Florida Department of Transportation
PROJECT RE-EVALUATION FORM

1. **GENERAL INFORMATION** (originally approved Environmental Document)

a. Re-evaluation Phase: Design

b. Document Type and Date of Approval: Type 2 Categorical Exclusion approved March 24, 1994

c. Project Numbers: Federal Aid No.: MAF-212-1 (34)

Work Program Item Segment No.: 435749-1
ETDM No.: N/A

d. Project Name, Location and Limits (from original document): US 92 (State Road (SR) 600) from Garden Lane to County Line Road in Hillsborough County, Florida.

e. Segments of Highway Being Advanced: SR 600 (US 92) from US 301 to Mango Road (Work Program Item Segment No. 438997-1) and SR 600 (US 92) from Park Road to County Line Road (Work Program Item Segment No. 438998-1) in Hillsborough County, Florida

f. Prior Re-evaluations: N/A

g. Project Segment Planning Consistency

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US 92 from Park Road to County Line Road – approximately 3.1 miles					
Currently Adopted LRTP	Yes, this segment is included in the Hillsborough MPO Imagine 2040 LRTP Cost Feasible Plan in FY 2021 – 2025 (page 170).				
Phase	**Currently Approved TIP**	**Currently Approved STIP**	**TIP/STIP $**	**TIP/STIP Fiscal Year**	**Comments**
PE (Final Design)	Y	Y	$1,800,000	2017	PE (Final Design) funding for this segment can be found in the Hillsborough MPO's TIP (page 1-80) and in the current STIP.
Right of Way	N	N	$0	N/A	The right-of-way phase is currently included in the Hillsborough MPO Imagine 2040 LRTP Cost Feasible Plan in FY 2021 – 2025.

Construction	N	N	$0	N/A	The construction phase is currently included in the Hillsborough MPO Imagine 2040 LRTP Cost Feasible Plan in FY 2021 – 2025.

Pages from current TIP/STIP/LRTP are provided in Appendix A.

US 92 from US 301 to Mango Road – approximately 3.4 miles					
Currently Adopted LRTP	Yes, this segment is included in the Hillsborough MPO Imagine 2040 LRTP Cost Feasible Plan in FY 2026 – 2030 (page 170).				
Phase	**Currently Approved TIP**	**Currently Approved STIP**	**TIP/STIP $**	**TIP/STIP Fiscal Year**	**Comments**
PE (Final Design)	Y	Y	$1,250,000	2017	PE (Final Design) funding for this segment can be found in the Hillsborough MPO's TIP (page 1-79) and in the current STIP.
Right of Way	N	N	$0	N/A	The right-of-way phase is currently included in the Hillsborough MPO Imagine 2040 LRTP Cost Feasible Plan in FY 2026 – 2030.
Construction	N	N	$0	N/A	The construction phase is currently included in the Hillsborough MPO Imagine 2040 LRTP Cost Feasible Plan in FY 2026 – 2030.

Pages from current TIP/STIP/LRTP are provided in Appendix A.

h. Name and Title of FDOT Preparer: Robin Rhinesmith, Environmental Administrator

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2. EVALUATION OF CHANGES IN IMPACTS

	YES	NO	COMMENTS
A. SOCIAL IMPACTS			
1. Social	[ ]	[X]	
2. Economic	[ ]	[X]	
3. Land Use Changes	[ ]	[X]	
4. Mobility	[ ]	[X]	
5. Aesthetic Effects	[ ]	[X]	
6. Relocation Potential	[X]	[ ]	See Attachment A, Section A.6
7. Farmland	[ ]	[X]	
B. CULTURAL IMPACTS			
1. Section 4(f)	[ ]	[X]	
2. Historic Sites/Districts	[X]	[ ]	See Attachment B, Section B.2
3. Archaeological Sites	[X]	[ ]	See Attachment B, Section B.3
4. Recreation Areas	[ ]	[X]	
C. NATURAL ENVIRONMENT			
1. Wetlands and Other Surface Waters	[X]	[ ]	See Attachment C, Section C.1
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[X]	
3. Water Quality	[X]	[ ]	See Attachment C, Section C.3
4. Wild and Scenic Rivers	[ ]	[X]	
5. Drainage and Floodplains	[X]	[ ]	See Attachment C, Section C.5
6. Coastal Zone Consistency	[ ]	[X]	
7. Coastal Barrier Resources	[ ]	[X]	
8. Protected Species and Habitat	[X]	[ ]	See Attachment C, Section C.8
9. Essential Fish Habitat	[ ]	[X]	
D. PHYSICAL IMPACTS			
1. Highway Traffic Noise	[X]	[ ]	See Attachment D, Section D.1
2. Air Quality Analysis	[X]	[ ]	See Attachment D, Section D.2
3. Contamination	[X]	[ ]	See Attachment D, Section D.3
4. Utilities and Railroads	[X]	[ ]	See Attachment D, Section D.4
5. Scenic Highways	[ ]	[X]	
6. Construction	[ ]	[X]	
7. Bicycles and Pedestrians	[X]	[ ]	See Attachment D, Section D.7
8. Navigation	[ ]	[X]	

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3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

The original Type 2 Categorical Exclusion (CE) was approved by the Federal Highway Administration (FHWA) on March 24, 1994. The approved PD&E Study documented proposed improvements along SR 600 (US 92) from Garden Lane to County Line Road in Hillsborough County, Florida.

In conducting the alternatives analysis for the PD&E Study Re-evaluation, consideration was given to changed conditions that may result in a change in the Preferred Build Alternative from the original 1994 PD&E Study. As an example, changes in existing land use from the date of the original study (1994) to current existing land use would warrant consideration of alignment alternatives to minimize impacts to existing land use. Also, changes from the 1994 design standards to current design standards, changes in proposed design speeds, and changes in projected traffic volumes have resulted in new typical sections being considered. All of the typical sections discussed below have been revised and updated from the original 1994 PD&E Study based on new design criteria and standards.

The project was divided into new evaluation segments based on changes in land use and the proposed typical section in comparison with the land use and typical sections from the original 1994 PD&E Study. The new evaluation segment limits are shown in Figure 1.

Planned design changes include changes in the typical section throughout the length of the project; shifts in the roadway alignment for Segment 2, Segment 6, and a portion of Segment 9; changes in right-of-way needs; new design variations; and changes in drainage design. A description of these changes is provided below.

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Changes in Typical Section, Roadway Alignment and Right-of-Way

Preferred Alternative from Original 1994 US 92 PD&E Study

The Preferred Alternative identified in the original 1994 PD&E Study is described below.

From Garden Lane to Falkenburg Road, the proposed improvement consisted of a six-lane urban facility with a 22-foot median within 122 feet of right-of-way and with a 45 miles per hour (mph) speed limit.

From Falkenburg Road to Kingsway Road, from Forbes Road to Mobley Street, and from Park Road to County Line Road, the proposed improvement consisted of a four-lane urban facility with a 46-foot median allowing for future expansion to six lanes within 122 feet of right-of-way and a 45 mph design speed.

From Kingsway Road to Forbes Road, the proposed improvement consisted of a four-lane rural facility with a 46-foot median within 198 feet of right-of-way and a 60 mph design speed.

Between Mobley Street and Park Road, the existing alignment and typical section of the one-way pair system was selected as a No-Build segment with the exception that Baker Street between Mobley Street and Whitehall Street would be converted to an urban section.

Re-evaluation Recommendations

Based on a comparative evaluation of the Recommended Build Alternative impacts and ability to meet the purpose and need for this project as well as public input and agency coordination received to date, the Recommended Build Alternative for each of the 11 segments shown in Figure 1 has been determined as described below.

Segment 1 from east of I-4 (Garden Lane) to west of CR 579 (Mango Road)

From Garden Lane to west of Interstate 75 (I-75) and from just east of I-75 to west of Mango Road, the recommended typical section is a suburban roadway with two 11-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 44-foot median with eight-foot inside shoulders. Type F curb and gutter is used along the outside lanes and curb inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. A 17-foot border is provided along both sides of the roadway and accommodates five-foot sidewalks and five-foot tie down widths on both sides of the road. This typical section requires a minimum of 136 feet of right-of-way and complies with the FDOT minimum design speed of 45 miles per hour (mph). The recommended typical section for Segment 1 is shown in Figure 2.

From just west of I-75 to just east of I-75, the recommended typical section is constrained by the piers for I-75. The recommended typical section under I-75 is an urban roadway with two 11-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 40.5-foot median with eight-foot inside shoulders. Pier protection barrier is located between the bike lanes and the piers and six-foot sidewalks are located behind the piers on both sides of the roadway. Inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. This typical section complies with the FDOT minimum design speed of 45 mph. This recommended typical section is shown in Figure 3.

The recommended alignment for Segment 1 from Garden Lane to west of Mango Road follows the preferred alignment from the original 1994 PD&E Study. From Garden Lane to Falkenburg Road, the recommended alignment is a north alignment with right-of-way to be acquired from the north side of the roadway. From Falkenburg Road to just west of Mango Road, the alignment shifts to a south alignment with right-of-way to be acquired from the south side of the roadway.

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Segment 2 from west of Mango Road to east Mango Road

The recommended typical section for this segment is the same as for the major portion of Segment 1 and is shown in Figure 2.

The preferred alignment from the original 1994 PD&E Study in this segment was a centered alignment. North, center and south alignments were evaluated due to additional development which has occurred in the vicinity of the Mango Rd intersection. The recommended alignment for Segment 2 from west of Mango Road to east Mango Road is the north alignment. This alignment was selected to minimize impacts to the Seffner Christian Academy in the southwest quadrant of the US 92 and Mango Road intersection, and to minimize impacts to the Hardees Restaurant in the southeast quadrant of the intersection. This alignment begins as a south alignment adjacent to Segment 1 and then transitions to the north side of US 92 through the intersection, and then transitions to a south alignment at the beginning of Segment 3.

Segment 3 from east of Mango Road to North Parsons Avenue

The recommended typical section for this segment is the same as for the major portion of Segment 1 and is shown in Figure 2.

The recommended alignment for Segment 3 from east of Mango Road to North Parsons Avenue follows the recommended alignment from the original 1994 PD&E Study and is a south alignment.

Segment 4 from North Parsons Avenue to east of Crow Wing Drive

The recommended typical section for this segment is the same as for the major portion of Segment 1 and is shown in Figure 2.

North, south, and center alignments were evaluated due to additional developments which have occurred on the north side of the road. The recommended alignment for Segment 4 follows the preferred alignment from the original 1994 PD&E Study and is a north alignment.

Segment 5 from east of Crow Wing Drive to Castlewood Road

The recommended typical section for this segment is a high speed suburban roadway with two 12-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 54-foot median with eight-foot inside shoulders. Type E curb and gutter is used along the outside lanes and curb inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. A 29-foot border is provided along both sides of the roadway and accommodates five-foot sidewalks on both sides of the road. This typical section requires a minimum of 160 feet of right-of-way and complies with the FDOT minimum design speed of 50 mph. The recommended typical section for Segment 5 is shown in Figure 4.

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The recommended alignment for Segment 5 from east of Crow Wing Drive to Castlewood Road follows the preferred alignment from the original 1994 PD&E Study and is a north alignment.

Segment 6 from Castlewood Road to west of Gallagher Road

The recommended typical section for this segment is the same as for Segment 5 and is shown in Figure 4.

The preferred alignment from the original 1994 PD&E Study alignment in this segment was a north alignment. North, center, and south alignments were evaluated due to additional developments which have occurred in the vicinity of McIntosh Road. The recommended alignment for Segment 6 from Castlewood Road to west of Gallagher Road is the south alignment. The south alignment was selected because the estimated right-of-way acquisition costs are less than the north alignment and to minimize impacts to Driscoll's of Florida and Independence Academy.

Segment 7 from west of Gallagher Road to Lynn Oaks Circle

The recommended typical section for Segment 7 is the same as for Segment 5 and is shown in Figure 4.

The recommended alignment for Segment 7 from west of Gallagher Road to Lynn Oaks Circle follows the preferred alignment from the original 1994 PD&E Study and is a south alignment.

Segment 8 from Lynn Oaks Circle to east of Bethlehem Road

The recommended typical section for Segment 8 is the same as for Segment 5 and is shown in Figure 4.

North, center, and south alignments were evaluated due to a reduction in the proposed typical section width. The recommended alignment for Segment 8 from Lynn Oaks Circle to east of Bethlehem Road follows the preferred alignment from the original 1994 PD&E Study and is a centered alignment.

Segment 9 from east of Bethlehem Road to Mobley Street

The recommended typical section for the portion of Segment 9 from east of Bethlehem Road to Edwards Street is the same as for Segment 5 and is shown in Figure 4.

