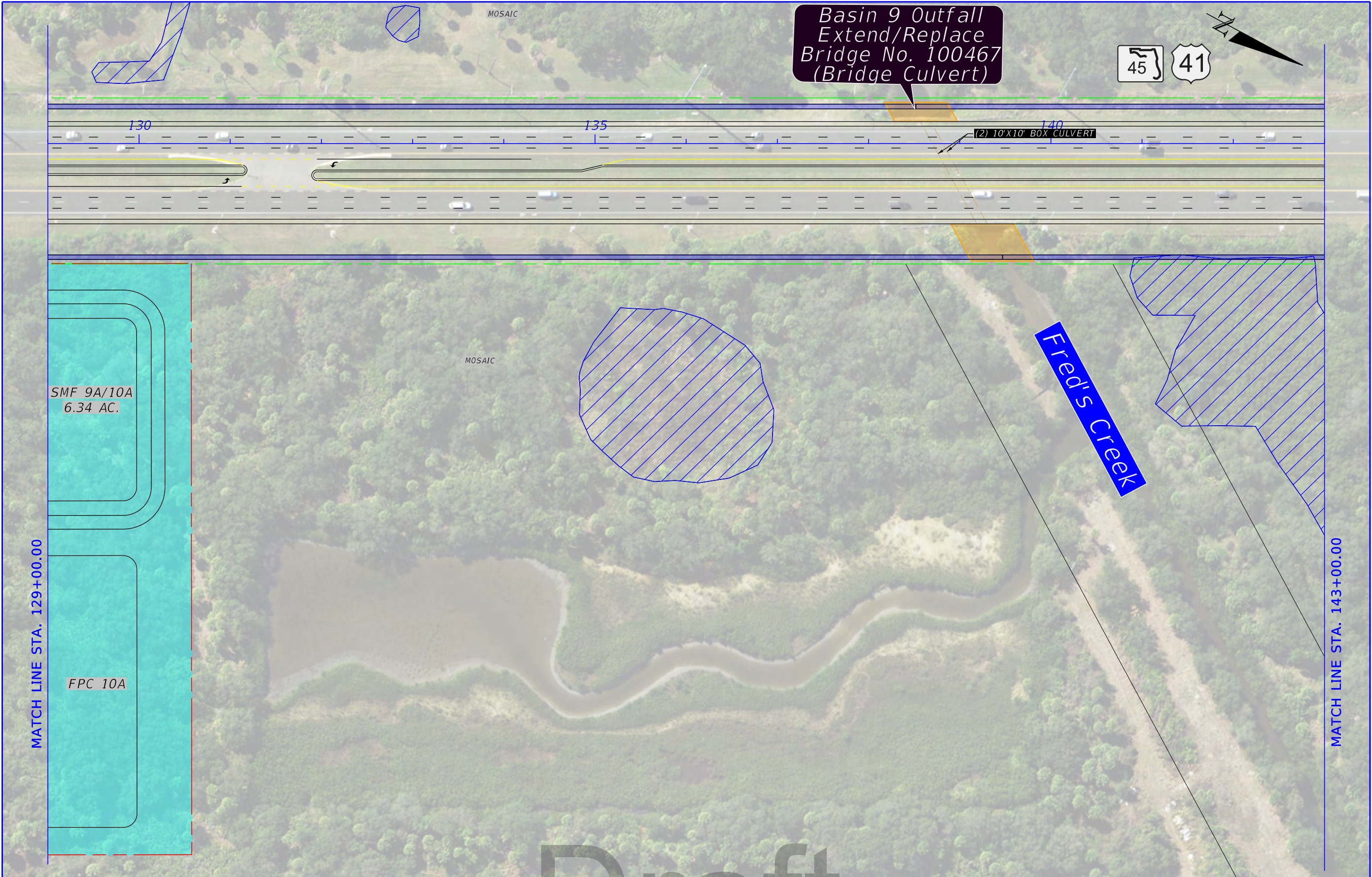
LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 17
		POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		EXISTING ROW		PREFERRED SMF/FPC SITES				
		POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL				SIDEWALK / PATH				



