

STATE ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation

US 301 (SR 41) FROM FOWLER AVE TO SR 56

District: FDOT District 7

County: Hillsborough County

ETDM Number: 14194

Financial Management Number: 255796-1-22-01

Project Manager: Amber Russo

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final SEIR reflects consideration of the PD&E Study and the public hearing.

Date:

District Secretary or Designee

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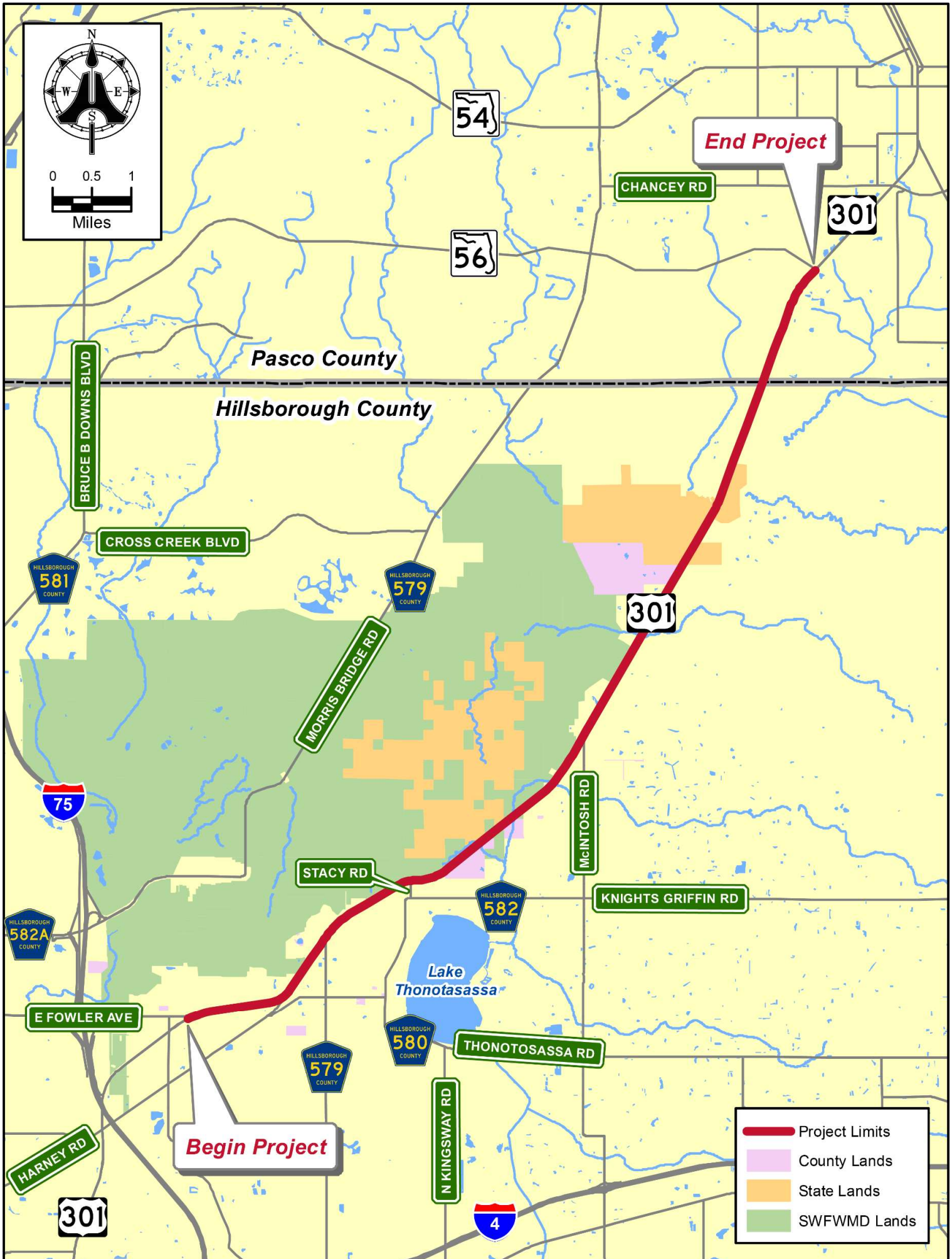
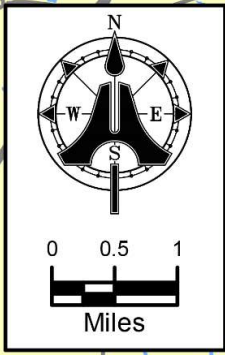
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End Project

Begin Project

- Project Limits
- County Lands
- State Lands
- SWFWMD Lands

1. Project Information

1.1 Project Description

Project Description

The objective of the Project Development and Environment (PD&E) study is to assist the Florida Department of Transportation (FDOT) District Seven in reaching a decision on the type, location, and conceptual design of the proposed improvements for the widening of US 301, including stormwater management facilities (SMF), and floodplain compensation (FPC) sites. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and intersection enhancement alternatives.

The proposed action involves widening US 301 from the existing two-lane undivided roadway to a four-lane divided roadway and includes pedestrian and bicycle accommodations. The project is located in both Hillsborough and Pasco Counties and is approximately 13.1 miles long. A project location map is provided above.

The existing US 301 roadway has a two-lane undivided rural typical section from Fowler Avenue to SR 56. The roadway is functionally classified by FDOT as an Urban Other Principal Arterial from Fowler Avenue to just north of CR 579 (Mango Road) and from the County line to SR 56. The remaining portion of the project is classified as a Rural Other Principal Arterial. The posted speed limits within the study corridor are 50 miles per hour (mph) from Fowler Avenue to Jackson Road, 55 mph from Jackson Rd to Flint Creek, 60 mph from Flint Creek to Rapid River Boulevard, and 55 mph from Rapid River Boulevard to SR 56.

The existing typical section consists of one 12-foot travel lane and a 5-foot paved shoulder in each direction and a 2.2 mile, variable width, shared-use path (known as the Old Fort King Trail) running along the east side of US 301 beginning just north of Stacy Road. The shared-use path crosses US 301 at two locations. Drainage is collected in roadside ditches and is ultimately conveyed to the Hillsborough River. The existing right-of-way (ROW) width ranges from 100 feet to 200 feet. The existing typical section is illustrated in **Figure 1-1**.

There are also eight structures located within the study corridor. Five of the structures are roadway bridges or bridge culverts located over rivers/streams/creeks including Flint Creek, Flint Creek Relief, Holloman's Branch, Two Holes Branch and the Hillsborough River. The Old Fort King Trail also has three pedestrian bridges over Flint Creek, Flint Creek Relief and Holloman's Branch.