The recommended typical section for the portion of Segment 9 from Edwards Street to Mobley Street is an urban roadway with two 11-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 22-foot median. Type E curb and gutter is along the inside and Type F curb and gutter is used along the outside lanes. Curb inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. A minimum 12-foot border is provided along both sides of the roadway and accommodates five-foot sidewalks on

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both sides of the road. This typical section requires a minimum of 114 feet of right-of-way and complies with the FDOT minimum design speed of 45 mph. The recommended typical section for Segment 9 from Edwards Street to Mobley Street is shown in Figure 5.

The recommended alignment for Segment 9 from east of Bethlehem Road to Woodrow Wilson follows the preferred alignment from the original 1994 PD&E Study and is a south alignment from east of Bethlehem Road to Turkey Creek Road and then transitions to a north alignment from Turkey Creek Road to Woodrow Wilson Street. From Woodrow Wilson Street to Mobley Street, the recommended alignment is a centered alignment due to geometric constraints at the Thonotosassa Road intersection and the Baker Street (US 92) intersection.

Segment 10 from Mobley Street to Park Road

The preferred alternative for this segment from the original 1994 PD&E Study is No-Build with the exception that the section of Baker Street between Mobley Street and Whitehall Street be converted from a rural to urban roadway in order to provide sidewalks. Improvements have been completed in this section of the roadway which meet the intent of the original 1994 PD&E Study recommendation for this segment of the project. Due to the addition of turn lanes at the Park Road intersection, a transitional widening is required from Maryland Avenue to Park Road. From Mobley Street to Maryland Avenue, the recommendation for this segment is the No-Build Alternative. From Maryland Avenue to Park Road, the Recommended Alternative is a transitional widening.

Segment 11 from Park Road to just east of County Line Road

The recommended typical section for Segment 11 is Typical Section 5. It consists of two 12-foot travel lanes, a five-foot sidewalk, and a seven-foot buffered bike lane in each direction separated by a 40-foot median with eight-foot inside shoulders. The design speed is 50 mph and the typical section is shown in Figure 6. A 24-foot border and a 24-foot clear zone are provided along both sides of the roadway. This four-lane typical section requires a minimum of 136 feet of right-of-way. A design variation would be required for border width. The typical section complies with clear zone criteria so no design variation or exception would be required for clear zone.

The recommended alignment for Segment 11 from Park Road to County Line Road follows the preferred alignment from the original 1994 PD&E Study and is a north alignment.

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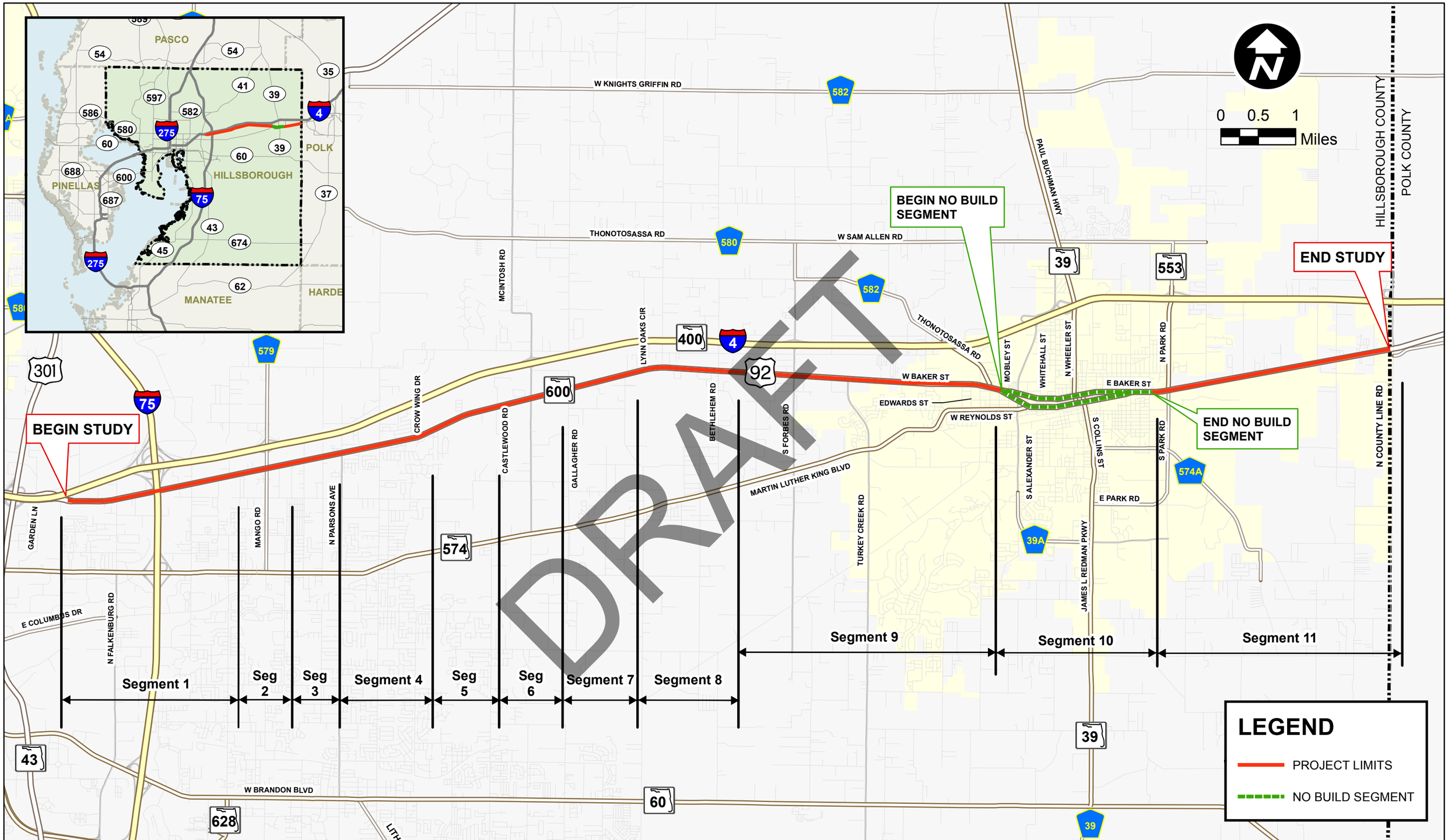


Florida Department of Transportation
District 7

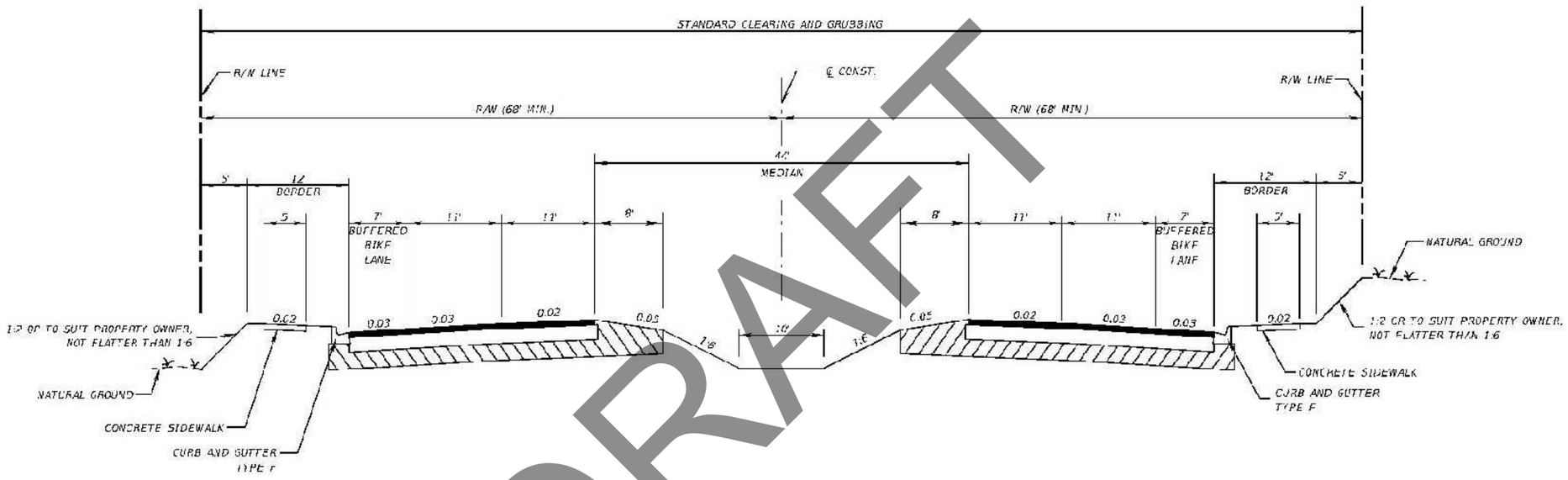
US 92 PD&E Study Re-evaluation

from East of I-4 to East of County Line Road
Hillsborough County, Florida

Work Program Item Segment No: 435749-1

EVALUATION SEGMENT LIMITS

Figure
1



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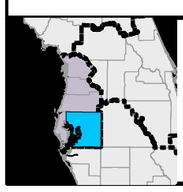
FROM EAST OF GARDEN LANE TO WEST OF I-75 - SEGMENT 1
FROM WEST OF CR 579 TO EAST OF CR 579 - SEGMENT 2
FROM EAST OF CR 579 TO NORTH PARSONS AVENUE - SEGMENT 3
FROM NORTH PARSONS AVENUE TO EAST OF CROW WING DRIVE - SEGMENT 4
DESIGN SPEED = 45 MPH



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US 92 PD&E Study Re-evaluation

from East of I-4 to East of County Line Road
Hillsborough County, Florida

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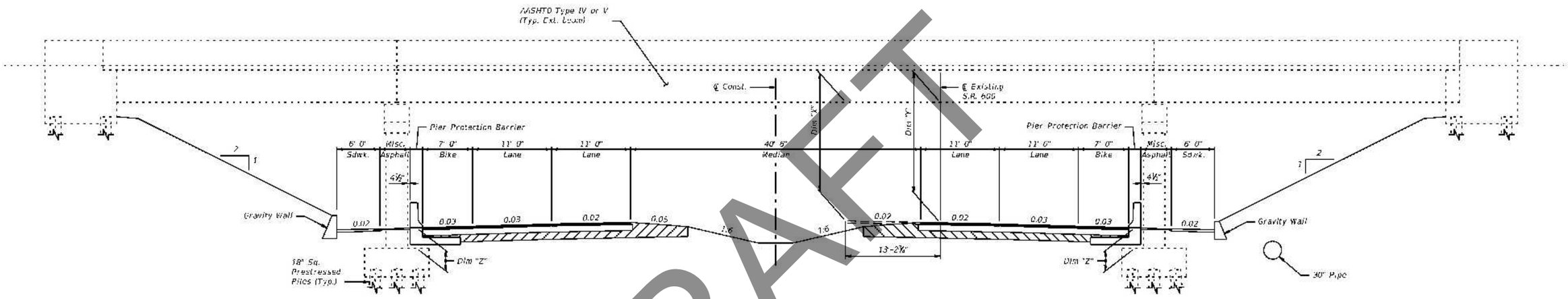
TYPICAL SECTION 1
PROPOSED FOUR LANE 45 MPH DESIGN SPEED
TYPICAL SECTION

Figure
2



UNDER I-75 BRIDGE
FROM WEST OF I-75 TO EAST OF I-75 - SEGMENT 1
DESIGN SPEED = 45 MPH

BRIDGE DATA TABLE

BRIDGE NO.	DIM "X" (ft.)	DIM "Y" (ft.)	DIM "Z" (ft.) PIER 2	DIM "Z" (ft.) PIER 3
100414	18.275	18.500	4.135	3.135
100415	19.069	19.333	2.552	2.552
100422	17.673	17.938	2.745	2.245
100424	16.038	16.302	3.438	3.438

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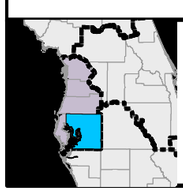

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US 92 PD&E Study Re-evaluation

from East of I-4 to East of County Line Road
Hillsborough County, Florida

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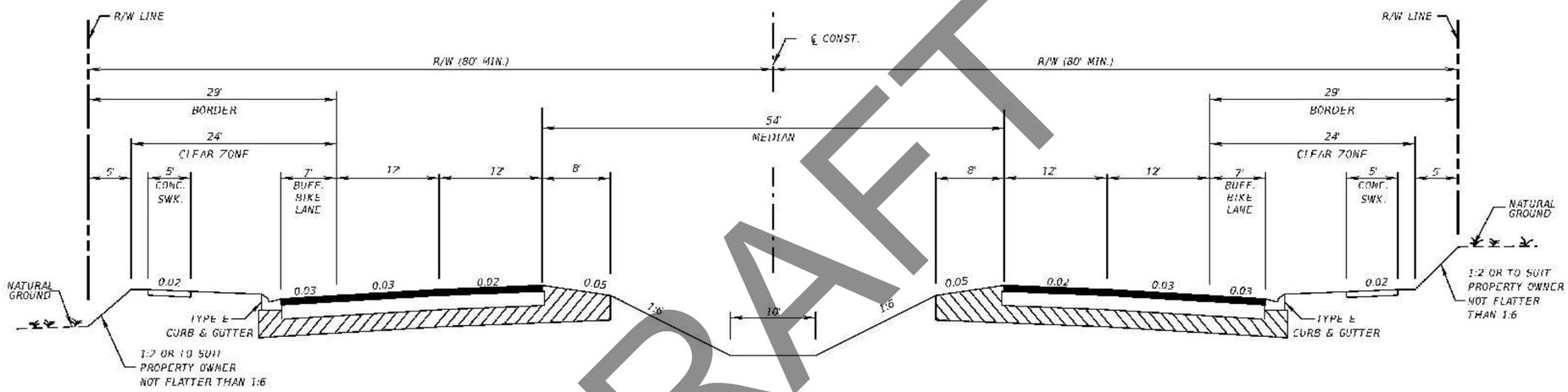
TYPICAL SECTION 2
PROPOSED FOUR LANE 45 MPH DESIGN SPEED
TYPICAL SECTION UNDER I-75