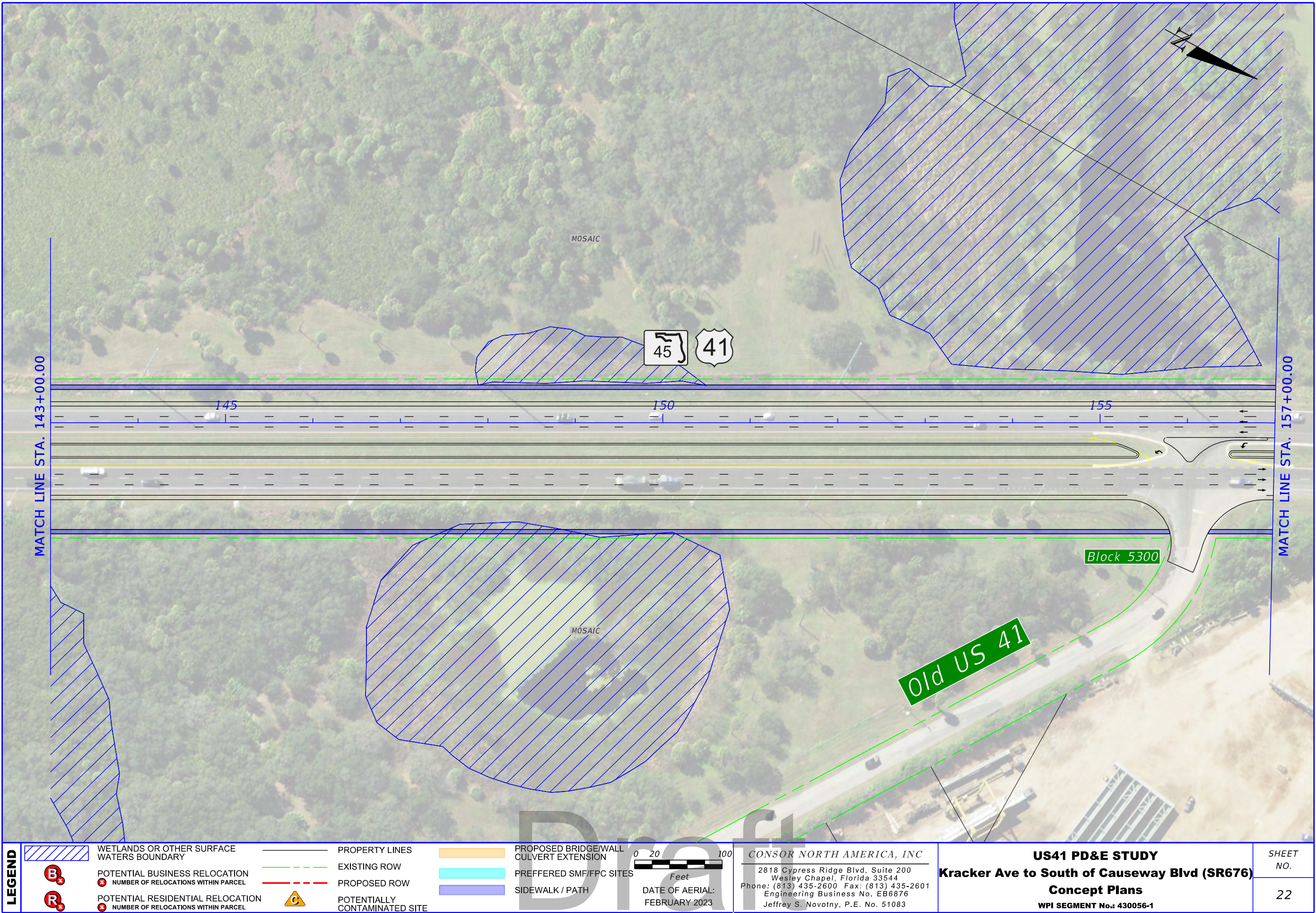















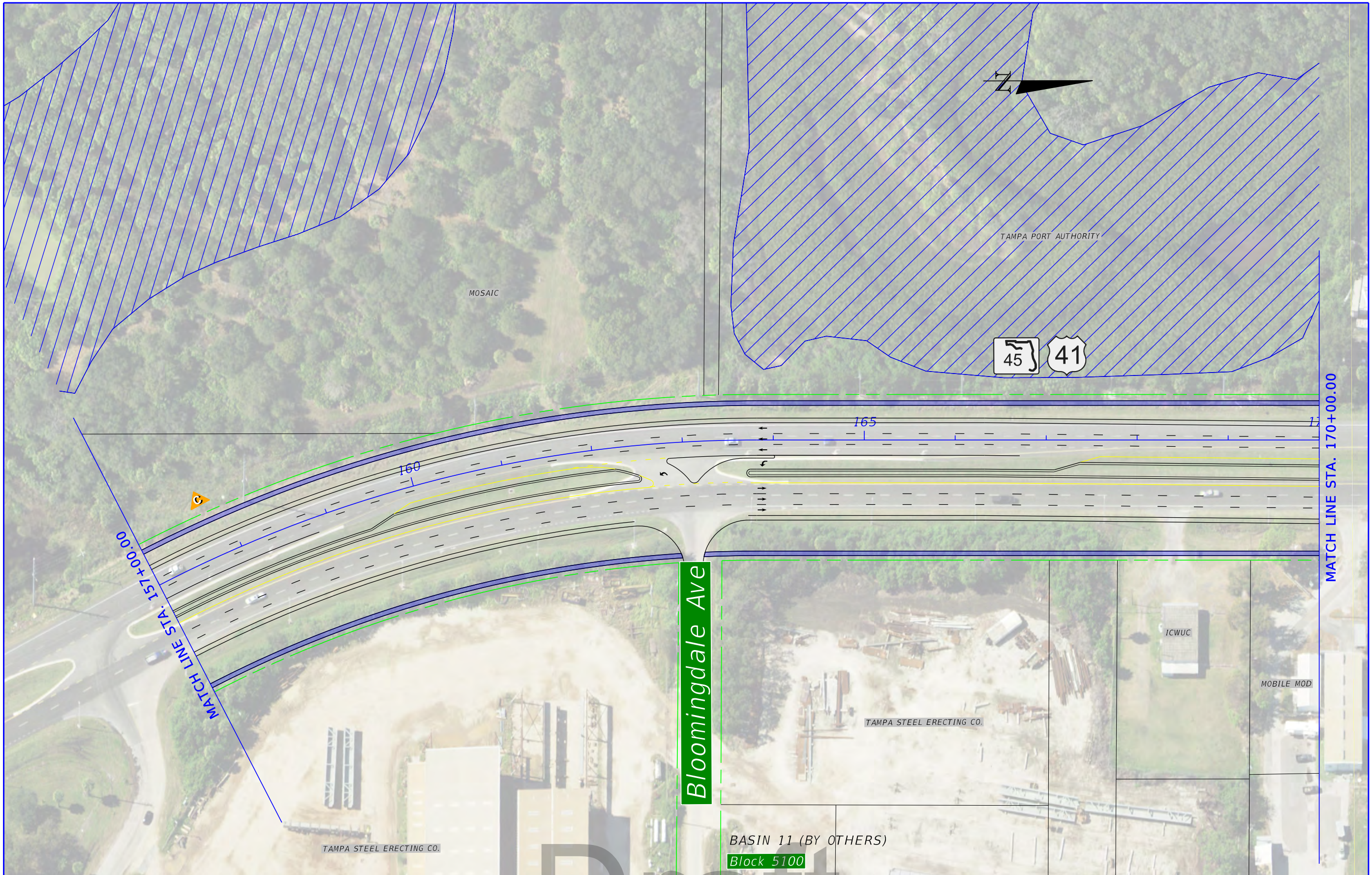
LEGEND	WETLANDS OR OTHER SURFACE WATERS BOUNDARY	PROPERTY LINES	PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 20
	POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL	EXISTING ROW	PREFERRED SMF/FPC SITES				
	POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		SIDEWALK / PATH				



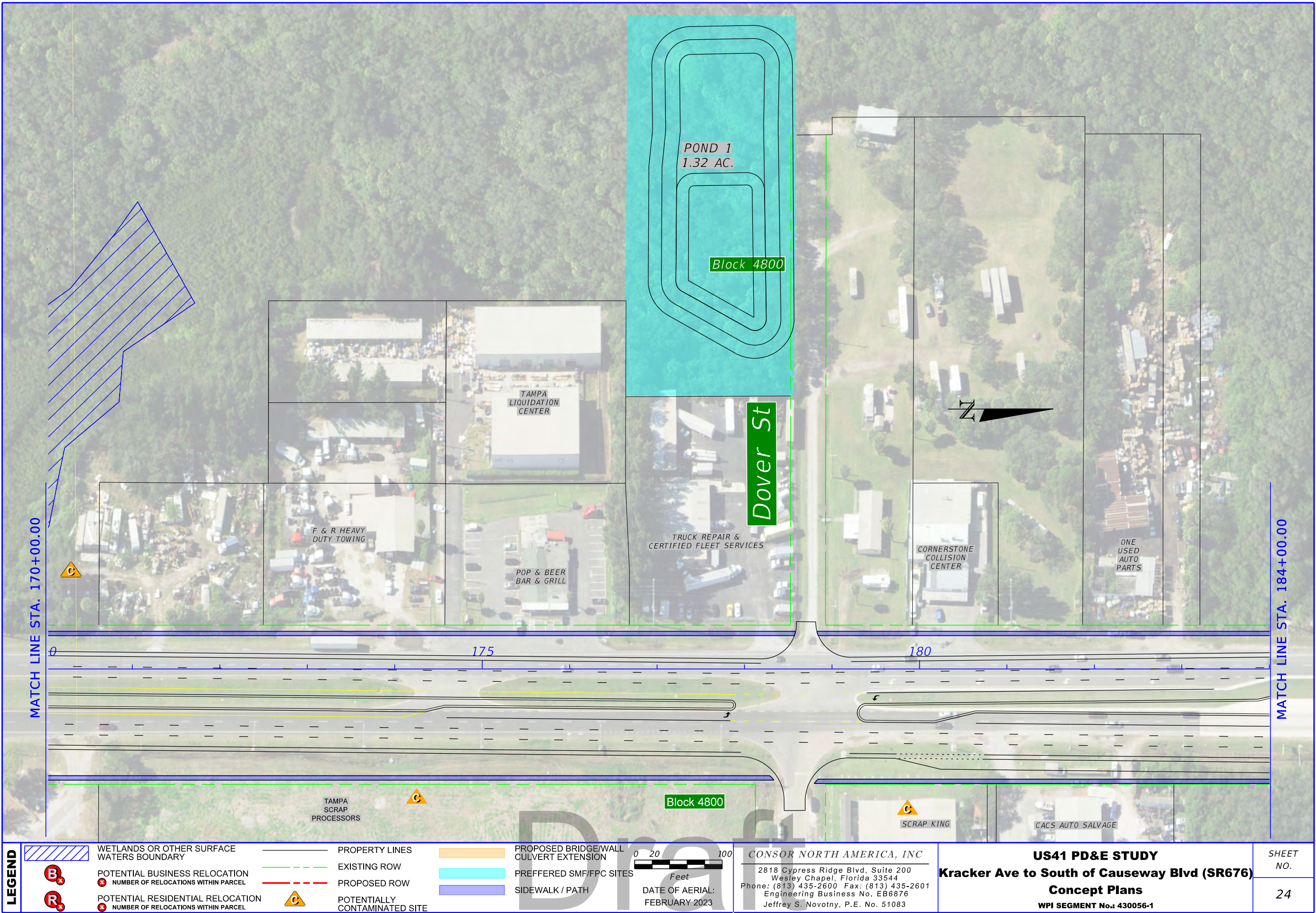
LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO.
		POTENTIAL BUSINESS RELOCATION		EXISTING ROW		PREFERRED SMF/FPC SITES				21
		POTENTIAL RESIDENTIAL RELOCATION		PROPOSED ROW		SIDEWALK / PATH				
		POTENTIALLY CONTAMINATED SITE								