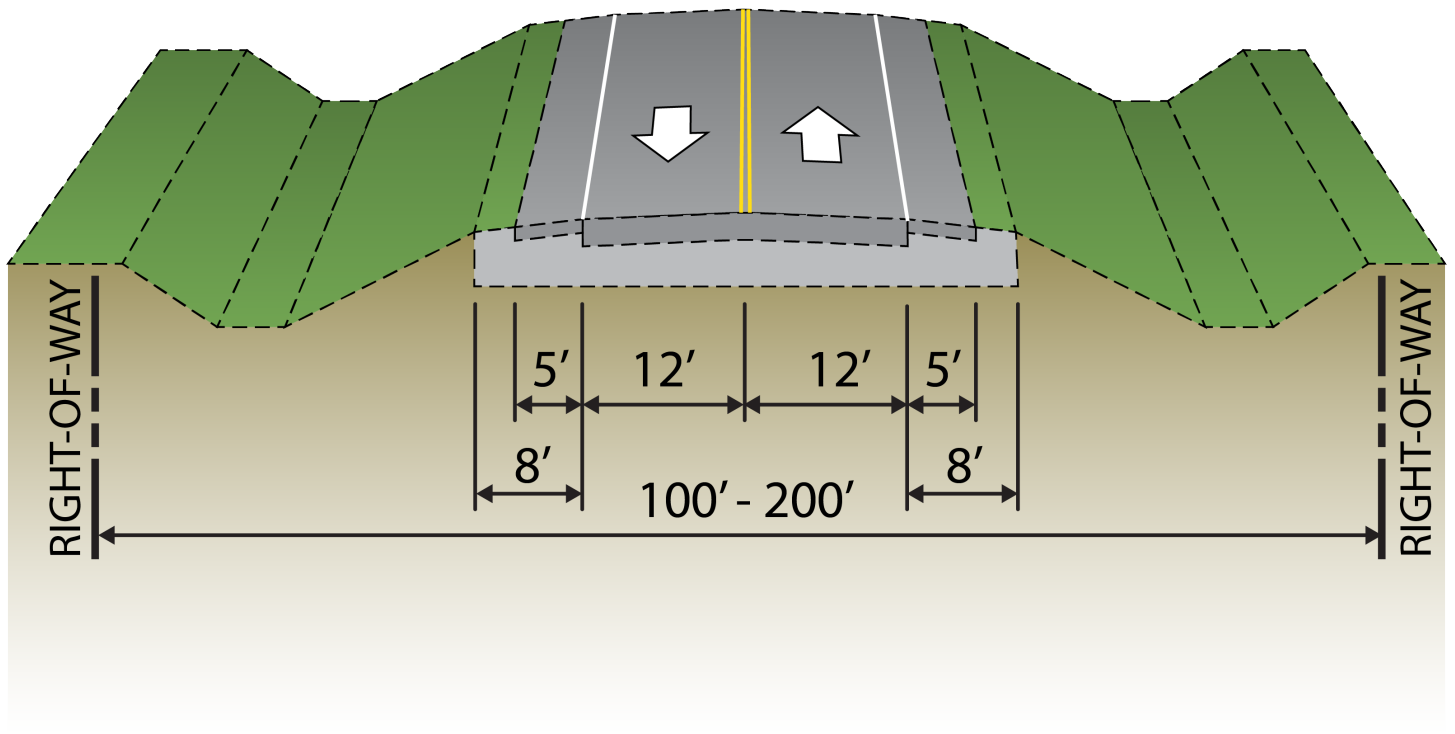


Figure 1.1- Existing Typical Section

Proposed Improvements

The proposed Build Alternative is composed of two typical sections. An urban typical section with a target/design speed of 45 mph is proposed from Fowler Ave to Stacy Road. This typical section has two 11-foot travel lanes in each direction, a 30-foot raised median including 4-foot paved inside shoulders, and 7-foot buffered bike lanes in each direction. There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Figure 1-2**. The proposed ROW width varies from 151 feet to 200 feet.

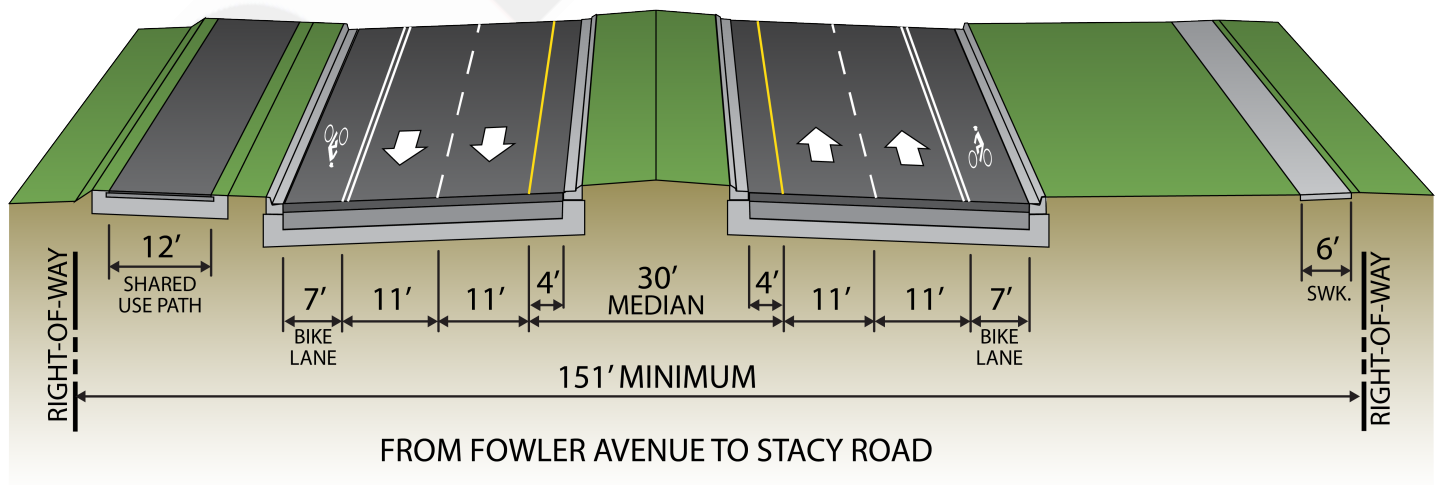


Figure 1.2- Typical Section from Fowler Ave to Stacy Rd

A suburban typical section with a target/design speed of 55 mph is proposed from Stacy Road to SR 56. This typical section has two 12-foot travel lanes in each direction, a 30-foot raised median including 4-foot paved inside shoulders, and 10-foot outside shoulders (5-foot paved). There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Figure 1-3**. The proposed ROW width varies from 192 feet to 230 feet. Where possible, pavement savings will be achieved by converting the existing two-lane roadway to southbound only operation.

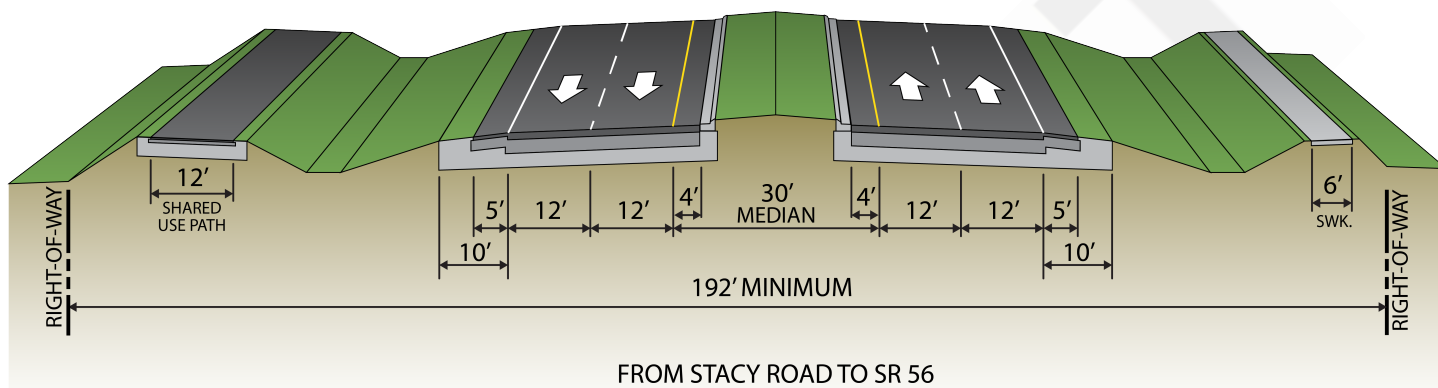


Figure 1.3- Typical Section from Stacy Rd to SR 56

1.2 Purpose and Need

The purpose of this project is to provide additional roadway capacity and improve safety on this portion of US 301 in unincorporated Hillsborough and Pasco Counties. US 301 is a major north-south roadway near the City of Temple Terrace at the southern project limit in Hillsborough County, and the City of Zephyrhills at the northern project limit in Pasco County. This roadway extends from the Sarasota-Bradenton-Venice Metropolitan Statistical Area to the Georgia state line northwest of Jacksonville, thus providing a regional route between the Tampa Bay area and Jacksonville/I-95 corridor. US 301 serves both regional and local travel and connects residential centers in the Temple Terrace and Zephyrhills areas with employment centers in the Tampa area. It provides regional connectivity with I-75, I-4, SR 56, SR 54, and SR 52. US 301 has been designated by both Hillsborough and Pasco Counties' Emergency Management as an emergency evacuation route. In addition to increasing capacity, this project will add or enhance the multimodal facilities in this corridor.