Figure
3



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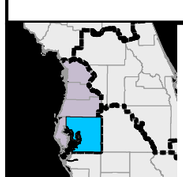
FROM EAST OF CROW WING DRIVE TO CASTLEWOOD ROAD - SEGMENT 5
FROM CASTLEWOOD ROAD TO WEST OF GALLAGHER ROAD - SEGMENT 6
FROM WEST OF GALLAGHER ROAD TO LYNN OAKS CIRCLE - SEGMENT 7
FROM LYNN OAKS CIRCLE TO EAST OF BETHLEHEM ROAD - SEGMENT 8
FROM EAST OF BETHLEHEM ROAD TO EDWARDS STREET - SEGMENT 9
DESIGN SPEED = 50 MPH



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US 92 PD&E Study Re-evaluation

from East of I-4 to East of County Line Road
Hillsborough County, Florida

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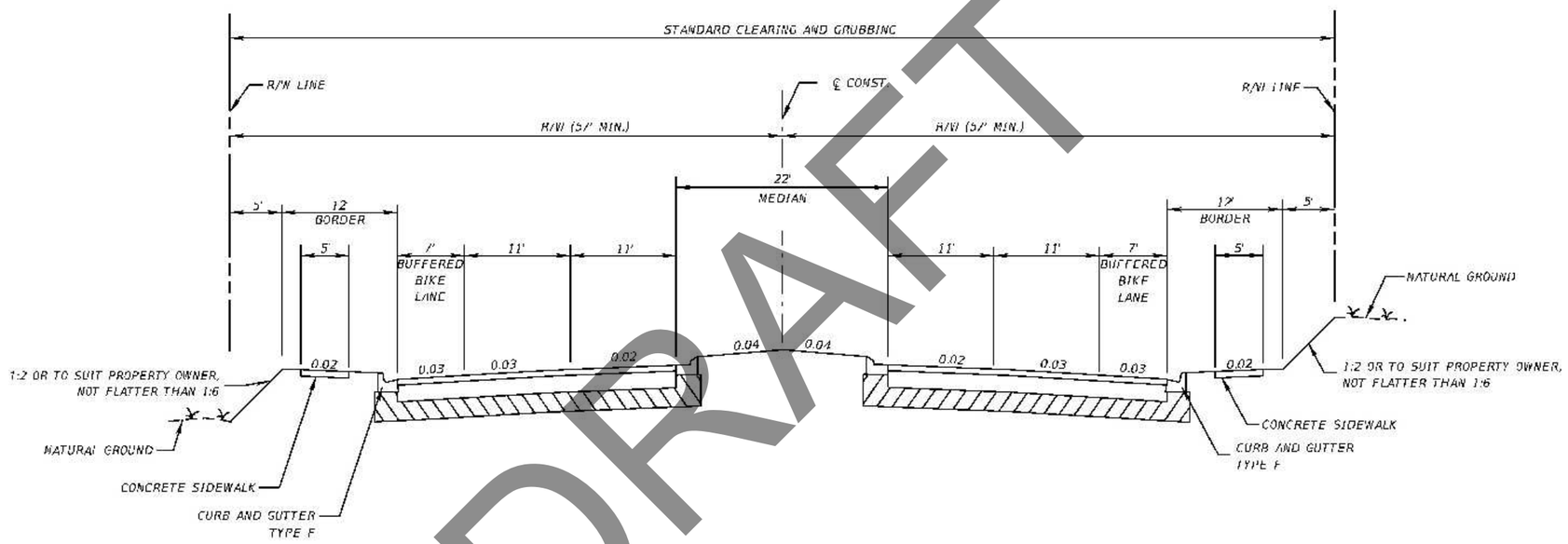
TYPICAL SECTION 3
PROPOSED FOUR LANE 50 MPH DESIGN SPEED
TYPICAL SECTION

Figure
4



FROM EDWARDS STREET TO MOBLEY STREET - SEGMENT 9
DESIGN SPEED = 45 MPH

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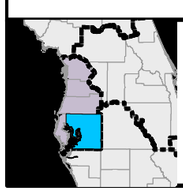

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from East of I-4 to East of County Line Road
Hillsborough County, Florida

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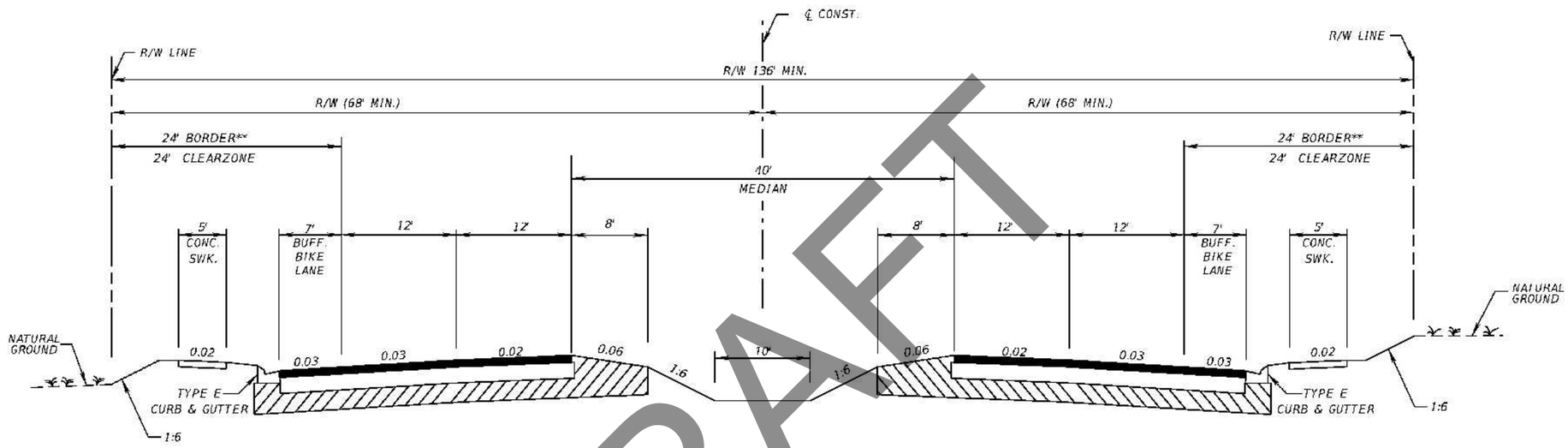
TYPICAL SECTION 4
PROPOSED FOUR LANE 45 MPH DESIGN SPEED
EDWARDS STREET TO MOBLEY STREET

Figure
5



FROM PARK ROAD TO COUNTY LINE ROAD - SEGMENT 11
DESIGN SPEED = 50 MPH

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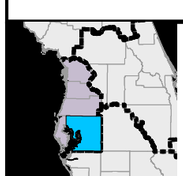

Florida Department of Transportation
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US 92 PD&E Study Re-evaluation

from East of I-4 to East of County Line Road
Hillsborough County, Florida

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TYPICAL SECTION 5
PROPOSED FOUR LANE 50 MPH DESIGN SPEED
PARK ROAD TO COUNTY LINE ROAD

Figure
6

New Design Variations

No design variations were identified in the original 1994 PD&E Study.

A design variation will be required for the border width in Segment 11 from Park Road to County Line Road. The border width design criterion is 29 feet for 50 mph (PPM Table 2.5.2, PPM Section 2.16.7) and 24 feet is being provided.

Changes in Drainage Design

Although the Southwest Florida Water Management District (SWFWMD) drainage criteria used during the original 1994 PD&E Study did not change, the approach to stormwater management has changed significantly, as well as the FDOT drainage criteria. The primary changes in drainage design are listed below.

1. The number of drainage basins and proposed stormwater ponds has changed.
    a. 23 ponds were identified in the original 1994 PD&E Study vs. 21 ponds for the Re-evaluation. Pond location and sizes were revised primarily due to new developments, floodplain encroachment, and to remain in accordance with the recommended roadway profile. A comparison of the ponds from the original 1994 PD&E Study and the Re-evaluation is provided in Table 1.
2. Floodplain compensation sites were not identified in the original 1994 PD&E Study.
3. FDOT criteria for land-locked (closed) basins has changed.

Table 1 - Drainage Comparison of Original 1994 PD&E Study vs. Re-evaluation

Original 1994 PD&E Study		Re-evaluation	
Pond Number	Volume acre-feet	SMF Name	Volume acre-feet
1	1.71	SMF 1	2.6
2	4.53	SMF 2	2.6
3	5.57	SMF 3	1.2
4	1.52	SMF 4	1.13
5	2.01	SMF 5	1.83
6	2.63	SMF 6	3.4
7	3.11	SMF 7A	3.68
8	0.7	SMF 7B	2.59
9	0.59	SMF 8	2.76
10	1.31	SMF 9	2.8
11	0.51	SMF 10	2.66
12	1.73	SMF 11	1.58
13	2.17	SMF 12	0.8
14	2.76	SMF 13	4.14
15	1.94	SMF 14	1.62

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Original 1994 PD&E Study		Re-evaluation	
16	2.88	SMF 15	3.54
17	0.62	SMF 16	2.39
18	0.81	SMF 17	
19	0.84	SMF 18	1.47
20	0.8	SMF 19	1.15
21	0.42	SMF 20	3.73
22	0.12	SMF 21	1.37
23	0.99		
Total	**40.27**	**Total**	**49.04**

Summary of Stormwater Management Improvements from Original 1994 PD&E Study

Table 2 provides a summary of the volume and right-of-way costs of each of the 23 retention ponds that constitute the stormwater attenuation system for the original 1994 PD&E Study.

Table 2 - Summary of Original 1994 PD&E Retention Ponds

Basin	Segment Number	Volume (acre-feet)	Right-of-Way Cost ($)
1	1	1.71	254,000
2	2	4.53	235,000
3	2	5.57	288,000
4	2	1.52	173,000
5	2	2.01	200,000
6	2	2.63	219,000
7	3	3.11	507,000
8	3	0.70	238,000
9	3	0.59	683,000
10	3	1.31	163,000
11	4	0.51	206,000
12	4	1.73	333,000
13	4	2.17	367,000
14	4	2.76	813,000
15	4	1.94	264,000
16	5	2.88	371,000
17	5	0.62	193,000
18	5	0.81	114,000
19	8	0.84	249,000
20	8	0.80	129,000
21	8	0.42	375,000
22	8	0.12	167,000
23	8	0.99	168,000
TOTAL		40.27	6,709,000

**Pond numbers correspond to the numbers shown on the aerial photographs from original 1994 PD&E Study.*

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Re-evaluation Recommended Stormwater Management

Stormwater runoff will be routed to proposed Stormwater Management Facilities (SMFs) for water quality treatment and attenuation purposes. The SMFs were sized to accommodate the road widening with the assumption that runoff from offsite areas would be drained separately from the onsite roadway runoff. A total of 22 roadway drainage basins have been created for analyzing SMF sizes which follow the same existing drainage pattern and outfall location. One SMF alternative for each basin has been analyzed.

The SMFs have been sized to accommodate the required treatment and attenuation volumes due to the proposed project improvements. Table 3 provides a summary of the proposed basin limits.