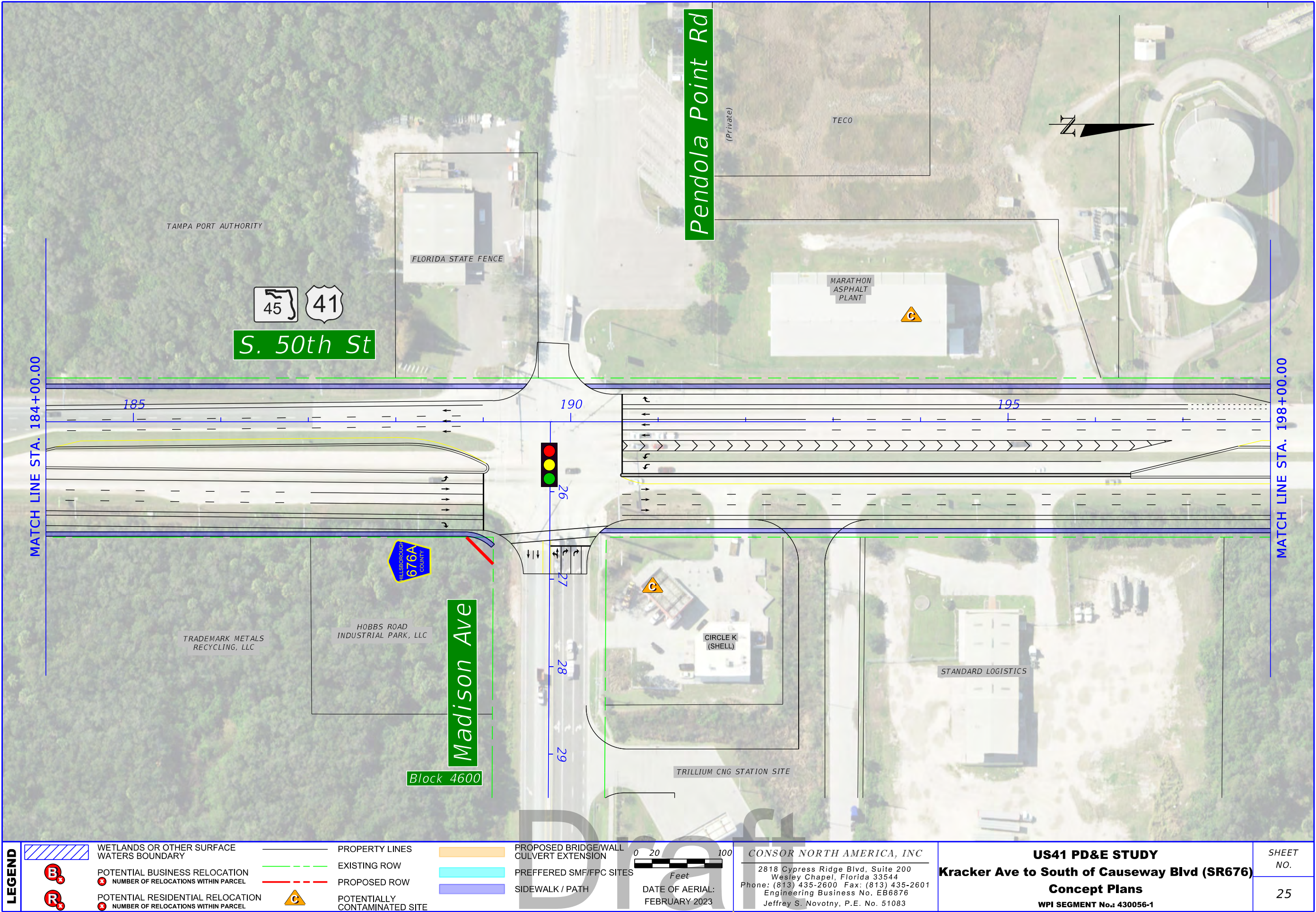
LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO.
		POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		EXISTING ROW		PREFERRED SMF/FPC SITES				22
		POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		PROPOSED ROW		SIDEWALK / PATH				
			POTENTIALLY CONTAMINATED SITE							