The proposed widening of this portion of US 301 is expected to have positive mobility impacts. The Hillsborough Transportation Planning Organization's (TPO) It's Time Hillsborough 2045 Long Range Transportation Plan (LRTP) socioeconomic projections (November 2019) contain both population and employment projections. These projections show Hillsborough County's population increasing from 1,292,800 to 2,006,200 (a 55% increase) between 2015 and 2045. Employment is projected to increase from 830,800 to 1,705,400 (a 105% increase) between 2015 and 2045, mostly within the urban service area. The Pasco Metropolitan Planning Organization's (MPO) Mobility 2045 LRTP (March 2020) also documents socioeconomic projections. These projections show Pasco County's population increasing from 487,588 to 795,600 (a 63% increase) between 2015 and 2045. Employment is projected to increase from 157,500 to 266,592 (a 69% increase) between 2015 and 2045. Based on projected population and employment growth, the existing study corridor

would experience failing levels of service in the future.

US 301 is a truck route that provides north-south access within eastern Hillsborough and Pasco Counties and connections to the surrounding Tampa Bay area. The daily truck percentage for this roadway ranges between 10.6% and 11.4%. There is no existing bus service within the study corridor; however, the Tampa Bay Area Regional Transportation Authority (TBARTA) Regional Transit Development Plan (adopted June 2020) shows future Regional Commuter Express Bus Service north of the project from SR 56 to Zephyrhills.

Safety within the US 301 corridor is also projected to improve with an increase in capacity and a corresponding reduction in congestion, as well as with the provision of a median, thereby reducing potential vehicle conflicts.

Project Status

Federal funds are not planned to be used for this project, so the study is being conducted in accordance with Part 1, Chapter 10 of the PD&E Manual, which addresses non-federal projects. This PD&E study satisfies all applicable requirements for a state funded project and this State Environmental Impact Report (SEIR) is the environmental document for this project. This project was screened through the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 14194. The ETDM Final Programming Screen Summary Report was published on April 21, 2015, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources.

1.3 Planning Consistency

The project is state funded and planning consistency is not required.

The widening of the Hillsborough County portion of the study corridor (from Fowler Avenue to the County line) is not identified in the Hillsborough Transportation Planning Organization (TPO)'s 2045 LRTP. The widening of the Pasco County portion of the study corridor (from the County line to SR 56) is not identified in the Pasco MPO's 2045 LRTP Cost Feasible Plan, but is identified in the 2045 Needs Plan.

2. Environmental Analysis Summary

| Issues/Resources | Substantial Impacts?* | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| | Yes | No | Enhance | NoInv |
| 3. Social and Economic | | | | |
| 1. Social | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Economic | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Land Use Changes | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Mobility | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Aesthetic Effects | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Relocation Potential | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Cultural Resources | | | | |
| 1. Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Section 6(f) of the Land and Water Conservation Fund Act of 1965 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Recreational Areas and Protected Lands | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Natural Resources | | | | |
| 1. Wetlands and Other Surface Waters | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Aquatic Preserves and Outstanding Florida Waters | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Water Resources | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Wild and Scenic Rivers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Floodplains | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Coastal Barrier Resources | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Protected Species and Habitat | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Essential Fish Habitat (EFH) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Physical Resources | | | | |
| 1. Highway Traffic Noise | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Air Quality | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Contamination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Utilities and Railroads | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Construction | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Bicycles and Pedestrians | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7. Navigation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

* **Impact Determination:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

3.1 Social

The proposed roadway widening and improvements will reduce congestion and enhance safety conditions for the people living and working within the project limits and those who travel through the corridor. Access to existing facilities will be maintained with minimal disruption during construction, and the project construction contractors will be required by FDOT's Standard Specifications for Road and Bridge Construction to maintain access to emergency services to all adjacent properties throughout construction.

Community Demographics

The demographics of the study area were obtained through the FDOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) Sociocultural Data Report (SDR) (Dated July 2023). The SDR utilized the American Community Survey (ACS) 2017-2021 Census data and reflects the approximation of the population based on the quarter-mile project buffer area intersecting the Census block groups along the project corridor.

According to the SDR, the study area's population is 1,841 individuals residing in 643 households. The median household income is \$50,973. Within the project area, the population below the poverty level is 15.10% which is slightly higher than the Pasco and Hillsborough County averages of 2.18% and 14.03%, respectively. Within the project area, the minority population is 21.51% which is lower than the Pasco and Hillsborough County averages of 28.13% and 52.99%, respectively.

Almost four percent of households receive public assistance. The median age is 48 years old and 22.27% of the population is over 65, which is higher than the Pasco County average of 22.11% and the Hillsborough County average of 14.23%. Over 16% of the population ages 20-64 have a disability and just under 11% of the occupied housing units in the study area are zero-vehicle households. Over 58% of the housing consists of owner-occupied units. The county averages are displayed in the table below.

Table 2 - Project Areas vs. County Demographics

| Project Area | | County Averages | Pasco County | Hillsborough County |
|------------------|--------|------------------|--------------|---------------------|
| Median Age | 48 | Median Age | 44.1 | 37.6 |
| Over 65 | 22.27% | Over 65 | 22.11% | 14.23% |
| Disability 20-64 | 16.04% | Disability 20-64 | 13.29% | 9.44% |
| Zero-Vehicle | 10.87% | Zero-Vehicle | 5.02% | 6.04% |

The percent of the total population within the study area who reported that they speak English "not well" or "not at all" is approximately 1.2%. This includes people who speak Spanish, Indo-European languages, Asian and Pacific Island languages, and "Other" languages. This is lower than the county averages of about 2.75% for Pasco County and about 8.3% for Hillsborough County. Based on an evaluation of the four Limited English Proficiency (LEP) factors outlined in the Sociocultural Effects chapter of the PD&E Manual, it was determined that bilingual translation and distribution of materials will be available upon request.

Based on the above discussion and analysis, the Preferred Alternative will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further Environmental Justice analysis is required. Public Involvement and outreach activities for the project are described in Section 11 below.

Community Cohesion

Existing residential and business land uses are sporadic north of the Stacy Road intersection and generally occur throughout the study limits in the form of single-family residential and local businesses. Wildlife refuges and parks are scattered along the project corridor. The existing corridor does not bisect any neighborhoods, nor will the proposed improvements bisect any neighborhoods in the future. The proposed ROW will result in residential relocations and business displacements discussed in the Relocation Potential section below. The Preferred Alternative will make it safer for residents and regional travelers on US 301 to access local residential, commercial, and other community features. Given these factors, the Preferred Alternative is expected to have no significant impact on community cohesion. There are no temporary impacts to businesses and residences anticipated during construction and access will be maintained.

Community Facilities and Services

Within the study limits, there are several community facilities including the Fellowship Baptist Church, Macedonia Baptist Church, BAPS Shri Swaminarayan Mandir of Tampa, Vietnam Veterans of America Chapter 195, John B Sargeant Sr Memorial Wilderness Park, Old Fort King Trail, Lower Hillsborough Wildlife Management, Hillsborough River State Park, and Hillsborough River State Paddling Trail. ROW will be required from some of these facilities. Access will be maintained to these facilities during and after construction (with the exception of the Old Fort King Trail which will be removed) and median openings will be constructed at periodic intervals based on the design of the project allowing for U-turns to access facilities on both sides of the divided roadway.

US 301 is a designated hurricane evacuation route. With the added capacity, evacuation times are expected to be reduced. Emergency response times are also anticipated to be reduced as a result of the added capacity along the corridor.

3.2 Economic

US 301 in Florida runs between Sarasota-Bradenton-Venice, Florida, and the Jacksonville Metropolitan Area. Economic contributors such as Hillsborough County Public Works Department Facility, Complete Development Inc, Orbital Paintball, Dollar General, Tampa Machinery Auction, and US 301 Industrial Park are located throughout the project corridor. Access to businesses will be maintained throughout and after construction of the proposed capacity improvements. There are anticipated to be nine business relocations along the project corridor. These are discussed in additional detail in Section 3.6 below.

An adjacent transportation improvement project that was in close proximity to and influenced the development of the alternatives for the US 301 PD&E Study is FPID No. 416564-2: US 301 from SR 56 to SR 39, Add Lanes and Reconstruct.