Table 3 - Summary of Proposed Drainage Basins

Basin	From Station	To Station	Basin Area (ac.)	Related SMF	Outfall Location
1	111+74.53	132+65.74	10.60	SMF 1	Tampa Bypass Canal
2	132+65.74	192+99.56	22.42	SMF 2	Kennedy Hill Creek
3	192+99.56	215+52.65	10.67	SMF 3	Kennedy Hill Creek
4	215+52.65	258+99.50	17.50	SMF 4	Kennedy Hill Creek
5	258+99.50	295+48.35	13.18	SMF 5	Mango Lake
6	295+48.35	337+31.20	14.73	SMF 6	Lake Thonotosassa
7A	337+31.20	375+40.00	16.20	SMF 7A	Lake Thonotosassa
7B	375+40.00	402+84.19	12.46	SMF 7B	Lake Thonotosassa
8	402+84.19	443+55.27	19.81	SMF 8	Lake Thonotosassa
9	443+55.27	500+09.74	25.22	SMF 9	Lake Thonotosassa
10	500+09.74	530+97.14	13.34	SMF 10	Lake Thonotosassa
11	530+97.14	558+41.06	11.79	SMF 11	Lake Thonotosassa
12	558+41.06	571+27.34	5.44	SMF 12	Lake Thonotosassa
13	571+27.34	619+19.15	21.79	SMF 13	Lake Thonotosassa
14	619+19.15	643+70.00	11.77	SMF 14	Lake Thonotosassa
15	643+70.00	724+11.45	33.54	SMF 15	Lake Thonotosassa
16	724+11.45	768+37.95	17.95	SMF 16	CD-15
17	No-Build Area (No SMF)				
18	1024+91.42	1066+00.00	16.64	SMF 18	CD-16 & CD-17
19	1066+00.00	1097+00.00	13.34	SMF 19	English Creek
20	1097+00.00	1142+50.00	19.62	SMF 20	English Creek
21	1142+50.00	1186+74.28	17.60	SMF 21	CD-21

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The SMF sizing analysis assumes that all SMFs will be designed using the wet detention and dry retention SMF design criteria. A 20% upsize in the required SMF right-of-way area has been applied for all of the SMFs to account for preliminary parameters, such as the estimated seasonal high water (ESHW) elevations and ground elevations. The following parameters were considered in the sizing of potential SMF sites:

- Hydrologic and hydraulic factors, such as existing ground elevation, soil types, estimated seasonal high water, stormwater conveyance feasibility, allowable hydraulic grade line

- Environmental resource impacts, including wetlands and threatened or endangered species
- Floodplain impacts
- Major utility conflict potential
- Estimated right-of-way acquisition
- Impacts to cultural resources
- Hazardous materials contamination

Please note that the SMF size recommendations are based on SMF sizes determined from preliminary data calculations, reasonable engineering judgment, and assumptions. SMF sizes and configurations may change during final design as more detailed information on Seasonal High Groundwater Table (SHGWT), wetland hydrologic information, and final roadway profile become available. Please refer to Table 4 for a summary of SMF areas.

Table 4 - Summary of SMF Areas

SMF Name	Basin Area (ac)	Basin Type	Req. Treat.+ Att. Vol (ac-ft)	Prov. Treat.+ Att. Vol (ac-ft)	Soil Type (ESHGW depth – ft.)	Pond Type	WBID No. & Impairment	SMF Right-of-Way Area (ac) (Including Access Easement)
SMF 1	10.60	Open	1.82	2.60	A/D (1 ft.)	Wet	1536B (Yes- DO, Chl-a)	3.81
SMF 2	22.42	Open	2.48	2.60	C/D (0.5 ft.)	Wet	1536C (No)	3.44
SMF 3	10.67	Open	1.18	1.20	B/D (0.5 ft.)	Wet	1536C (No)	4.19
SMF 4	17.50	Open	1.12	1.13	B/D (0.5 ft.)	Wet	1536C (No)	3.97
SMF 5	13.18	Open	1.45	1.83	A (6.6 ft.)	Dry	1576 (Yes- DO, Chl-a)	1.16
SMF 6	14.73	Open	2.44	3.40	A (6.6 ft.)	Dry	1547 (No)	1.69
SMF 7A	16.20	Closed	3.63	3.68	A (3.4 ft.)	Wet	1547 (No)	2.05
SMF 7B	12.46	Open	2.58	2.59	A (2.7 ft.)	Wet	1547 (No)	1.87
SMF 8	19.81	Open	2.73	2.76	A/D (1 ft.)	Wet	1547 (No)	4.74
SMF 9	25.22	Open	2.80	2.80	A/D (1 ft.)	Wet	1547 (No)	4.80
SMF 10	13.34	Open	2.63	2.66	A (6.6 ft.)	Dry	1542 (No)	1.45
SMF 11	11.79	Open	1.55	1.58	A (6.6 ft.)	Dry	1565 (No)	1.05
SMF 12	5.44	Open	0.79	0.80	A (6.6 ft.)	Dry	1565 (No)	0.71
SMF 13	21.79	Open	3.82	4.14	A/D (0.5 ft.)	Wet	1565 (No)	4.97
SMF 14	11.77	Open	1.18	1.62	B/D (0.5 ft.)	Wet	1561 (No)	2.40

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SMF Name	Basin Area (ac)	Basin Type	Req. Treat.+ Att. Vol (ac-ft)	Prov. Treat.+ Att. Vol (ac-ft)	Soil Type (ESHGW depth – ft.)	Pond Type	WBID No. & Impairment	SMF Right-of-Way Area (ac) (Including Access Easement)
SMF 15	33.53	Open	3.37	3.54	A/D (1 ft.)	Wet	1561 (No)	3.52
SMF 16	17.95	Open	2.38	2.39	A/D (2 ft.)	Wet	1542A (No)	2.48
SMF 17	No-Build Area (No SMF)							
SMF 18	16.64	Open	1.45	1.47	B/D (0.5 ft.)	Wet	1560 (No)	2.23
SMF 19	13.34	Open	1.14	1.15	A/D (0.5 ft.)	Wet	1552 (No)	2.34
SMF 20	19.62	Open	2.14	3.73	A/D (2 ft.)	Wet	1552 (No)	2.76
SMF 21	17.60	Open	1.37	1.37	A (2.8 ft.)	Wet	1531 (No)	1.35
Total								**56.98**

Each of the basins and SMFs are shown on the basin maps contained in the Draft Preliminary Stormwater Management Facility Report (Technical Memo) (Inwood Consulting Engineers, Inc., November 2016) located within the project files.

Any floodplain impacts will be mitigated with offsite floodplain compensation sites or cut ditch sections on a cup for cup basis. From the available data, an approximate FPC has been calculated (Table 5). Within the project limits and right-of-way, 16 FPC segments have been identified which are impacted by the 100-year floodplain (Zone AE). Length and width are measured using the alignment chain and typical sections, respectively. Depth of impact has been calculated from the difference between the floodplain elevation and existing ground elevation or SHGWT elevation depending on the type of soil. It was concluded that the project will impact approximately 57.33 acres of floodplain area based on the most conservative roadway alternative. The locations of the FPC sites are also shown in the Draft Preliminary Stormwater Management Facility Report (Technical Memo) (Inwood Consulting Engineers, Inc., November 2016) located within the project files.

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Table 5 - Summary Floodplain Compensation Areas

FPC Name	Basin Area (ac)	Basin Type	Req. Treat.+ Att. Vol (ac-ft)	Prov. Treat.+ Att. Vol (ac-ft)	Soil Type (ESHGW depth – ft.)	Pond Type	WBID No. & Impairment	FPC Right-of-Way Area (ac) (Including Access Easement)
FPC-1A	N/A	N/A	N/A	N/A	A/D (1 ft.)	Dry	N/A	1.29
FPC-1B	N/A	N/A	N/A	N/A	C/D (0.5 ft.)	Dry	N/A	0.06

FPC Name	Basin Area (ac)	Basin Type	Req. Treat.+ Att. Vol (ac-ft)	Prov. Treat.+ Att. Vol (ac-ft)	Soil Type (ESHGW depth – ft.)	Pond Type	WBID No. & Impairment	FPC Right-of-Way Area (ac) (Including Access Easement)
FPC-2	N/A	N/A	N/A	N/A	A (3.4 ft.)	Dry	N/A	8.18
FPC-3	N/A	N/A	N/A	N/A	A/D (1 ft.)	Dry	N/A	2.30
FPC-4	N/A	N/A	N/A	N/A	A (3.4 ft.)	Dry	N/A	1.45
FPC-5	N/A	N/A	N/A	N/A	B/D (1 ft.)	Dry	N/A	3.76
FPC-6/7	N/A	N/A	N/A	N/A	A/D (2 ft.)	Dry	N/A	1.42
FPC-8	N/A	N/A	N/A	N/A	A (6.6 ft.)	Dry	N/A	0.72
FPC-9	N/A	N/A	N/A	N/A	A (6.6 ft.)	Dry	N/A	6.52
FPC-10	N/A	N/A	N/A	N/A	B/D (0.5 ft.)	Dry	N/A	1.44
FPC-11	N/A	N/A	N/A	N/A	A (1.7 ft.)	Dry	N/A	5.30
FPC-12	N/A	N/A	N/A	N/A	A/D (2 ft.)	Dry	N/A	8.09
FPC-14	N/A	N/A	N/A	N/A	A (2.8 ft.)	Dry	N/A	16.80
Total								**57.33**

**The areas are based on 1-ft depth for compensation.*
***Impacts to floodplain areas associated with FPC 13 & 15 do not require R/W acquisition due to the minor encroachment. Those impacts will be compensated for within the FDOT R/W.*

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Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. An alternative encroachment location is not considered in this category since it defeats the project purpose or is economically unfeasible. Since flooding conditions in the project area are inherent in the topography or are a result of other outside contributing sources, and there is no practical alternative to totally eradicate flood impacts or even reduce them in any significant amount, existing flooding will continue but not be increased. The proposed structure will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, the project will not affect existing flood heights or floodplain limits. This project will not result in any new or increased adverse environmental impacts. There will be no 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.

COMMITMENT STATUS

<u>Prior Type 2 CE Commitments</u>

The Florida Department of Transportation (FDOT) made the following commitments as part of the original 1994 PD&E Study:

1. During the public hearing, the owners of Harwell Farms requested that the location of Pond 16 be re-evaluated. As shown in Appendix F, Sheet No. 19, based on the recommendations of this PD&E Study, Pond 16 would occupy most of the land owned by Harwell farms. The owners of Harwell Farms indicated at the public hearing that other vacant parcels with no specific use exist in the vicinity of Harwell Farms that could be just as suitable for a stormwater retention pond. FDOT explained to the Harwell Farms owners that all pond locations are preliminary and will be re-evaluated based on more detailed analyses during the design phase. However, a note is made in this section to re-examine the location of Pond 16 during the design phase in the event that no other ponds are re-evaluated.

2. As discussed in Section 3, Reynolds Street in downtown Plant City consists of two 10-foot-wide travel lanes and two curbside eight-foot-wide parking lanes. This condition represents minimum design standards. The option to eliminate one of the parking lanes in order to provide standard 12-foot-wide travel lanes was considered; however, it was rejected after opposition from the City officials and local merchants who deemed that such design would adversely affect the character of downtown Plant City and impact local businesses. To maintain safety without increasing the width of the travel lanes, the study team recommended that through truck traffic be eliminated from the downtown one-way pair (Reynolds and Baker streets) between Alexander Street and Park Road. This recommendation was presented to the City Commission on September 27, 1993, which unanimously agreed "…to forward a letter indicating approval of the proposed elimination of through truck traffic from segments of US 92 between Alexander Street and Park Road if it should become necessary." A copy of the meeting minutes is provided in Appendix C (1994 PD&E Study). During the design phase, a thorough evaluation should be made of the through truck traffic in downtown Plant City in order to determine its impacts on safety. It should be noted that Plant City has recently designated a downtown by-pass truck route by way of Park Road Extension, US 39, and Alexander Street. This route, however, is seldom used due to the directness of US 92.

   Status: There is no change in status regarding this commitment. The city would like to remove Paul Buchman Highway and Collins Street (SR 39) from the official truck route plan of Hillsborough County. This may come to fruition when and if FDOT and the City exchange Alexander Street for Paul Buchman Highway/Collins Street (SR 39).

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The FDOT makes the following additional new commitments that are based on this Re-evaluation effort:

3. The wetland delineations and Uniform Mitigation Assessment Method analyses will be refined during the design phase in order to determine the actual unavoidable wetland impacts and mitigation needs.

4. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

5. The FDOT is committed to the use of Best Management Practices as described in permit conditions and FDOT's Standard Specifications for Road and Bridge Construction in order to minimize wetland impacts during construction.

6. The design scope will include a survey of potential gopher tortoise habitat that may be impacted by the project. The survey will follow the latest survey criteria from the Florida Fish and Wildlife Conservation Commission's (FWC's) *Gopher Tortoise Permitting Guidelines*. A gopher tortoise relocation permit will be sought from the FWC for any tortoise burrows that cannot be avoided by the project. The relocation will be performed as close as practicable to the start of construction when near the burrows.

7. The FDOT will implement Option E of the *Eastern Indigo Snake Programmatic Effect Determination Key* (United States Army Corps of Engineers, 2013) during the permitting phase of the project if there are less than 25 potentially occupied gopher tortoise burrows within 25 feet of the project limits.