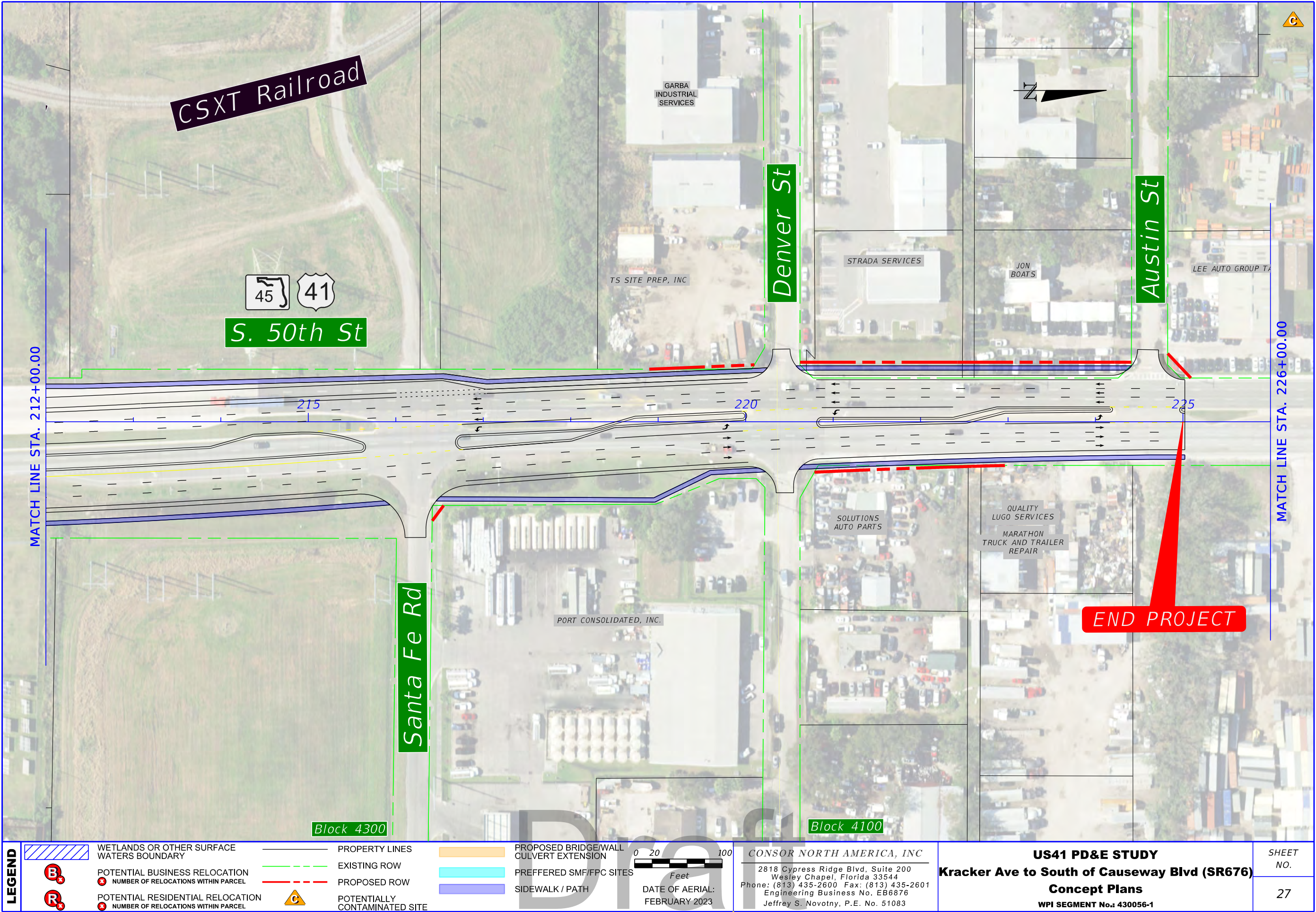
LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION		CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 23			
		POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		EXISTING ROW		PREFERRED SMF/FPC SITES						POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL	