There will be limited impacts to businesses and the tax base within the project area; therefore, the Preferred Alternative is expected to have minimal economic impacts along the project corridor.

3.3 Land Use Changes

Existing land use along the US 301 corridor includes light industrial and commercial in the southern portion of the project area from Fowler Avenue to north of CR 579. Some low-density residential land uses, and mobile home parks are also located along this portion. Ranch Oaks Estates Mobile Home Park, Green Oaks Trailer Park, and Spanish Moss RV Resort are located along the portion from Fowler Avenue to CR 579. From CR 579 to SR 56, the primary land uses are low-density rural residential, agricultural, and parks/conservation areas. There is also one RV park located on the west side of US 301 at Dead River Road. John B. Sargeant Sr. Memorial Wilderness Park and Hillsborough River State Park are located on the west side of US 301, while the Fort Foster State Historic Site is located on the east side of US 301. Festival Park (a private fairground area) is located on the east side of US 301 just north of the SR 56 intersection in Pasco County.

The Comprehensive Plan 2025 Future Land Use Plan Map for the Hillsborough County portion of the corridor is consistent with the existing land uses. It is anticipated that much of the study area will retain its character over the comprehensive planning period. The Pasco County Comprehensive Plan 2025 Future Land Use Map identifies mainly future residential land uses from the Hillsborough/Pasco County Line to SR 56. The Two Rivers Development of Regional Impact (DRI) is shown in the GIS analysis and is anticipated to have 4,000 to 5,000 residential units. Construction of 900 units north of SR 56 in Pasco County started in late 2022, while construction south of SR 56 and in the Hillsborough County portion of the development has not yet been approved and is on a longer schedule than those north of SR 56. Based on this data, land use along the northern Hillsborough County and Pasco County segments of the corridor is expected to change from rural to suburban residential with or without the proposed roadway improvements. The proposed roadway improvements should not cause a change in land use patterns within the project area, therefore, there is no impact because of the proposed roadway improvements. The adopted 2025 Future Land Use Map for Hillsborough County and the adopted 2025 Future Land Use Map for Pasco County are included as an attachment.

It is anticipated that the Preferred Alternative for this project will have no substantial impact on the land use changes due to future land use plans along the corridor.

3.4 Mobility

The entire US 301 study corridor is classified and will continue to be classified by FDOT as Access Class 3. The approved access management plan includes 15 full median openings and 10 directional median openings.

There are currently no existing or planned transit services. Transportation disadvantaged service providers in the area include the Hillsborough County Board of County Commissioners and MMG Transportation Inc. for the Hillsborough County portion of the project area. In the Pasco County portion, the Pasco County Public Transportation (PCPT) provides service to those that are transportation disadvantaged.

As previously mentioned, US 301 is designated as a truck route that provides access to distribution centers and the proposed improvements will better facilitate freight movements between distribution centers and activity centers in Hillsborough and Pasco Counties. US 301 is not part of the Strategic Intermodal System (SIS).

US 301 is also designated as an evacuation route by both Hillsborough County and Pasco County and is included on the Florida Division of Emergency Management's evacuation network. Based on future population and employment projections, the current typical section is not deemed adequate during a future emergency evacuation. No designated emergency shelters are located within a 500-foot buffer of the study area. There are no police or fire/EMS stations within a quarter-mile buffer of the study area.

There are no existing designated bicycle lanes, sidewalks, or shared-use paths within the majority of the study limits. There are paved shoulders along the whole corridor, and sidewalks, and bike lanes from Fowler Ave to Bradley Road. The Old Fort King Trail is a multi-use trail that crosses US 301 to the east side of the roadway north of Stacy Road and parallels US 301 for 2.2 miles until crossing back to the west side of US 301 into Hillsborough River State Park.

The Preferred Alternative will enhance the corridor by including a 6-foot sidewalk on the east side of US 301 from north of Fowler Avenue to SR 56 and a 12-foot shared-use path on the west side of US 301 from north of Fowler Avenue to SR 56. Seven-foot buffered bike lanes will also be included for the portion of the project corridor between Fowler Avenue and Stacy Road.

The Preferred Alternative for this project is anticipated to enhance the overall mobility of the corridor by providing a safer, divided roadway for motor vehicles, additional capacity for motor vehicles, and facilities for pedestrians and bicycles.

3.5 Aesthetic Effects

The study area primarily consists of light industrial, commercial, and low-density rural residential, conservation/recreation/open space, and agricultural land uses. Smaller amounts of commercial uses are also present in sporadic areas fronting US 301. According to the Hillsborough and Pasco County Land Use Maps, the study area is anticipated to continue to support residential, commercial, and conservation/recreation/open space land uses. The project is not located along, nor does it intersect, any designated Scenic Highway.

US 301 crosses over the Hillsborough River and there is a limited view of this river from the roadway. The Fort Foster State Historic Site is located on the east side of US 301 approximately 560 feet from the centerline of the roadway; however, the fort is not visible from the roadway due to the presence of roadside vegetation. There are no manmade aesthetic features within the study corridor.

Based on the aesthetic effects analysis from the ETDM Environmental Screening Tool (EST), the Preferred Alternative is expected to have no substantial impacts to aesthetics because the improvement involves an existing facility with no land uses that would warrant special aesthetic features.

3.6 Relocation Potential

The additional ROW needed for the widening of US 301 (approximately 85.1 acres) is expected to impact 73 parcels. The additional ROW will result in 9 potential residential relocations and 8 potential business relocations. A *Conceptual Stage Relocation Plan* (CSR) (July 2023) was prepared under separate cover. An additional 97.07 acres of ROW will be required for the proposed offsite SMFs and FPCs (including access easements). Two residential relocations and one business relocation will be associated with these facilities/sites.

A total of 11 residential and 9 business relocations will be required for the project.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons.

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4. Cultural Resources

4.1 Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.).

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

The CRAS (June 2017) identified a total of 30 historic resources within the project APE. Of these, 11 were previously recorded and 19 were newly identified. The 11 previously recorded resources (8HI3890-8HI3894, 8HI12137, 8PA2675, 8HI11700-8HI11703) include nine buildings and two resource groups, while the 19 newly recorded resources (8HI13503-8HI13520, 8HI13526) include 18 buildings and a building complex resource group. All of the newly recorded buildings are typical examples of the Masonry Vernacular and Frame Vernacular architectural styles built between 1920 and 1967. All lack noteworthy architectural or design attributes, and limited research did not reveal any significant historic associations to persons or events. In addition, the area these buildings are located in lacks the potential to be considered a historic district. Therefore, none of these are considered potentially eligible for listing in the NRHP, either individually or as part of a historic district.

Newly recorded building complex resource group (8HI13526) is known as "Hillsborough River State Park New Deal Resources" and is comprised of five previously recorded resources (8HI3890-8HI3894) clustered together near the auxiliary entrance to the Hillsborough River State Park slightly north of the main entrance. These five resources which include two sheds, a ranger's residence, an interpretive center and fire tower retain a great deal of integrity and represent excellent examples of Rustic and Industrial Vernacular architecture, New Deal planning, and Civilian Conservation Corps (CCC) construction in the state of Florida. The Hillsborough River State Park New Deal Resources resource group (8HI13526) and the previously recorded buildings it is comprised of (8HI3890-8HI3894) are eligible for listing in the NRHP under Criteria A and C in the areas of Social History, Engineering, and Architecture.

The CRAS indicated that there are six archaeological sites (8HI43, 8HI305, 8HI405, 8HI494, 8HI5929, 8HI6940) located within or adjacent to the APE. In addition, the NRHP-listed Fort Foster archaeological site, 8HI112, is located just east of the archaeological APE. Forty areas of high and moderate archaeological potential were identified. As a result of the archaeological field survey, three previously recorded archaeological sites (8HI43, 8HI305, and 8HI6940), five new archaeological sites (8HI13597-8HI13599, 8HI13601, and 8HI13602), one linear resource (8HI13600/8PA2976), and seven archaeological occurrences (AOs) were identified within the project APE. None of the previously or newly recorded archaeological sites within the APE is considered eligible for listing in the NRHP.

The CRAS was sent to the SHPO for review on June 29, 2017, and the SHPO signed the Concurrence Letter on July 27, 2017. The signed CRAS Concurrence Letter is provided in the attachments section of this document.