   The FDOT will also implement the *Standard Protection Measures for the Eastern Indigo Snake* (US Fish and Wildlife Service [FWS], 2013) during site preparation and construction. To ensure these protection measures are followed on site, the General Plan Notes will include the following statement: Eastern indigo snake habitat has been identified within the project limits. Utilize the U.S. Fish and Wildlife Service Standard Protection Measures for the Eastern Indigo Snake on the U.S. Fish and Wildlife Service website:
   http://www.fws.gov/northflorida/indigosnakes/20130812_eastern_indigo_snake_standard_protection_measures.htm.

8. Impacts to suitable wood stork foraging areas will be calculated, if necessary, and offset through the preservation and/or enhancement of wetlands within the same core foraging area or through the purchase of credits at an FWS-approved mitigation bank.

9. FDOT District 7 is working with Central Office on the directive for lighting pedestrian sidewalks and signalized intersections within the District 7 limits. Per the District 7 Traffic

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Design Department, lighting along the project corridor will be provided along the pedestrian sidewalks and at the signalized intersections to meet the new FDOT standards and criteria.

10. For the following noise sensitive land uses, noise barriers are considered to be a potentially feasible and reasonable abatement measure.
    - Residences in Parkwood Estates and west of Webb Road (NSA WB2)
    - Residences west of Greenway Drive and Happy Homes Mobile Home Park (NSA WB6)
    - Residences located in and in the vicinity of Robinson Orange Park (NSA WB13)
    - Residences located West of Fletcher Lane (NSA WB14)
    - Residences located west of Bethlehem Road and in Coronation Court (NSA WB18)
    - Residences located at the Kingsway Subdivision (NSA WB26)
    - Residences located at the Brooks Residential Motel and Camp Knox Hotel (NSA WB35)
    - Star Motel/Rental Units (NSA EB4)
    - ShangriLa Subdivision (NSA EB12)
    - Residences in the Family Rentals Mobile Home Park and west of Tanner Road (NSA EB25)
    - Residences in the Stonebridge Mobile Home Park (NSA EB30)

    The FDOT is committed to the construction of noise barriers at the locations above, contingent upon the following:
    - Detailed noise analysis during the final design process of the project supports the need for, and the feasibility and reasonableness of providing the barriers as abatement;
    - The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost effective limit;
    - The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed; and
    - All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

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4. STATUS OF PERMITS

The original Type 2 Categorical Exclusion identified the following permits:

- Southwest Florida Water Management District (SWFWMD) – Environmental Resource Permit (ERP)

Status: The ERP will be submitted to the SWFWMD during the design phase.

- U.S. Army Corps of Engineers (USACE) – CWA Section 404 Dredge and Fill Permit

Status: The CWA Section 404 Dredge and Fill Permit will be submitted to the USACE during the design phase.

The following permit has been added as part of the Re-evaluation:

- Florida Department of Environmental Protection (FDEP) – National Pollution Discharge Prevention and Elimination System (NPDES) General Permit

Status: The NPDES General Permit will be secured by the contractor prior to construction.

5. CONCLUSION

The above environmental document has been re-evaluated as required by 23 CFR § 771.129. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase.

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6. REVIEWER SIGNATURE BLOCK

_____

Print Name

_____ ____/____/____

District approving authority or designee Date

7. FHWA CONCURRENCE

FHWA signature required? [X] Yes [ ] No (date of consultation) ____/____/____

Date

_____

Print Name

_____ ____/____/____

Federal Highway Administration, Division Administrator Date

8. ATTACHMENTS

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Florida Department of Transportation
RE-EVALUATION FORM
ATTACHMENT A

A. SOCIAL IMPACTS

A. 6 Relocation Impacts

The Type 2 Categorical Exclusion for the original 1994 PD&E Study estimated 91 residential relocations and 50 business relocations as a result of the project.

Based on the findings during the Re-evaluation, this project will potentially require 120 residential relocations and 110 business relocations. The increased number of relocations is primarily due to changes in the typical section widths. While construction of the Recommended Build Alternative will affect residences and businesses along the project corridor, it is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority, or transient dependents. The construction of this alternative is not expected to subdivide neighborhoods, negatively impact residential neighborhood identity, separate residences from community facilities, or impact the economy of the adjacent communities.

Because relocations were minimized to the greatest extent possible and because FDOT will operate in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisitions Policies Act, it has been determined that no significant impacts from relocations will occur as a result of the project.

Additional information regarding relocations can be found in the US 92 PD&E Re-evaluation Conceptual State Relocation Plan (CSRP) located within the project files.

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Florida Department of Transportation
RE-EVALUATION FORM
ATTACHMENT B

B. CULTURAL IMPACTS

B. 2. Historic Sites/Districts

A Cultural Resource Assessment Survey (CRAS) was completed for the Type 2 Categorical Exclusion for the original 1994 PD&E Study. It identified 166 historic structures that were recorded along the project corridor, with the majority located in Plant City. Exclusive of a cluster of historic structures situated in Plant City, the buildings recorded represented typical examples of their type for the Hillsborough County area, and did not appear to meet the criteria for listing in the National Register of Historic Places (NRHP).

A CRAS (Archaeological Consultants Inc., August 2016) was prepared for the US 92 PD&E Study Re-evaluation. As a result of the assessment, 510 historic resources were documented within the Area of Potential Effect (APE). Of the 510 total resources, 102 were previously recorded in the 1992 CRAS, and 408 were newly identified. The study identified 71 eligible or potentially eligible resources which include two historic districts, three building complex resource groups, one object, and 66 buildings. Forty-four of these resources have been found officially eligible or listed by the State Historic Preservation Officer (SHPO), and 27 were newly evaluated as potentially eligible. Of these 44 resources, three are located within the Build segments of the project:

- The Polk County Obelisk (8HI05328) was erected in 1930 and is located at the southwest corner of the intersection of US 92 and County Line Road. It was previously determined NRHP-eligible by the SHPO. It is eligible at the local level under Criterion A in the areas of Transportation and Local History.
- The Camp Knox Tourist Court Resource Group (8HI04634) at 11104 E. US 92 is a building complex comprised of 11 contributing resources (8HI12994 through 8HI13003 and 8HI13032). This resource group is considered potentially eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and American Tourism History. It also meets eligibility Criterion C in the area of Architecture as a high-integrity example of an early 20th century tourist court, which is a diminishing resource type in Florida.

- The Tomlin Middle School Resource Group (8HI13404), constructed in 1954, is a Mid-Century Modern style public school complex located at 501 Woodrow Wilson

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Street in Plant City. It is comprised of eight contributing resources: 8HI13246 through 8HI13253. The Tomlin Middle School Resource Group is considered potentially eligible for listing in the NRHP under Criterion C in the area of Architecture as a high-integrity example of a Mid-Century Modern style public school building in Florida.

The CRAS was submitted to FHWA on September 7, 2016 for review and transmittal to SHPO. SHPO concurred with the findings and recommendations in a letter received September 16, 2016. The SHPO concurrence letter is included in Appendix B.

B. 3. Archaeological Sites

Thirteen archaeological sites were identified by the CRAS completed in 1994 for the original 1994 PD&E Study. A letter from SHPO dated October 11, 1992 states that there is “no effect” as a result of the project.

A CRAS conducted in accordance with procedures outlined in 36 CFR Part 800, including literature review and field survey, was prepared for the US 92 PD&E Study Re-evaluation. A total of 41 shovel tests were conducted within the APE. Sixteen of these tests were placed in the 14 previously recorded sites identified in the original US 92 PD&E Study’s CRAS. The remaining 25 shovel tests were placed in newly proposed areas of right-of-way. None of the shovel tests yielded cultural material. Therefore, no new archaeological sites were found, and no new evidence of any of the previously identified sites was discovered.

The CRAS was submitted to FHWA on September 7, 2016 for review and transmittal to SHPO. SHPO concurred with the findings and recommendations in a letter received September 16, 2016. The SHPO concurrence letter is included in Appendix B.

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Florida Department of Transportation
RE-EVALUATION FORM
ATTACHMENT C

C. NATURAL ENVIRONMENT

C. 1. Wetlands and Other Surface Waters

The original 1994 PD&E Study determined that the project would impact 23 wetland sites and an estimated total of 8.02 acres of wetlands would be affected by the proposed project.

Pursuant to Presidential Executive Order 11990 (Protection of Wetlands) and US Department of Transportation Order 56601A (Preservation of the Nation's Wetlands), and in accordance with the FDOT PD&E Manual, Part 2, Chapter 18-Wetlands and Other Surface Waters (dated August 22, 2016), an evaluation for the US 92 PD&E Study Re-evaluation was conducted to identify, map, and assess wetlands and surface waters that have potential involvement with the proposed improvements. A Wetland Evaluation and Biological Assessment Report (WEBAR) was prepared as part of this PD&E Study Re-evaluation detailing the analysis which includes evaluation of the proposed SMF and FPC sites.

Field investigations consisting of vehicular and pedestrian surveys were conducted to identify wetlands and surface waters within or adjacent to the project corridor and proposed SMF and FPC sites. Wetland descriptions follow the FDOT's Florida Land Use, Cover and Forms Classification System (FLUCFCS) Handbook (1999). The classification and distribution of FLUCFCS types were evaluated within 250 feet of the alignment alternatives.

Forested and herbaceous wetlands and surface waters were identified throughout the study area. The anticipated wetland and surface water impacts associated with the recommended alignments will be approximately 11.33 acres, consisting of 9.84 acres of forested wetlands, 1.43 acres of herbaceous wetlands, and 0.06 acres of surface water. The potential impacts for the recommended alignments are provided in Table 6. SMF and FPC sites were also evaluated to identify potential wetland impacts. The potential wetland impact acreages associated with these sites are identified in Tables 7 and 8.

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Table 6 – Estimated Wetland Impacts for the Recommended Alignments

SEGMENT	RECOMMENDED ALIGNMENT	FORESTED WETLAND IMPACTS (Ac.)	HERBACEOUS WETLAND IMPACTS (Ac.)	SURFACE WATER IMPACTS (Ac.)	TOTAL ESTIMATED WETLAND IMPACTS (Ac.)
Segment 1	Original PD&E Alignment – North/South	0.68			0.68
Segment 2	North				0
Segment 3	Original PD&E Alignment – South				0
Segment 4	North		1.28		1.28
Segment 5	Original PD&E Alignment – North		0.14		0.14
Segment 6	South	0.22		0.06	0.28
Segment 7	Original PD&E Alignment – South				0
Segment 8	Centered	2.09			2.09
Segment 9	Original PD&E Alignment – South/North	6.69	0.01		6.70
Segment	No Action				0
Segment 11	Original PD&E Alignment – North	0.16			0.16
TOTAL ESTIMATED WETLAND IMPACTS		**9.84**	**1.43**	**0.06**	**11.33**

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Table 7 – SMF Sites Estimated Wetland Impacts

LOCATION	FLUCFCS CODE	FLUCFCS TYPE	ESTIMATED WETLAND IMPACTS (acres)
SMF 1	110	RESIDENTIAL - LOW DENSITY	N/A
	140	COMMERCIAL	
SMF 2	140	COMMERCIAL	N/A
SMF 3	130	RESIDENTIAL - HIGH DENSITY	> 0.50
	434	HARDWOOD CONIFER MIXED	
SMF 4	130	RESIDENTIAL - HIGH DENSITY	0.10
	140	COMMERCIAL	
	617	MIXED HARDWOOD WETLANDS	
SMF 5	140	COMMERCIAL	N/A
SMF 6	130	RESIDENTIAL - HIGH DENSITY	N/A
SMF 7A	120	RESIDENTIAL - MEDIUM DENSITY	N/A
SMF 7B	140	COMMERCIAL	N/A
	190	OPEN LAND	
SMF 8	434	HARDWOOD CONIFER MIXED	N/A
SMF 9	434	HARDWOOD CONIFER MIXED	3.00
	617	MIXED HARDWOOD WETLANDS	
SMF 10	214	ROW CROPS	N/A
SMF 11	110	RESIDENTIAL - LOW DENSITY	0.80
	615	STREAM AND LAKE SWAMPS	
SMF 12	110	RESIDENTIAL - LOW DENSITY	N/A
SMF 13	110	RESIDENTIAL - LOW DENSITY	0.40
	214	ROW CROPS	
	615	STREAM AND LAKE SWAMPS	
SMF 14	210	CROPLAND AND PASTURELAND	N/A
SMF 15	115	INDUSTRIAL	0.23
	510	STREAMS AND WATERWAYS	
	641	FRESHWATER MARSH	
SMF 16	214	ROW CROPS	0.7
	190	OPEN LAND	
	630	WETLAND FORESTED MIXED	
SMF 18	210	CROPLAND AND PASTURELAND	1.0
	510	STREAMS AND WATERWAYS	
	641	FRESHWATER MARSH	
SMF 19	120	RESIDENTIAL - MEDIUM DENSITY	N/A
SMF 20	110	RESIDENTIAL - LOW DENSITY	N/A
SMF 21	110	RESIDENTIAL - LOW DENSITY	N/A