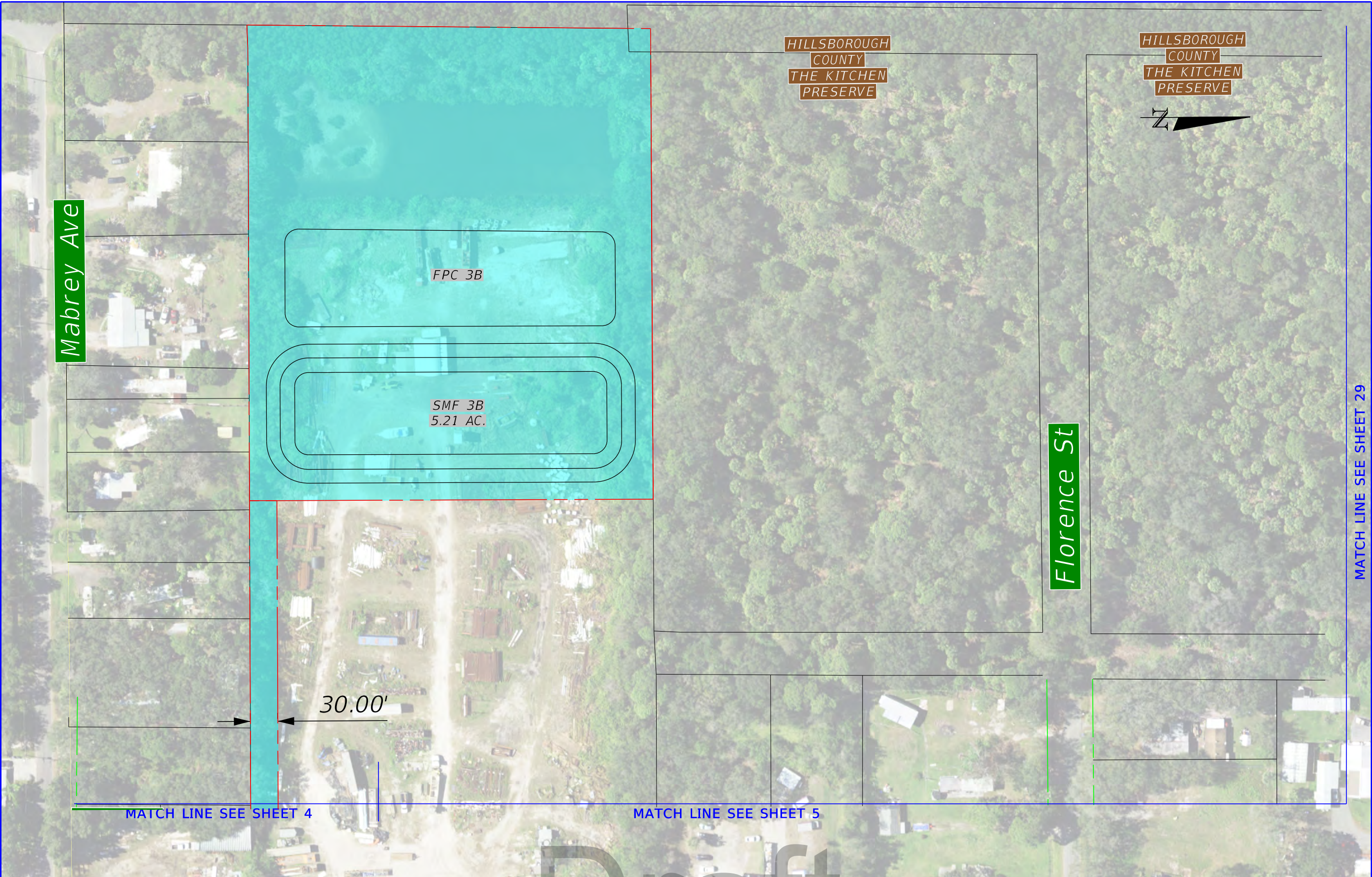


LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 24
		POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		EXISTING ROW		PREFERRED SMF/FPC SITES				
		POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL		PROPOSED ROW		POTENTIALLY CONTAMINATED SITE				



LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGE/WALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1	SHEET NO. 25
		POTENTIAL BUSINESS RELOCATION		EXISTING ROW		PREFERRED SMF/FPC SITES				
		POTENTIAL RESIDENTIAL RELOCATION		PROPOSED ROW		SIDEWALK / PATH				
		POTENTIALLY CONTAMINATED SITE								