A *CRAS Addendum Technical Memorandum* (February 2022) was prepared to identify archaeological and historic resources that may be impacted by proposed SMF and FPC sites within the project area.

As a result of the field survey, additional evidence of two of the previously recorded sites was found (8HI13597/FPC 4 and 8HI43/SMF 5B), two AOs, and four new archaeological sites were found in four of the pond sites (8HI15152/SMF 4A, 8HI15153/SMF 6C, 8HI15154/FPC 3, and 8HI15155/FPC 2). No evidence of 8HI490 was found within the APE.

Previously recorded site 8HI43 was evaluated by the SHPO as ineligible, 8HI490 was not evaluated, and 8HI13597 was evaluated as having insufficient information. The SHPO concurs that the part of 8HI00043 within the APE is ineligible for listing in the NRHP. Although 8HI490 was not evaluated by the SHPO, no evidence was found within the archaeological APE and recommends that the portion of the site within the APE is not eligible for listing in the NRHP. The portion of 8HI13597 that is within the APE is not eligible for listing in the NRHP. Given the low diversity and the absence of subsurface features, the sites, as they appear within the archaeological APE, have low research potential and are similar to other sites in the area which have been determined ineligible for listing in the NRHP by the SHPO as documented in the CRAS Addendum Technical Memorandum.

The CRAS Addendum Technical Memorandum was sent to SHPO for review on February 7, 2022, and the SHPO signed the Concurrence Letter on February 15, 2022. The signed CRAS Addendum Technical Memorandum Concurrence Letter is provided in the attachments section of this document.

Background research included a review of the previous US 301 PD&E CRAS, the FMSF, and the NRHP. The research indicated five historic resources (8HI11701, 8HI11702; 8HI13507; 8HI13600, and 8HI12137/8PA02675) were previously recorded within and/or adjacent to the proposed pond sites. These include two linear resources, an abandoned segment of the Tampa & Thonotosassa Railroad (8HI13600) and US 301 (8HI12137/8PA02675), and three Masonry Vernacular style buildings (8HI11701, 8HI11702, and 8HI13507) constructed between ca. 1955 and 1958. These resources were determined ineligible for listing in the NRHP, either individually or as part of a historic district. The historical/architectural field survey resulted in the identification of 11 extant historic resources within the APE. These include four previously recorded resources (8HI11701, 8HI11702, 8HI13600, and 8HI12137/8PA02675) and seven newly identified resources (8HI15143-8HI15149).

The seven newly identified, recorded, and evaluated historic resources within the APE include one building complex resource group (mobile home park) (8HI15145), three buildings (8HI15143, 8HI15144, and 8HI15148), and three mobile homes (8HI15146, 8HI15147, and 8HI15149) constructed between ca. 1945 and ca. 1975. Overall, the historic buildings and the building complex resource group are of common design and construction and lack significant historical associations to persons or events. Therefore, the historic resources within the APE appear ineligible for listing in the NRHP. Furthermore, no significant alterations were observed to the previously recorded resources since they were last recorded; therefore, these resources were not updated during this survey. In addition, one previously recorded historic resource, located at 9864 Rockhill Road (8HI11702), was confirmed as demolished within proposed pond site SMF 1A.

A CRAS Addendum and Historic Resource Structure Update (HRSU) was prepared in July 2023 to update the project for changes in the SMF and FPC sites and update the historic resources since the previously approved CRAS from 2017 only recorded structures built before 1968. The CRAS Addendum and HRSU will be coordinated with SHPO, and the concurrence letter will be provided once available.

Given the results of background research and field survey, no prehistoric or historic archaeological sites or historic resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP were located within the APE. Therefore, the proposed Preferred Alternative will result in no historic properties affected.

The Preferred Alternative for this project is not expected to result in substantial impacts to historic or archaeological resources because no adverse effects to historic and archaeological sites are anticipated.

4.2 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.3 Recreational Areas and Protected Lands

A review of the ETDM Final Programming Screen Summary Report indicates there are four recreation areas within a 500-foot buffer of the project area. These include the John B. Sargeant Sr. Memorial Wilderness Park, Hillsborough River State Park, Old Fort King Trail, and Fort Foster State Historic Site. Within the Hillsborough River State Park, recreational activities such as hiking, camping, canoeing, fishing, swimming, and bicycling are available. The Old Fort King Trail provides bicycling and hiking opportunities. Fort Foster State Historic Site is a reproduction of a United States Military Fort originally built on the same location in 1836. This facility offers visitors a historic experience of the fort's role in the Second Seminole War.

The Preferred Alternative from Stacy Road to SR 56 utilizes the existing roadway pavement, where possible, by converting the existing roadway to southbound operation and constructing two new northbound lanes, resulting in roadway widening to the east side of the existing ROW. Within the limits of the Hillsborough River State Park, the proposed roadway was shifted to a centered alignment with full reconstruction at the request of the Florida Department of Environmental Protection (FDEP).

ROW needed from Hillsborough River State Park, Fort Foster State Historic Site, and John B. Sargeant Sr. Memorial Wilderness Park will not impact the existing recreational uses of those resources. The existing Old Fort King Trail located on the east side of US 301 will be replaced by a multi-use trail on the west side of US 301 for the full length of the project. A summary of the impacted acreage and the reductions made as a result of the Revised Preferred Alternative can be seen in the table below.

Public Conservation Lands Impacts

| Land Management Agency | Impact Acreage within Previous Preferred Alternative (1) | Impact Acreage within Revised Preferred Alternative | Reduction in Impact Acreage |
|-----------------------------|--|---|-----------------------------|
| FDEP (TIITF) | 21.84 | 15.28 | 6.56 |
| SWFWMD | 5.64 | 3.64 | 2.00 |
| Hillsborough County (ELAPP) | 0.37 | 0.00 | 0.37 |
| Total | 27.85 | 18.92 | 8.93 |

(1) previously documented in the March 2022 NRE Report.

The Preferred Alternative for this project is not expected to result in substantial impacts to recreation areas; however, the Preferred Alternative will improve the pedestrian and bicycle access to the recreation areas listed above.

5. Natural Resources

5.1 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

A Natural Resources Evaluation (NRE) dated March 2022 was prepared under separate cover and displayed at the March 24, 2022, Public Hearing. The NRE is located in the project file. The NRE documented the impacts to wetlands and surface waters in accordance with the FDOT PD&E Manual Part 2, Chapter 9, United State Code (U.S.C.) 327, 33 Code of Federal Regulations (CFR) Part 325 and 332, 40 CFR Part 230, and Section 373.4137, Florida Statutes (F.S.). This NRE identified 31.1 acres of wetland impacts and 38.8 acres of surface water impacts. The U.S. Fish and Wildlife Service (USFWS) concurred with the findings in the NRE on May 19, 2022, and Florida Fish and Wildlife Conservation Commission (FWC) coordination was received on April 11, 2022, that agreed with the effect determinations and project implementation measures and commitments. Changes were made to the Preferred Alternative based on comments from the first Public Hearing, and an NRE Addendum was completed for this project to document the changes to natural resources since the first public hearing. The primary changes to the Preferred Alternative included reducing the width of the travel lanes from 12 feet to 11 feet for the portion of US 301 from Fowler Avenue to Stacy Road and reducing the width of the median from 40 feet to 30 feet for the portion of US 301 from Stacy Road to SR 56.

Wetland and surface water impacts were evaluated based on the updated Preferred Alternative and documented in the NRE Addendum dated June 2023, which is located in the project file. The Preferred Alternative will result in 16.6 acres of wetland impacts and 33.7 acres of surface water impacts. That is a reduction of approximately 14.5 acres of wetland impacts and 5.1 acres of surface water impacts. Although unavoidable wetland impacts will occur as a result of implementing the preferred alternative, the majority of these wetlands are located adjacent to, and/or within, the existing roadway ROW and were previously disturbed by roadway construction, maintenance activities, and the invasion of nuisance and exotic species. Wetlands to be impacted by the proposed improvements include forested and herbaceous communities. Impacted surface waters consist of both natural rivers and creeks, and man-made excavated ditches and reservoirs.