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Table 8 – FPC Sites Estimated Wetland Impacts

LOCATION	FLUCFCS CODE	FLUCFCS TYPE	ESTIMATED WETLAND IMPACTS (acres)
FPC-1A	210	CROPLAND AND PASTURELAND	0.2
FPC-1B	641	FRESHWATER MARSH	0.06
FPC-2	190	OPEN LAND	
	434	HARDWOOD CONIFER MIXED	
	641	FRESHWATER MARSH	0.3
FPC-3	130	RESIDENTIAL - HIGH DENSITY	
	434	HARDWOOD CONIFER MIXED	
	641	FRESHWATER MARSH	0.7
FPC-4	434	HARDWOOD CONIFER MIXED	N/A
FPC-5	434	HARDWOOD CONIFER MIXED	N/A
FPC-6	110	RESIDENTIAL - LOW DENSITY	N/A
FPC-8	214	ROW CROPS	N/A
FPC-9	110	RESIDENTIAL - LOW DENSITY	
	615	STREAM AND LAKE SWAMPS	> 0.10
FPC-10	214	ROW CROPS	
	630	WETLAND FORESTED MIXED	0.95
FPC-11	110	RESIDENTIAL - LOW DENSITY	N/A
FPC-12	150	INDUSTRIAL	
	210	CROPLAND AND PASTURELAND	
	510	STREAMS AND WATERWAYS	
	641	FRESHWATER MARSH	1.1
FPC-14A	120	RESIDENTIAL - MEDIUM DENSITY	
	140	COMMERCIAL	N/A
FPC-14B	140	COMMERCIAL	
	630	WETLAND FORESTED MIXED	
	641	FRESHWATER MARSH	0.2

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Based on the results from the alternatives analysis, there are no practicable alternatives to the proposed construction in wetlands that can address the needs of the project. The ecological functions provided by wetlands and other surface waters were assessed using the Uniform Mitigation Assessment Method (UMAM) (Ch 62-345, F.A.C.). The ecological functional loss was calculated for wetland impacts associated with the project mainline. This analysis for SFM and FPC sites will be conducted during the final design phase once the SFM and FPC locations have been chosen. Since each wetland type has similar species and characteristics, the ecological function and estimated functional losses were evaluated by wetland type. The current condition scores are based on the fact that most wetlands are located

near development, generally do not support listed species, and the hydrology and/or community structure have declined from optimal conditions. Each wetland was assigned a functional score of 0.70 to use for mitigation planning purposes. These impacts could change during the design phase, based on the final roadway footprint and coordination with the permitting agencies. It is assumed the impacts to surface waters will not completely eliminate the ecological function of those systems, in part because eliminating the function of a stream is unlikely to be supported by the regulatory agencies. The wetland delineations and UMAM analysis will be refined during the design phase in order to determine the actual unavoidable wetland impacts and mitigation needs.

Mitigation

Due to the proximity of wetlands to the existing US 92 corridor, complete avoidance of wetland impacts will not be possible while still meeting the project's needs. Therefore, mitigation will be required to offset these impacts. The FDOT Mitigation Program (373.4137, Florida Statutes) is available to offset unavoidable wetland impacts that result from the proposed plan alternatives for US 92. The project's study area is at least partially located within the service areas of three off-site mitigation banks: Hillsborough River, North Tampa, and Tampa Bay. Impacts to suitable wood stork foraging areas will be calculated during permitting and compensated for in the final mitigation plan.

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C. 3. Water Quality

The original 1994 PD&E Study determined that impacts of the project on surface water quality would essentially be limited to the adverse effects of erosion during construction. These potentially adverse effects of construction are considered temporary and minimal. However, the methodology for evaluating water quality impacts has changed since the original study was conducted.

A Water Quality Impact Evaluation (WQIE) was prepared for the US 92 PD&E Study Re-evaluation in accordance with the FDOT PD&E Manual, Part 2, Chapter 20 – Water Quality (dated July 27, 2016). The project is located within three major confining watersheds - Tampa Bay, Hillsborough River, and Alafia River which are further divided into 14 sub-basins. Water treatment and attenuation requirements will comply with the guidelines as defined in Chapter 40D-4 F.A.C. and the SWFWMD Environmental Resource (ERP) Manual. Stormwater management for water quality treatment and runoff attenuation will be provided using wet detention and dry detention stormwater management facilities. The design of the drainage and stormwater facilities will comply with the standards set forth by the FDOT

Drainage Manual and the SWFWMD ERP Manual. Therefore, water quality issues will be mitigated through compliance with the quantity design requirements placed by the SWFWMD, Hillsborough County and authorized regulatory agency.

C. 5. Drainage and Floodplains

A Location Hydraulics Report was prepared as part of the original PD&E Study to identify any current or future deficiencies along US 92. The evaluation determined that there was a total floodplain encroachment of 4.54 acres. It was determined that a net increase in the floodplain encroachments was not anticipated. It was also determined that there would not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it was determined that the encroachment was not significant.

In accordance with Executive Order 11988 “Floodplain Management”, USDOT Order 5650.2, “Floodplain Management Protection”, and Federal Aid Policy Guide 23 CFS 650A, floodplains must be protected. The intent of these regulations is to avoid or minimize highway encroachments within the 100-year (base) floodplains and to avoid supporting land use development incompatible with floodplain values.

A Draft Location Hydraulics Report was prepared for this Re-evaluation process to address base floodplain encroachments resulting from the roadway improvements evaluated in the original US 92 PD&E Study. According to FEMA, the relevant FIRM panel numbers are 12057C0240H, 12057C0245H, 12057C0385H, 12057C0263H, 12057C0264H, 12057C0268H, 12057C0269H, 12057C0288H, and 12057C0290H for Hillsborough County, Florida dated August 28, 2008, and 12057C0380J dated September 27, 2013. The majority of the project is designated Zone ‘X’ which means those areas have a 0.2% probability of flooding every year (500-year floodplain). Some parts (mostly streams and waterbodies crossing) are in the Zone ‘AE’ which have a 1% probability of flooding every year (100-year floodplain), and where predicted flood water elevations have been established.

The floodplain is located in a low density, non-urbanized area, and the encroachments area is classified as “minimal”. Minimal encroachments on a floodplain occur when there is a floodplain involvement, but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address the impacts will consist of applying the Department’s drainage design standards and following the Water Management District’s procedures to achieve results that will not increase or significantly change the flood elevations and/or limits. The proposed structure will be hydraulically equivalent to or greater than the

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existing structure, and backwater surface elevations are not expected to increase.

There is no change in flood “Risk” associated with this project. The encroachments will not have a significant potential for interruption or termination of transportation facilities needed for emergency vehicles or used as an evacuation route. In addition, no significant adverse impacts on natural and beneficial floodplain values are anticipated and no significant impacts to highway users are expected. Therefore, it has been determined that this encroachment is not significant.

Whenever it is determined that the proposed project will involve a regulatory floodway, the District Drainage Engineer, or designee, will work with local agencies and FEMA, as required, to ensure the project is developed consistent with local floodway plans and floodplain management programs. A "No-Rise" certification will be required for any anticipated impacts to regulatory floodways and will be obtained during the design phase of this project. There is one regulatory floodway underneath bridge #100025 and another one along the Spartman Branch stream (Bridge #100098).

Any floodplain impacts will be mitigated for with offsite floodplain compensation sites, or cut ditch sections on a cup for cup basis. From the available data, approximate Floodplain Compensation (FPC) Areas have been calculated (Table 9). Within the project limits and right-of-way, 16 segments have been identified which are impacted by the 100-year floodplain (Zone AE).

Length and width are measured using the alignment chain and typical sections, respectively. Depth of impact has been calculated from the difference between the floodplain elevation and existing ground elevation or seasonal high water table (SHWT) elevation depending on the type of soil. It was concluded that the project will impact approximately 57.33 acres of floodplain area based on the most conservative roadway alternative. Please refer to the Preliminary Stormwater Management Facility Report (Technical Memo), located within the project files for detailed floodplain calculations.

Table 9 – Summary Floodplain Compensation (FPC) Sites

FPC	Station	-	Station	Total Length of Impact (ft)	(Avg.) 100-yr Flood Elevation (ft)	Impact Volume (Ac-Ft)	FPC Area* (Ac)
FPC-1A	168+04.88	-	185+71.88	1,767	25.50	1.29	1.29
FPC-1B	174+77.12	-	184+00.00	923	23.40	0.06	0.06
FPC-2	362+31.19	-	367+95.97	565	40.00	8.18	8.18
FPC-3	381+00.00	-	393+00.00	1,200	46.30	2.30	2.30

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FPC	Station	-	Station	Total Length of Impact (ft)	(Avg.) 100-yr Flood Elevation (ft)	Impact Volume (Ac-Ft)	FPC Area* (Ac)
FPC-4	393+47.34	-	414+25.22	2,078	44.00	1.45	1.45
FPC-5	418+00.00	-	443+66.59	2,567	47.00 to 57.00	3.76	3.76
FPC-6	443+86.96	-	460+86.08	1,699	57.00	1.41	1.41
FPC-7	481+87.52	-	482+20.94	33	64.00	0.01	0.01
FPC-8	507+64.54	-	509+82.28	218	68.00	0.72	0.72
FPC-9	550+58.09	-	560+00.00	942	83.00	6.52	6.52
FPC-10	601+50.35	-	613+00.00	1,150	91.40	1.44	1.44
FPC-11	624+22.39	-	629+86.70	564	95.00	5.30	5.30
FPC-12	639+41.41	-	652+08.61	1,267	97.00	8.09	8.09
FPC-14	738+41.80	-	756+65.44	1,824	111.35	16.80	16.80
						TOTAL	**57.33**

This project will impact the 100-year floodplain in three different ways;

1. Longitudinal impacts resulting from filling the floodplain areas associated with proposed roadway widening within the Project Limits, isolated wetlands, wetland systems, and depressional areas.
2. Transverse impacts resulting from the extension and replacement of the existing cross drain culverts.
3. Transverse impacts resulting from widening of the bridge.

The longitudinal impacts cannot be avoided since the floodplains associated with the water bodies extend in both north and south direction. The floodplain impact area was quantified based on the FEMA 100-year base flood elevation estimated and the existing ground elevations from 1-foot contours from LiDAR. To be conservative, it was assumed that any filling from the proposed roadway outside of the existing roadway was quantified as floodplain impacts.

The transverse impacts resulting from the extension or replacement of the culverts will be analyzed in the design phase. To minimize upstream impacts, FDOT design criteria for a conveyance system (e.g. culvert) allow no significant increase in flood stages at the upstream end of the structures. During the final design phase of the project, every necessary action should be taken to minimize upstream impacts.

During the design phase, each cross drain would be analyzed for existing and proposed conditions using more defined data and they would be designed to ensure no conflicts with the proposed roadway and no significant increase in headwater elevation. Also, a more detailed inspection of the cross drains will be necessary to verify their structural integrity and assess the need for complete reconstruction.

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The modifications to drainage structures included in the project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases in flood heights and flood limits. Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. An alternative encroachment location is not considered in this category since it defeats the project purpose or is economically unfeasible. Since flooding conditions in the project area are inherent in the topography or are a result of other outside contributing sources, and there is no practical alternative to totally eradicate flood impacts or even reduce them in any significant amount, existing flooding will continue, but not be increased. The proposed structure will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, the project will not affect existing flood heights or floodplain limits. This project will not result in any new or increased adverse environmental impacts. There will be no 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.

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C. 8. Protected Species and Habitat

The original 1994 PD&E Study determined that the preliminary wildlife impact from the project will occur as a result of loss of native upland and wetland communities. However, no critical uplands were found within the project boundaries. Two state-listed species, the Florida sandhill crane and an active gopher tortoise burrow were sighted during original field investigations. One federally listed species, the bald eagle, was confirmed to exist in the region, although the documented location was well beyond the project limits and would not be affected by the project.

A Draft Wetland Evaluation and Biological Assessment Report (WEBAR) was prepared as part of this PD&E Study Re-evaluation detailing the wildlife analysis that was performed. According to the WEBAR, a total of 28 listed species may possibly occur within or near the study area. This includes eight federally-listed and 20 state-listed species. However, the study area and adjacent properties are developed such that most of the remnant natural habitats are not of sufficient quality or quantity to support many species, particularly listed species.

The study corridor is located within FWS Consultation Areas for the Audubon's crested caracara, Florida scrub-jay, and sand skink. Consultation Areas are meant

to guide Federal and non-Federal actions. In general, proposed actions inside the consultation area are more likely to affect the species than actions that are located outside the consultation area. However, the consultation area is based on the best available information to the FWS and not necessarily the most current environmental or habitat conditions of the study area. Coordination is typically undertaken during a project's design phase to determine whether and to what extent a project may affect federally-listed species.