LEGEND

WETLANDS OR OTHER SURFACE WATERS BOUNDARY

B₊

POTENTIAL BUSINESS RELOCATION

NUMBER OF RELOCATIONS WITHIN PARCEL

R₊

POTENTIAL RESIDENTIAL RELOCATION

NUMBER OF RELOCATIONS WITHIN PARCEL

PROPERTY LINES

EXISTING ROW

PROPOSED ROW

POTENTIALLY CONTAMINATED SITE

PROPOSED BRIDGE/WALL CULVERT EXTENSION

PREFERRED SMF/FPC SITES

SIDEWALK / PATH

0

20

100

Feet

DATE OF AERIAL:
FEBRUARY 2023

CONSOR NORTH AMERICA, INC

2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Engineering Business No. EB6876
Jeffrey S. Novotny, P.E. No. 51083

US41 PD&E STUDY

Kracker Ave to South of Causeway Blvd (SR676)

Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO.

28

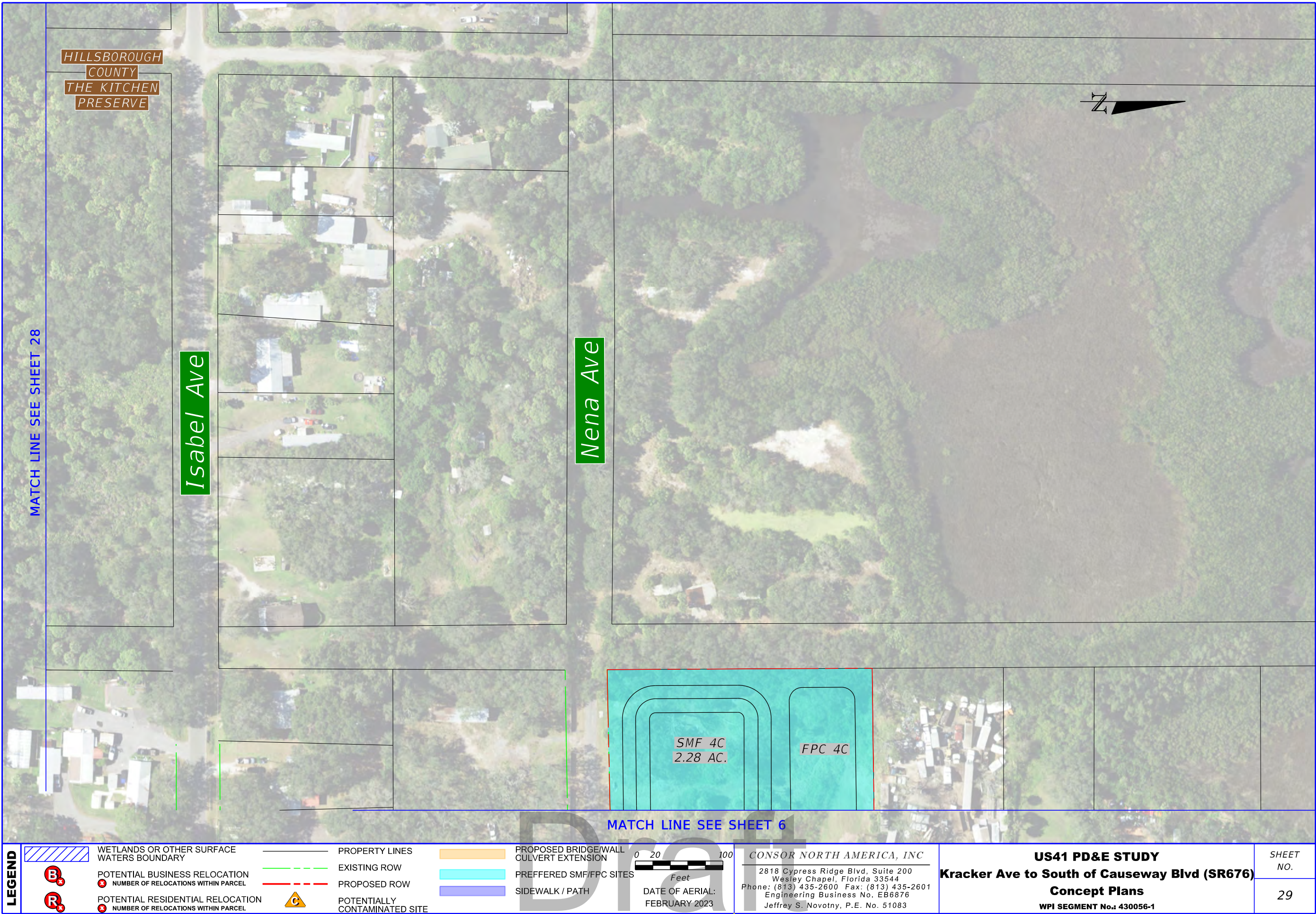