Functional loss was calculated for each wetland and surface water habitat type using the Uniform Mitigation Assessment Method (UMAM). The Preferred Alternative is estimated to result in a loss of 13.48 functional units. The UMAM data sheets for each habitat type are provided in the US 301 NRE. All UMAM scores and calculations, as well as preliminary wetland boundaries, are subject to revisions and approval by regulatory agencies during the permitting process. **Table 5-1** summarizes the total wetland and surface water impact acreages and the estimated functional loss using the UMAM. The surface waters shown in the table only include those that may require mitigation.

| Alternative | Impact Type | Total Impact Acres | Total Functional Loss |
|-----------------------|---------------------|--------------------|-----------------------|
| Preferred Alternative | Herbaceous Wetlands | 0.64 | 0.44 |
| | Forested Wetlands | 16.0 | 11.21 |
| | Surface Waters* | 3.23 | 1.83 |
| TOTAL | | 19.87 | 13.48 |

*Excludes upland cut ditches and stormwater management facilities

Table 5-1: Wetland and Surface Water Impacts

The results of this PD&E study indicate there are no practicable alternatives to the proposed impacts due to the need to increase roadway capacity and safety considerations. Furthermore, wetland impacts have been avoided where possible; however, complete avoidance of impacts is not possible due to the need for the roadway to meet design requirements. Unavoidable wetland impacts have been minimized to the greatest extent possible. Compensatory mitigation for this project will be completed using mitigation banks and other mitigation options. As per Section 373.4137, F.S., compensatory mitigation of wetland impacts resulting from FDOT projects "will be funded by the Department of Transportation and be carried out by the use of mitigation banks and any other mitigation options that satisfy state and federal requirements". Specific information concerning the procedure for implementing the provisions of Section 373.4137, F.S., is included in Part 1, Chapter 12, Environmental Permits. The study corridor is located within the service areas of the Hillsborough River Mitigation Bank, Two Rivers Mitigation Bank and the North Tampa Mitigation Bank. The Hillsborough River Mitigation Bank and the Two Rivers Mitigation Bank currently have enough credits to satisfy the needs of the project. The status of available mitigation bank credits will be evaluated during the final design/permitting phase of the project.

Unavoidable surface water impacts will be minimized by constructing bridges over major streams and creeks, and further offset through the construction of SMFs, FPCs, and the regrading of roadside swales and ditches. Surface water impacts and functional loss will be offset on-site through the construction of a stormwater management system. There will be no net loss in surface water functions within the project area.

The Preferred Alternative for this project is not expected to have substantial short-term or long-term impacts to wetlands and surface waters and is expected to be mitigated through mitigation banks and a stormwater management system.

5.2 Aquatic Preserves and Outstanding FL Waters

This project is within the boundaries of Hillsborough River. After coordination with the Florida Department of Environmental Protection (FDEP), it has been determined that the project will not have an impact on the Hillsborough River.

A Concurrence Letter from the FDEP will be provided once FDEP has reviewed the NRE and coordination is complete.

Stormwater treatment facilities will be designed to prevent degraded roadway runoff from entering the Hillsborough River. The project will meet the criteria in the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP) Applicant's Handbook Volumes I and II (including an additional 50% of water quality treatment volume prior to discharge due to the project's location).

The Preferred Alternative for this project is not expected to have impacts on aquatic preserves and Outstanding Florida Waters based on stormwater treatment facilities that will be designed as part of the project.

5.3 Water Resources

A *Water Quality Impact Evaluation* (WQIE) (September 2021 and May 2023) were prepared under separate cover for the proposed Preferred Alternative. The project area is located within the Hillsborough River watershed and receiving waters include the Hillsborough River, Hollomans Branch, Clay Gully, Two Hole Branch, Flint Creek, and Indian Creek.

Water quality impacts from construction will be avoided or minimized through the use of Best Management Practices (BMP) including, but not limited to, construction phasing, sediment barriers, silt fences, and other techniques identified during design and permitting by the regulatory agencies and later during construction by the selected contractor. The District Drainage Engineer was notified on March 12, 2021, that karst conditions are expected, and a higher level of treatment may be needed due to being located within a Water Body Identification Number (WBID) verified as impaired in accordance with Chapter 62-303, F.A.C.

A *Preliminary Stormwater Management Facility Report* (PSMFR) (September 2021) was originally prepared under separate cover for the proposed Preferred Alternative. This document was updated in July 2023 to incorporate the revisions to the Preferred Alternative.

Wet detention and dry retention ponds will provide for water quality improvements as well as water quantity attenuation for the project's runoff. The stormwater ponds were sized to achieve the required water quality treatment and water quantity attention based on the assumption that runoff from offsite areas would be drained separately from the onsite roadway runoff. Please refer to the summary below for the water quality, water quantity, and detention pond facilities configuration criterion used for the project:

- Water Quality- Treatment will be provided for one inch (1") over the net new Directly Connected Impervious Areas (DCIA) or 0.5" over the DCIA for wet detention ponds and dry retention ponds, respectively. This does not include sidewalks or the shared use path. An outfall control structure shall be designed to drawdown a maximum of 0.5" of the detention volume in 24 hours.
- The project traverses nine WBIDs (1443B Hillsborough River, 1522A Flint Creek, 1520 Hollomans Branch, 1443C Hillsborough River, 1505 Clay Gully, 1489 Two Hole Branch, 1443D Hillsborough River, 1453 Indian Creek, and 1443A Hillsborough River), which are located in the Hillsborough River Basin. A Total Maximum Daily Load (TMDL) has been adopted for the Hillsborough River (which includes WBID 1443A, 1443B, 1443C, and 1443D), Flint Creek (WBID 1522A), and Two Hole Branch (WBID 1489); therefore, a pre versus post pollutant loading analysis was performed for this study.

Table 5-2 details the water quality criteria for the nine WBIDs.

| Receiving Waterbody Name | FDEP Group Number / Name | WBID(s) Numbers | Classification (I,II,III,IIIL, IV,V) | Special Designations | NNC Limits | Verified Impaired (Y/N) | TMDL (Y/N) | BMAP, EA Plan or SSAC |
|--------------------------|--------------------------------|-----------------|--------------------------------------|----------------------|------------|-------------------------|------------|-----------------------|
| Hillsborough River | Group 2- Tampa Bay Tributaries | 1443B | I | OFW | Stream | Yes | No | Dissolved Oxygen |
| Flint Creek | Group 2- Tampa Bay Tributaries | 1522A | III | OFW | Stream | Yes | Yes | Nutrients |
| Hollomans Branch | Group 2- Tampa Bay Tributaries | 1520 | III | OFW | Stream | Yes | No | Bacteria |

| | | | | | | | | |
|--------------------|-------------------------------|-------|-----|-----|--------|-----|----|------------------|
| Hillsborough River | Group 2-Tampa Bay Tributaries | 1443C | III | OFW | Stream | No | No | N/A |
| Clay Gully | Group 2-Tampa Bay Tributaries | 1505 | III | OFW | Stream | Yes | No | Bacteria |
| Two Hole Branch | Group 2-Tampa Bay Tributaries | 1489 | III | OFW | Stream | Yes | No | Bacteria |
| Hillsborough River | Group 2-Tampa Bay Tributaries | 1443D | III | OFW | Stream | No | No | N/A |
| Indian Creek | Group 2-Tampa Bay Tributaries | 1453 | III | N/A | Stream | No | No | N/A |
| Hillsborough River | Group 2-Tampa Bay Tributaries | 1443A | III | OFW | Stream | Yes | No | Dissolved Oxygen |

Table 5-2: Water Quality Criteria

- **Water Quantity** - The allowable discharge for US 301 is:

- 1) Historic discharge, which is the peak rate at which runoff leaves the parcel of land by gravity under existing site conditions, or the legally allowable discharge at the time of permit application; or
- 2) Amounts determined in previous District permit actions relevant to the project.

The required retention volume shall be the post- development runoff volume less the pre-development runoff volume computed using the SWFWMD's 100-year/24-hour rainfall map and the NRCS Type II Florida Modified 24-hour rainfall distribution with an antecedent moisture condition II. The total post-development volume leaving the site shall be no more than the total pre-development volume leaving the site for the design 100-year storm event. The rate of runoff leaving the site shall not cause adverse offsite impacts. Maintenance of pre-development offsite low flow may be required in hydrologically sensitive areas.