FDOT determined that the proposed widening of US 92 will have "No Effect" on the federally-and state listed Audubon's crested caracara (Caracara plancus audubonii), the Florida scrub-jay (Aphelocoma coerulescens), sand skink and blue-tailed mole skink, and the West Indian manatee (Trichechus manatus). The project will also have "No Effect" on the state-listed Florida pine snake, the short-tailed snake, Suwannee Cooter, and Imperiled Beach Nesting Birds.

FDOT determined that the proposed widening of US 92 "May Affect, But is Not Likely to Adversely Affect" the federally and state listed American alligator (Alligator mississippiensis), eastern indigo snake (Drymarchon couperi), and wood stork (Mycteria Americana) and "May Affect, But is Not Likely to Adversely Affect" the state listed bald eagle, Florida burrowing owl, Florida mouse, Florida Sandhill Crane, gopher frog, gopher tortoise, limpkin, Sherman's fox squirrel, southeastern American kestrel, and wading birds.

Based on the results of previous wildlife surveys in the study area, it has been determined that the proposed project may affect, but is not likely to adversely affect or jeopardize the existence of any threatened or endangered species. Any wetland mitigation proposed during the design phase of the project is expected to fully offset any potential impacts to aquatic or wetland-dependent species.

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Florida Department of Transportation
RE-EVALUATION FORM
ATTACHMENT D

D. PHYSICAL IMPACTS

D. 1. Highway Traffic Noise

The original 1994 PD&E Study identified impacts to a total of 244 first and second row noise-sensitive receivers along the preferred alignment alternative and recommended eight-foot high noise barriers at the following locations:

- Shangri La subdivision at Kings Row
- Shangri La subdivision at Queens Court

Estimated total cost of the noise barriers at the time the report was published was $0.25 million.

A Draft Noise Study Report (NSR) was prepared as part of the US 92 PD&E Study Re-evaluation as required by the FDOT's PD&E Manual, Part 2, Chapter 17 (July 26, 2016) and in accordance with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) – Procedures for Abatement of Highway Noise and Construction Noise (July 13, 2010). The report identifies 717 noise sensitive receptors representing 757 properties. The proposed roadway improvements are anticipated to impact 136 of these 757 properties. The 136 sites impacted are composed of 133 residential properties, one day care center, one play ground, and one shuffle board court at a mobile home park. A noise barrier evaluation conducted during the study found that noise barriers are potentially feasible and reasonable abatement measures for the following locations:

- Residences in Parkwood Estates and West of Webb Road
- Residences west of Greenway Drive and Happy Homes Mobile Home Park
- Residences located in and in the vicinity of Robinson Orange Park
- Residences located west of Fletcher Lane
- Residences located west of Bethlehem Road in Coronation Court
- Residences located at the Kingsway Subdivison
- Residences located at the Brooks Residential Motel and Camp Knox Hotel
- Star Motel/Rental Units
- Shangri La Subdivision
- Residences in the Family Rentals Mobile Home Park and west of Tanner

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Road
- Residences in the Stonebridge Mobile Home Park

Estimated cost of the barriers ranges from $1,538,760 to $3,960,000 depending on barrier height and length.

D. 2. Air Quality Analysis

The original 1994 PD&E Study identified the Mango Road/US 92 intersection as being the worst-case intersection, however no sensitive receptors were located within the critical distance from this intersection. Therefore, the original study determined that this project would not have a significant impact on air quality. The original 1994 PD&E Study also identified the project as being located in a non-attainment area which had specific transportation control measures found in the State Implementation Plan (SIP). The project conformed to these measures.

An Air Quality Technical Memorandum (KB Environmental Sciences, Inc., August 2016) was completed for the US 92 PD&E Re-evaluation Study. The project Build and No-Build Alternatives were analyzed for both the project opening year and design year using the FDOT's air quality screening model, CO Florida 2012 (approved by the FHWA on April 12, 2013). For opening year (2020), and design year (2040), the study identified the US 92/Thonotosassa Road/Lemon Street intersection and the US 92/Williams Road intersection as having the highest forecasted approach traffic volumes, respectively. Predicted CO levels at all receptor locations were below National Ambient Air Quality Standards (NAAQS), meaning the project "passed" the air quality screening test. Due to the project being located in a designated attainment area for all the NAAQS, the conformity requirements of the Clean Air Act are not applicable to the proposed improvements.

D. 3. Contamination

The original 1994 PD&E Study identified impacts to 9 sites with potential hazardous material contamination and 34 sites with potential petroleum contamination, and stated that a Level 2 contamination assessment would be performed on these sites prior to the right-of-way phase of the project.

A Level I contamination evaluation was conducted and documented in a Draft Contamination Evaluation Screening Report (CSER) (Tierra, Inc., October 2016) for the US 92 PD&E Study Re-evaluation. The environmental screening resulted in identification of 169 sites that may present the potential for petroleum contamination or hazardous materials. Nine of these sites were given a "High" rating, 69 sites were

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given a “Medium” rating, 74 sites were given a “Low” rating, and 17 sites were rated “No” for contamination potential. Sites that are rated “Medium” or “High” for potential contamination, and are determined to be in the projects limits of construction during the design phase, will be subject to a Level 2 field screening as they have been determined to have potential contaminants which may impact the proposed widening of US 92. A comprehensive list of all contamination sites and their risk rating can be found within the Draft CSER.

D. 4. Utilities and Railroads

Utilities

Changes in the existing utilities section of the current US 92 PD&E Study Re-evaluation from the original 1994 PD&E Study include identification of current utility agency/owners (UAOs), updated existing utility facilities within the corridor, and preparation of a Utility Assessment Package. A Sunshine 811 Design Ticket was pulled to identify current UAOs on the project. A utility contact submittal was made April 14, 2016 with request for UAOs to provide information on existing facilities and the locations where they maintain property rights along the project. The information was compiled and summarized in the US 92 PD&E Study Re-evaluation Draft Preliminary Engineering Report (PER) and a detailed analysis is provided in the project Utility Assessment Package.

A description of the existing facilities and the associated relocation costs of the Recommended Build Alternative are outlined in Table 10.

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Table 10 - Existing Utilities and Estimated Relocation Costs

Company	Description	Estimated Relocation Cost
AT&T Corp	Two 2-inch PVC conduits and related fiber along the west side of Mango Road with a 6" steel casing crossing US 92 at Mango Road.	$100,000
Bright House Networks	**No response**. Facilities likely aerial on existing power poles.	**-**
Central Florida Gas/FPU	**No response.**	**-**
City of Plant City	The City maintains water mains ranging in size from 2-inch to 12-inch, 8-inch to 10-inch sanitary sewer mains, and 12-inch to 20-inch reclaimed water mains within the project limits.	$1.5 Million
Florida Gas Transmission	6-inch gas main crossing US 92 along east side of Falkenburg Road 26-inch gas main crossing US 92 along west side of Tanner Road 18-inch gas main crossing US 92 just west of Moores Lake Road 30-inch & 36-inch gas main crossing US 92 just east of Whitelaw Road 4-inch gas main crossing US 92 at N Wilder Road	$1 Million – $10 Million
FPL FiberNet	Maintains underground Fiber along US 92 from Edmond Ct to Branch Forbes Road and from Fletcher Lane to Whitehurst Road.	$300,000
Hillsborough County Utilities	Maintains a water mains ranging in size from 6-inch to 12-inch along both side of US 92 from I-75 to Darby Lake Street. The County also maintains a 4-inch force main primarily along the north side of US 92 from Black Dairy Road to N Kingsway Road.	$1.2 Million
Kinder Morgan/CFP	6-inch and 10-inch high pressure jet fuel line along the south side of US 92 in CSX ROW from Park Road to County Line Road.	$0
Level 3 Communications	Maintains a buried fiber crossing at US 92 and I-4 and a buried fiber along US 92 from SR 39 to County Line Road.	$660,000
Tampa Electric Company	Overhead distribution lines primarily along the north side of US 92 for the limits of the project. 69 kV transmission line crossing US 92 at Mango Road, which continues along the north side of US 92 to Peach Avenue. 69 kV transmission line along the north side of US 92 from Walter Dr. to N Woodrow Wilson St.	$3.9 Million
TECO Peoples Gas	Maintains a 6-inch gas main crossing of US 92 at Pine Street.	$60,000
TW Telecom	**No response.** Normally leases Bright House Facilities	-
Frontier Communications	**No Response.**	To Be determined

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Railroad

Changes in the existing railroad crossings section of the current US 92 PD&E Study Re-evaluation from the original 1994 PD&E Study include identification of current railroad crossings and an updated description of crossing characteristics within the project limits. This involved identifying all National Grade Crossings within the project, Safety Index, current traffic control equipment, and potential impacts to the existing CSX facilities due to the proposed US 92 improvements.

Table 11 summarizes the characteristics and locations of the existing four railroad crossings identified on the project.

Table 11 - Summary of Railroad Crossings

Railroad Crossing	Crossing Location			
	Baker Street/ US 92	**Reynolds St/ US 92**	**CR 574A/ Park Road**	**US 92 east of Park Road**
National Grade Crossing No.	624409E	624411F	624313P	624312H
US 92 Milepost	20.48	20.48	21.52	21.58
PD&E Study Segment ID	Segment 10 (No-Build)	Segment 10 (No-Build)	Segment 10	Segment 11
Railroad Milepost	822.91	823.02	860.09	860.09
Type of Crossing	Public	Public	Public	Public
Safety Index Rating	1908	800	71	1504
Crossing Surface	Concrete	Concrete	Concrete & Rubber	Concrete
Traffic Control Equipment	Pavement Markings, 2 Bells, 2 Flashing Pairs, 2 Quad Gates	Pavement Markings, 2 Bells, 2 Flashing Pairs, 2 Quad Gates	Pavement Markings, 2 Bells, 2 Over Traffic Cantilevered Flashing Lights, 26 Signal Lenses, 2 Quad Gates	Pavement Markings, 1 Bell, 2 Over Traffic Cantilevered Flashing Lights, 16 Signal Lenses, 2 Quad Gates
Maintained by	State	State	County	State
Average No. of Trains (per day)	5	5	7	11
Average Speed (mph)	20-25 mph	20-25 mph	74-79 mph	1-10 mph

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D. 7. Bicycles and Pedestrians

The original 1994 PD&E Study determined that roadway improvements would provide pedestrian facilities on all segments of US 92 expected to experience pedestrian activity. Urban typical sections with five-foot wide sidewalks on both

sides of the road were proposed for the following segments of US 92:

- From Garden Lane to Kingsway Road
- From Forbes Road to Mobley Street
- From Mobley Street to Whitehall Street
- From Gordon Street to County Line Road

Pedestrian facilities on the segment of US 92 between Mobley Street and Gordon Street were recommended to be maintained and upgraded, if necessary.

The original 1994 PD&E Study proposed that bicycle facilities be provided throughout the length of the project with the exception of approximately 2.4 miles through downtown Plant City. The existing typical section width was to be maintained through this section of roadway in order to avoid impacts to right-of-way and historic districts in Plant City. Numerous adjacent local streets with low traffic volumes were identified to be used by bicyclists to bypass heavy traffic on US 92.

The US 92 PD&E Study Re-evaluation includes ADA compliant bicycle and pedestrian accommodations along all build segments of US 92. All Recommended Build Alternatives include a minimum of five-foot-wide sidewalks on each side of the road, and seven-foot buffered bike lanes. There are no recommended bicycle and pedestrian facility improvements through the No-Build portion of the project. The original 1994 PD&E Study recommended that the section of Baker Street (US 92) between Mobley Street and Whitehall Street be converted from a rural to urban roadway in order to provide sidewalks. Improvements have been made in this section that meet the intent of the original 1994 PD&E Study recommendation for this segment of the project.