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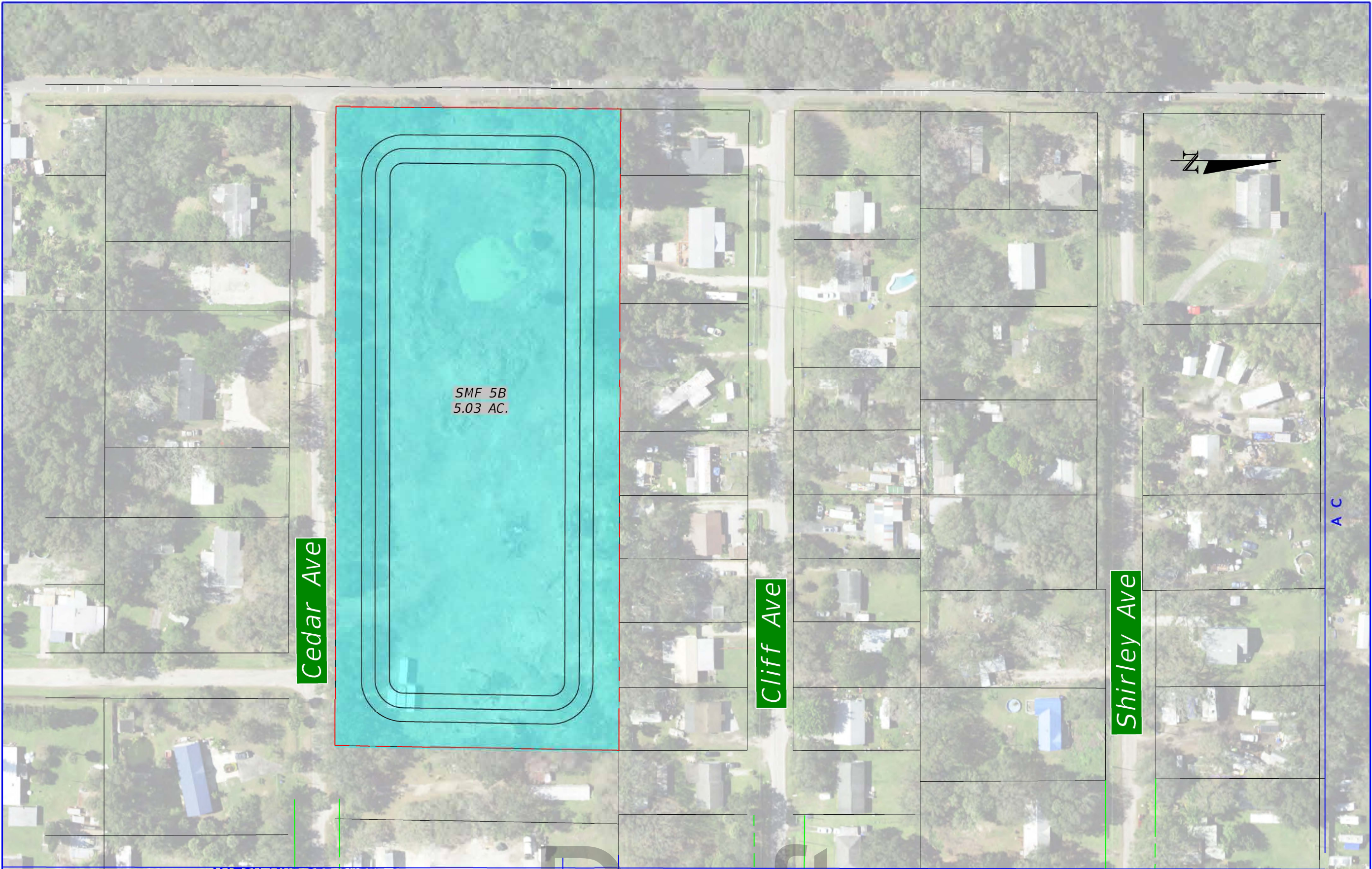
SDATES

STIMES

SFILES

MATCH LINE SEE SHEET 29





LEGEND		WETLANDS OR OTHER SURFACE WATERS BOUNDARY		PROPERTY LINES		PROPOSED BRIDGEWALL CULVERT EXTENSION	 DATE OF AERIAL: FEBRUARY 2023	CONSOR NORTH AMERICA, INC 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Engineering Business No. EB6876 Jeffrey S. Novotny, P.E. No. 51083	US41 PD&E STUDY Kracker Ave to South of Causeway Blvd (SR676) Concept Plans WPI SEGMENT No.: 430056-1		SHEET NO.
		POTENTIAL BUSINESS RELOCATION		EXISTING ROW		PREFERRED SMF/FPC SITES					30
		POTENTIAL RESIDENTIAL RELOCATION		PROPOSED ROW		SIDEWALK / PATH					
		NUMBER OF RELOCATIONS WITHIN PARCEL		POTENTIALLY CONTAMINATED SITE							

SUSERS

SDATES

\$TIMES

\$FILES