Detention Pond Facilities Configuration - The proposed ponds shall have a minimum area of 0.5 acres and a 100-foot minimum width for linear areas in excess of 200 feet (measured at the control elevation). The pond will include a 15-foot minimum maintenance berm width, minimum 1:4 (Vertical:Horizontal) for pond side slopes and tie up/down slope to existing ground, and a minimum 1-foot freeboard from the inside maintenance berm to the Design High Water (DHW) stage.

The Preferred Alternative for this project is not expected to have a substantial impact to water resources because of stormwater mitigation management.

5.4 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.5 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A *Location Hydraulic Report* (LHR) (September 2021) was originally prepared under separate cover to address base floodplain encroachments resulting from the roadway improvements evaluated in the PD&E Study. This document was updated in July 2023 to incorporate the revisions to the Preferred Alternative. In accordance with Executive Order 11988 "Floodplain Management", USDOT Order 5650.2, "Floodplain Management Protection", and Federal-Aid Policy Guide 23 CFR 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.

Floodplain encroachment areas resulting from the proposed US 301 roadway widening were quantified. It was determined that impacts will occur to the floodplains associated with the proposed widening throughout the project area and the extension of existing cross drains.

The 100-year base flood stage (Zone AE) was available from a variety of sources including Federal Emergency Management Agency (FEMA) flood maps, the Hillsborough River and Tampa Bypass Canal Stormwater Management Master Plan, and the New River/Upper Hillsborough River Watershed Model. The latter two contain the most recently updated flood elevations. Additionally, there are five (5) federally regulated floodways within the project limits located at Flint Creek, Flint Creek Relief, Hollomans Branch, Two Hole Branch and the Hillsborough River. It was concluded that the project will impact 123.32 acre-feet (ac-ft) of floodplain volume based on the proposed roadway alignment. However, due to the extent of the measures taken to mitigate these floodplain impacts, it was determined that the floodplain encroachment 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.

In conclusion, the following floodplain statement is a slightly modified version of statement Number 4 in the FDOT PD&E Manual, tailored for this project:

The proposed cross drains and floodplain compensation areas will have minimal encroachments on a floodplain. Minimal encroachments occur when there is 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 FDOT's drainage design standards and following the WMD's procedures to achieve results that will not increase or significantly change the flood elevations and/or limits.

The Preferred Alternative for this project is not expected to have substantial impacts to floodplains because there is not anticipated significant change to flood risk.

5.6 Coastal Barrier Resources

The Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA) are not applicable to this project since there is no federal funding.

5.7 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resource Evaluation (NRE) (March 2022) was prepared under separate cover to evaluate and document the effects of the Preferred Alternative on protected species within the study corridor. The NRE is located in the project file. The project area was evaluated for the presence of federal and state protected species and their habitat in accordance with the ESA and Part 2, Chapter 16 of the PD&E Manual. **Table 5-3** summarizes the effect determinations that have been made for each federal and state protected species based upon their potential for occurrence ranking and the implementation measures and/or commitments to offset any potential impacts to each species. The USFWS concurred with the findings in the NRE on May 19, 2022, and Florida Fish and Wildlife Conservation Commission (FWC) coordination was received on April 11, 2022, that agreed with the effect determinations and project implementation measures and commitments. No adverse impacts are anticipated for other protected species including the bald eagle, and Florida black bear.

Following the March 2022 NRE, coordination meetings were held with the FDEP, SWFWMD, Hillsborough County, and FWC to discuss impacts to conservation lands and wildlife crossing opportunities. At the request of the agencies, wildlife crossing monitoring and roadkill surveys were performed to assess potential locations and opportunities for wildlife crossing features within the project area. Wildlife crossing monitoring was performed over three survey periods in Fall 2022 (November 4 - December 27, 2022), Winter 2023 (January 13 - February 24, 2023), and Spring 2023 (March 20 - April 28, 2023). Roadkill surveys were performed weekly in each seasonal survey period: Fall 2022 (November 4 - December 27, 2022), Winter 2023 (January 13 - February 24, 2023), and Spring 2023 (March 20 - April 28, 2023).

A NRE Addendum (June 2023) was prepared under separate cover and is located in the project file in addition to the wildlife crossing monitoring and roadkill survey analysis. The NRE Addendum identifies changes to protected species based on the changes to the Preferred Alternative and changes to the SMF and FPC sites. Consultation with USFWS and coordination with FWC is ongoing. An updated review of the USFWS Information for Planning and Conservation (IPaC) database indicated that the project area is not within range of the blue-tailed mole skink (*Plestiodon egregius lividus*) or sand skink (*Plestiodon reynoldsi*); therefore, they were removed from the potential for occurrence list for the project study area. Additionally, IPaC indicated that the project is now in the range for the pygmy fringe-tree (*Chionanthus pygmaeus*), Florida golden aster (*Chrysopsis floridana*), American crocodile (*Crocodylus acutus*), loggerhead sea turtle (*Caretta caretta*), leatherback sea turtle (*Dermochelys coriacea*), Hawksbill sea turtle (*Eretmochelys imbricata*), whooping crane (*Grus americana*), and monarch butterfly (*Danaus plexippus*); therefore, they were evaluated in the NRE Addendum. Suitable habitat for the pygmy fringe-tree, Florida golden aster, American crocodile, loggerhead sea turtle, leatherback sea turtle, and hawksbill sea turtle is not present within the project study area. As a result, it has been determined that the proposed project will have "no effect" on these species. Although suitable habitat for the monarch butterfly may be present within the project area, it is considered unlikely that suitable habitat with milkweed will be impacted by the proposed project. Due to the conservation status, an effect determination for this species has not been made.

| Effect Determination | Species |
|----------------------------------|---------|
| Federal Protected Species | |

| | |
|---|--|
| "No Effect" | Florida Scrub-Jay (<i>Aphelocoma coerulescens</i>) |
| | Loggerhead Sea Turtle (<i>Caretta caretta</i>) |
| | Pygmy Fringe-Tree (<i>Chionanthus pygmaeus</i>) |
| | Florida Golden Aster (<i>Chrysopsis floridana</i>) |
| | American Crocodile (<i>Crocodylus acutus</i>) |
| | Leatherback Sea Turtle (<i>Dermochelys coriacea</i>) |
| | Hawksbill Sea Turtle (<i>Eretmochelys imbricata</i>) |
| | Whooping Crane (<i>Grus americana</i>) |
| | Eastern Black Rail (<i>Laterallus jamaicensis jamaicensis</i>) |
| Chaffseed (<i>Schwalbea americana</i>) | |
| "May affect, not likely to adversely affect?" | Brooksville Bellflower (<i>Campanula robinsiae</i>) |
| | Eastern Indigo Snake (<i>Drymarchon couperi</i>) |
| | Wood Stork (<i>Mycteria americana</i>) |
| State Protected Species | |
| "No effect anticipated" | Pinewoods Bluestem (<i>Andropogon arctatus</i>) |
| | Auricled Spleenwort (<i>Asplenium erosum</i>) |
| | Tampa Vervain (<i>Glandularia tampensis</i>) |
| | Pondspice (<i>Litsea aestivalis</i>) |
| | Celestial Lily (<i>Nemastylis geminiflora</i>) |
| | Plume Polypody (<i>Pecluma plumula</i>) |
| | Giant Orchid (<i>Pteroglossaspis ecristata</i>) |
| | Toothed Maiden Fern (<i>Thelypteris grandis</i>) |
| | Broad-leaved Nodding-caps (<i>Triphora latifolia</i>) |
| "No adverse effect anticipated" | Florida Sandhill Crane (<i>Antigone canadensis pratensis</i>) |
| | Florida Burrowing Owl (<i>Athene cunicularia floridana</i>) |
| | Chapman's Sedge (<i>Carex chapmanii</i>) |
| | Little Blue Heron (<i>Egretta caerulea</i>) |
| | Tricolored Heron (<i>Egretta tricolor</i>) |
| | Southeastern American Kestrel (<i>Falco sparverius paulus</i>) |
| | Gopher Tortoise (<i>Gopherus polyphemus</i>) |
| | Short-tailed Snake (<i>Lampropeltis extenuata</i>) |
| | Florida Pine Snake (<i>Pituophis melanoleucus mugitus</i>) |
| | Roseate Spoonbill (<i>Platalea ajaja</i>) |
| Hand Fern (<i>Ophioglossum palmatum</i>) | |

Table 5-3: Federal and State Species Effect Determinations

Federal species determined to have a "may effect, not likely to adversely affect" effect determination are summarized below:

- Eastern indigo snake: This species can be found in a variety of habitats including wet prairies, xeric pinelands, and scrub. Additionally, eastern indigo snakes are known to utilize gopher tortoise burrows. Suitable habitat for this species is available within the project study area within open lands, cropland and pastureland, wetland habitats, and upland mixed forests. Additionally, gopher tortoise burrows have been documented adjacent to the project study area. The FDOT will commit to use the USFWS's *Standard Protection Measures for the Eastern Indigo Snake* during

construction. The FDOT will reinitiate technical assistance with USFWS if more than 25 gopher tortoise burrows are identified prior to construction.