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Appendix A

Planning Consistency Documents

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Figure 5-13 *Cost Feasible Projects for New Capacity: Non-SIS Major Corridors*

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)			Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
int4	I-75	Big Bend Road			Interchange Mod.	$4.50	2021-2025	$5.54	$-		$-	$36.50	2026-2030	$50.74	$41.00	$56.27	Other Art.
1059	Linebaugh Ave	Sheldon Rd	Veterans Exwy	4D	6D	$3.48	2021-2025	$4.28	$23.18	2026-2030	$32.22	$23.18	2031-2040	$38.71	$49.84	$75.21	Sales Tax or Equivalent
1034	New Tampa E/W Road (50% Funded By Tolls)	I-275	Commerce Park Blvd	0	4D	$6.73	2021-2025	$8.27	$-		$-	$44.84	2031-2040	$74.89	$51.57	$83.16	Sales Tax or Equivalent
1035	New Tampa Blvd	Commerce Park Blvd	Bruce B Downs Blvd	2U	4D	$3.12	2026-2030	$4.34	$-		$-	$20.80	2031-2040	$34.73	$23.92	$39.07	Sales Tax or Equivalent
1014	Occident St Ext	Cypress St	Westshore Pl	0	2U	$0.34	2019-2020	$0.38	$2.25	2021-2025	$2.77	$2.25	2021-2025	$2.77	$4.85	$.93	Sales Tax or Equivalent
1038	Sam Allen Road	Park Rd	Wilder Rd	2U	4D	$0.64	2021-2025	$0.79	$4.30	2021-2025	$5.29	$4.30	2031-2040	$7.18	$9.24	$13.26	Sales Tax or Equivalent
1040	Sam Allen Road	Wilder Rd	County Line Rd	0	4D	$3.88	2021-2025	$4.77	$25.83	2026-2030	$35.91	$25.83	2026-2030	$35.91	$55.54	$76.58	Sales Tax or Equivalent
1022	Trask St	Cypress St	Boy Scout Bl	2U	3D	$0.43	2019-2020	$0.49	$1.45	2021-2025	$ 1.78	$2.89	2021-2025	$3.56	$4.77	$5.83	Sales Tax or Equivalent
1016	Trask St Extension	Cypress St	Gray St	0	2U	$0.19	2019-2020	$0.21	$1.27	2021-2025	$1.56	$1.27	2021-2025	$1.56	$2.72	$3.33	Sales Tax or Equivalent
1100	US Hwy 41	Causeway Blvd	CSX Rail	0	New Interchange	$9.75	2021-2025	$11.99	$22.00	2026-2030	$30.58	$65.00	2031-2040	$108.55	$96.75	$151.12	Other Art.
1043	US Hwy 92	US 301	CR 579	2U	4D	$4.66	2021-2025	$5.73	$15.52	2026-2030	$21.57	$31.04	2026-2030	$43.14	$51.21	$70.44	Other Art.
1045	US Hwy 92	Park Road	County Line	2U	4D	$4.84	2019-2020	$5.47	$15.76	2021-2025	$19.38	$31.53	2021-2025	$38.78	$52.13	$63.63	Other Art.

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Web Application

Office of Work Program and Budget

Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State	**2017-2021 AD**
(Updated: 8/4/2016-00.50.06)	**Item Number:**438997-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE STATE HIGHWAYDistrict 07 - Hillsborough County
Description: US 92/SR600 FROM US 301 TO MANGO ROAD
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 438997-1
Length: 3.741 View Map of Item

Project Detail

Fiscal Year:	**2017**	**2018**	**2019**	**2020**	**2021**
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$1,251,000				

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)
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Web Application

Office of Work Program and Budget

Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State	**2017-2021 AD**
(Updated: 8/4/2016-00.50.06)	**Item Number:**438998-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE STATE HIGHWAYDistrict 07 - Hillsborough County
Description: US 92/SR600 FROM PARK TO COUNTY LINE ROAD
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 438998-1
Length: 3.070 View Map of Item

Project Detail

Fiscal Year:	**2017**	**2018**	**2019**	**2020**	**2021**
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$1,801,000				

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Item Number: **437513 1** Description: US 92/SR 600/W GANDY BLVD FROM W OF FRONTAGE ROAD TO W OF S BRIDGE ST LRTP: **System preservation, p. 161**

Related Project: 4375131 Extra Description: 4 LANES

Project Length: 0.557 ***SIS***

Type of Work RESURFACING

Fund	<2017	2017	2018	2019	2020	2021	>2021	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DS	$38,094	$0	$0	$0	$0	$0	$0	$38,094
DDR	$73,763	$235,996	$0	$0	$0	$0	$0	$309,759
DIH	$6,000	$1,000	$0	$0	$0	$0	$0	$7,000
Totals:	**$117,857**	**$236,996**	**$0**	**$0**	**$0**	**$0**	**$0**	**$354,853**
CONSTRUCTION - MANAGED BY FDOT								
SA	$0	$0	$0	$760,877	$0	$0	$0	$760,877
NHRE	$0	$0	$0	$196,478	$0	$0	$0	$196,478
Totals:	**$0**	**$0**	**$0**	**$957,355**	**$0**	**$0**	**$0**	**$957,355**
Item 437513 1 Totals:	**$117,857**	**$236,996**	**$0**	**$957,355**	**$0**	**$0**	**$0**	**$1,312,208**

Item Number: **438997 1** Description: US 92/SR600 FROM US 301 TO MANGO ROAD LRTP: **1043**

Related Project: 4389971 Extra Description: 2 TO 4 LANES

Project Length: 3.741 *NON-SIS*

Type of Work ADD LANES & RECONSTRUCT

Fund	<2017	2017	2018	2019	2020	2021	>2021	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DS	$3,761	$1,250,000	$0	$0	$0	$0	$0	$1,253,761
DDR	$616,083	$0	$0	$0	$0	$0	$0	$616,083
Totals:	**$619,844**	**$1,250,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,869,844**
Item 438997 1 Totals:	**$619,844**	**$1,250,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,869,844**

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Item Number: **438998 1** Description: US 92/SR600 FROM PARK TO COUNTY LINE ROAD LRTP: **1045**

Related Project: 4389981 Extra Description: 2 TO 4 LANES

Project Length: 3.07 *NON-SIS*

Type of Work ADD LANES & RECONSTRUCT

Fund	<2017	2017	2018	2019	2020	2021	>2021	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DDR	$541,687	$1,800,000	$0	$0	$0	$0	$0	$2,341,687
DS	$3,686	$0	$0	$0	$0	$0	$0	$3,686
Totals:	**$545,373**	**$1,800,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,345,373**
Item 438998 1 Totals:	**$545,373**	**$1,800,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,345,373**

Item Number: **432584 1** Description: US 92/SR600/HILLS AV FROM E OF N CENTRAL AVE TO W OF SR 583/N 56TH ST LRTP: **System Preservation, p. 161**

Related Project: 4325841 Extra Description: 6 LANES

Project Length: 3.717 *NON-SIS*

Type of Work RESURFACING

Fund	<2017	2017	2018	2019	2020	2021	>2021	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DS	$806,797	$0	$0	$0	$0	$0	$0	$806,797
DDR	$924,920	$0	$0	$0	$0	$0	$0	$924,920
DIH	$33,964	$0	$0	$0	$0	$0	$0	$33,964
Totals:	**$1,765,681**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,765,681**
CONSTRUCTION - MANAGED BY FDOT								
DIH	$0	$0	$105,300	$0	$0	$0	$0	$105,300
DDR	$0	$0	$5,188,253	$0	$0	$0	$0	$5,188,253
Totals:	**$0**	**$0**	**$5,293,553**	**$0**	**$0**	**$0**	**$0**	**$5,293,553**
Item 432584 1 Totals:	**$1,765,681**	**$0**	**$5,293,553**	**$0**	**$0**	**$0**	**$0**	**$7,059,234**

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Appendix B

Agency Correspondence

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Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

JIM BOXOLD
SECRETARY

September 7, 2016

RECEIVED
HISTORIC PRESERVATION
2016 SEP -8 P 1:21

Dr. Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attention: Transportation Compliance Review Program

RE: SR 600 (US 92) Project Development and Environment (PD&E) Study
Re-Evaluation from East of I-4 to East of County Line Road
Work Program Item Segment No.: 435749-1
FAP No.: TBD
Hillsborough County, Florida

DRAFT

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven is preparing a Project Development and Environment (PD&E) Study Re-Evaluation for the proposed widening of SR 600 (US 92) from east of Interstate 4 (I-4) to east of County Line Road in Hillsborough County, Florida. The total project length is approximately 18.1 miles. The original PD&E Study was completed in 1994. The Study recommended a build alternative from east of I-4 to Mobley Street and from Park Road to County Line Road. The no-build alternative was selected for the segment between Mobley Street and Park Road with the exception of improving one section of Baker Street where it was recommended for conversion to an urban section between Mobley Street and Whitehall Street. Due to a change in design standards and existing conditions, the project's PD&E study is being re-evaluated. The no-build alternative between Mobley Street and Park Road remains as the recommended alternative. Sidewalk and drainage improvements were made to the section of Baker Street between Mobley Street and Whitehall Street which meet the intent of the original PD&E study recommendation for this segment of the project.

A Cultural Resource Assessment Survey (CRAS) Update was prepared for this project and submitted to your office on March 17, 2016. In July 2016, the CRAS Update was revised based on comments provided by Alyssa McManus (letter dated May 10, 2016). At this time, edits were made to the original report and select pages were resubmitted. The CRAS Update was again revised in August 2016. At this time, the eligibility for previously recorded Frame Vernacular style residence located at 104 Thrasher Road (8HI04739) was updated and revised pages resubmitted. Enclosed are

one set of revised pages to the CRAS Update (February 2016, Revised August 2016) that were prepared for the above referenced project.

The CRAS Update included background research and a field survey. The purpose was to locate and identify any archaeological sites and historic resources located within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). This is an update to the CRAS that was prepared for the original PD&E Study. The SR 600 (US 92) PD&E Re-evaluation will replicate the original PD&E approved alignment with modifications as needed. As a result, the project is planned to be mostly developed within the existing right-of-way. A CRAS of the original PD&E corridor was performed in 1991-1992 (ACI 1993), and approved by the SHPO in October 1993. Therefore, systematic archaeological field survey will focus only on areas of new right-of-way. For historic resources, the APE is defined as the properties adjacent to the existing and proposed right-of-way. As contained within these adjacent properties, only the historic resources located within 200 feet of the existing and proposed right-of-way were recorded and evaluated. No improvements to the approximate two-mile long one-way pair system through Plant City between Mobley Street and Park Road (Segment 10) are anticipated. However, the historic resources located along Reynolds Street (US 92 Eastbound) between Mobley Street and Park Road were included in the CRAS. Stormwater management facilities and floodplain compensation sites have been preliminarily sized for the project's ongoing PD&E Study, and an addendum to the CRAS will be prepared to document the historical and archaeological evaluations for these locations later in the PD&E Study.

Background research indicated that 14 previously recorded archaeological sites are located, at least in part, within the project archaeological APE. All were evaluated as ineligible for listing in the NRHP by the SHPO. Limited field survey did not confirm the presence of any of these sites within the project APE. Field survey focused on areas of newly proposed right-of-way yielded negative results. Given these results, and the findings of previous investigations, there are no archaeological sites within the project APE that are listed, eligible, or considered potentially eligible for listing in the NRHP.

Historical/architectural field survey resulted in the identification of 510 historic resources within the project APE, including 102 extant previously recorded and 408 newly identified encompassing 476 buildings, 26 historic districts and building complex resource groups, four bridges, two objects, and two linear resources. In addition, 20 previously recorded historic resources were confirmed demolished.

As a result of field survey, 71 NRHP-listed, eligible and potentially eligible historic resources were located within the SR 600 (US 92) project APE. Of these, 44 were previously listed or determined eligible by the SHPO, and 27 were newly evaluated as potentially eligible. These include two historic districts, three building complex resource groups, one object, and 65 buildings.

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No NRHP-listed, eligible, or potentially eligible historic resources were identified within evaluation Segments 2 through 8. Twelve historic resources, including one potentially eligible building complex resource group (8HI04634) with 11 contributing resources, are contained within Segment 1; nine historic resources, including one potentially eligible building complex resource group (8HI13404) with eight contributing resources, are contained within Segment 9; and one individually significant historic resource (8HI05328) is located within Segment 11. Forty-nine of the total significant historic resources are contained within Segment 10, the no-build alternative. These include one NRHP listed individual property (8HI00174) plus three historic districts and building complex resource groups (8HI05386, 8HI05923, and 8HI13405) that collectively contain 45 contributing resources within the project APE. Although there are significant historic resources identified within Segment 10, the proposed project should have no effect on the resources since this segment will only have a no-build alternative.

A previously recorded Frame Vernacular style residence located at 104 Thrasher Road (8HI04739), was determined ineligible by the SHPO in 1993 and was re-evaluated as part of this study (August 2016). After revisiting the site and collecting additional background information this resource remains ineligible for listing in the NRHP. This residence is located within build Segment 11.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in the enclosed cultural resource document, please sign below for concurrence. If you have any questions, please contact me at (813) 975-6496 or robin.rhinesmith@dot.state.fl.us or Rebecca Spain Schwarz at (813) 281- 8308 or rebecca.spain-schwarz@atkinsglobal.com.

Sincerely,

Robin M. Rhinesmith
Environmental Administrator

RR/RSS
Enclosure

cc: Cathy Kendall (FHWA)
Lilliam Escalera (FDOT)
Rebecca Spain Schwarz (Atkins/GEC)
Roy Jackson (FDOT SEMO)
Alex Hull (Inwood)
Marion Almy (ACI)

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The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Update complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2016-1350 **. Or, the SHPO finds the attached report contains ____ insufficient information.**

SHPO Comments:

We acknowledge that a separate effects document will be submitted for SHPO review for segments 1, 9 and 11. We concur with finding of no effect for segs 2-8 an finding of no adverse affect for segment 10.

/s/ [illegible], Deputy SHPO 9/16/2016
For **Timothy A. Parsons, Ph.D.** **Date**
Director, Florida Division of Historical Resources
& State Historic Preservation Officer

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