- Wood stork: The wood stork is opportunistic and utilizes various habitat types, including forested wetlands, freshwater marshes, swamps, lagoons, ponds, tidal creeks, flooded pastures, and ditches for feeding. Suitable habitat for this species is found within the wetland and surface water habitats in the project study area; however, this species was not observed during field reviews. The path followed through the Wood Stork Key for Florida Northern Counties (USFWS 2008) was A>B>C>E>NLAA.
- Brooksville bellflower: occurs in seepage areas on slopes and pond margins. Suitable habitat exists for this species along the edges of ponds and wetlands. According to FNAI data, the Brooksville bellflower has been documented within Hillsborough County and within one mile of the project study area near freshwater marshes and cypress wetlands. This species was not observed during field reviews. USFWS will be contacted to determine the appropriate avoidance, minimization, and mitigation measures if this species is identified prior to construction.

State species determined to have a "no adverse effect anticipated" effect determination are summarized below:

- Gopher tortoise: The gopher tortoise prefers areas of well-drained loose soils that support adequate low-growing herbs and is most often found in xeric or scrub habitats. Suitable habitat is present throughout the project study area in open lands and upland forested habitats. Gopher tortoise burrows were identified during field reviews of the project study area. Surveys within suitable habitat will be conducted prior to construction and permitting per FWC guidelines will be conducted as necessary.
- Short-tailed snake and Florida pine snake: These species inhabit dry, sandy habitats including longleaf pine and xeric oak sandhills, xeric hammocks, sand pine scrub, scrubby flatwoods and old fields and pastures. Florida pine snakes can often coexist with pocket gophers and gopher tortoises. Potential habitat for these species exists within the project area; however, neither of these species were identified during field reviews.
- Southeastern American kestrel: The species utilizes open habitats for foraging and nests in tree or wooden utility pole cavities. The southeastern American kestrel prefers habitats such as pine scrub, dry prairies, mixed pine, hardwood forests, and pine flatwoods. Suitable foraging habitat is available within the project study area for the southeastern American kestrel within pastures and rangelands. No individuals or nesting habitat (i.e., snags) were observed within the project study area during field reviews.
- Florida burrowing owl: Habitats with sandy soils that offer an expanse of short, herbaceous groundcover, such as prairies, sandhills, farms, or airfields are preferable areas for the Florida burrowing owl to nest. Suitable habitat for the species exists within the project study area within pastures and agricultural lands. This species has been documented within Hillsborough and Pasco counties, but not within one mile of the project study area and were observed during field reviews of the project study area.
- Florida sandhill crane: The species is associated with shallow freshwater areas, pasture, and open woods habitats. Nests can be found on dry land or on floating mats of vegetation. Habitats such as wet and dry prairies, marshes, and marshy lake margins are optimum for the Florida sandhill crane. Suitable habitat for the Florida sandhill crane is available within herbaceous wetland habitats and pastures in the project study area. Several sandhill cranes were documented during field reviews. Wetland impacts will be mitigated to prevent a net loss of wetland functions and values that support nesting.
- Wading birds (Little blue heron, Tricolored heron, and Roseate spoonbill): These wading birds nest and forage among both fresh and saltwater habitats such as freshwater marshes, coastal beaches, mangrove swamps, cypress swamps, hardwood swamps, wet prairies, and bay swamps. Suitable foraging habitat for wading birds is available throughout the project study area. A little blue heron was documented in an emergent aquatic wetland near the northern terminus of the project study area. All wetland impacts will be mitigated to prevent a net loss of wetland habitat functions and values.

- Chapman's sedge: This species is known to inhabit hydric hammocks, hammock woodlands, sandy hammocks, and floodplains of blackwater streams. Suitable habitat for this species is found in the project study area within wetland hammock communities. This species was not observed during field reviews of the project study area.
- Hand fern: This species is known to inhabit cabbage palm "boots" in hammocks and cypress swamps. Suitable habitat for this species is present in the project study area within wetland hammocks and cypress swamps. This species was not observed during field reviews of the project study area.

No designated Critical Habitat for any federal listed species occurs within the project study area. Based on this information, it has been determined that the proposed project will not result in the destruction or adverse modification of any Critical Habitat.

The Preferred Alternative for this project is not expected to have substantial impacts to protected species and habitats because no critical habitat for any federal listed species occurs within the project area, minimal or no suitable habitat impacts, mitigation or wetland impacts, and use of species protection measures as appropriate.

5.8 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

6. Physical Resources

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

This project qualifies as a Type I Project pursuant to 23 CFR 772 and Section 335.17, F.S. A Noise Study Report (NSR) was prepared in July 2023 under separate cover (located in the project file) to evaluate traffic noise from the Preferred Alternative for noise sensitive sites along US 301 between Fowler Avenue and SR 56. The evaluation uses methodology established by the FDOT and documented in the PD&E Manual, Highway Traffic Noise.

The Federal Highway Administration (FHWA) approved Traffic Noise Model (TNM) was used to predict traffic noise levels at 243 evaluated noise sensitive sites for the build alternative located adjacent to US 301. However, none of the evaluated sites are predicted to experience a substantial increase of traffic noise as a result of the proposed improvements.

There are 67 noise sensitive sites predicted to experience future noise levels with the proposed improvements to US 301 that approach, meet, or exceed the NAC for their respective Activity Category. Of the 67 impacted receptors, 65 represent residential properties (Activity Category B) and two receptors represent the outdoor seating areas of the Orbital Paintball facility (Activity Category C).

Traffic management measures, modifications to the roadway alignment, buffer zones and noise barriers were considered as abatement measures at the impacted receptor locations. Noise barriers were the only abatement measure determined to be a potential feasible and reasonable measure. The locations of these barriers are listed below:

- Barrier 4: Ranch Oaks Estates
- Barrier 6: Kelly Lane Cul-de-sac
- Barrier 9: Ohio Avenue, Green Oaks Trailer Park and Spanish Main RV Resort

The FDOT is committed to the construction of noise barriers at the three locations listed above contingent upon the following:

- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

Final recommendations on the construction of abatement measures is determined during the final design phase and through the public involvement process. Because of the elapsed time between when the noise study was performed and when the Environmental Document will be signed by FDOT (known as the Date of Public Knowledge), the potential exists for additional residential building permits to be granted subsequent to this study. The date of the most recent PD&E land use review was completed June 30, 2023. Any noise analysis performed during the design phase of this project will include a review of building permit dates. Any noise sensitive site that is identified as permitted between the completion of the land use review update and the Date of Public Knowledge will be analyzed for traffic noise impacts and, if impacts are predicted, abatement considered during the design phase of the project.

Based on the results of the evaluation, the Preferred Alternative for this project is anticipated to cause no substantial impacts related to traffic noise.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) (September 2021) was prepared under separate cover to present findings of a contamination screening evaluation for US 301 within the study limits. This report has been prepared using the FDOT PD&E Manual, Part 2, Chapter 20 (July 1, 2020) reporting format and standard environmental assessment practices of reviewing records of regulatory agencies, site reconnaissance, literature review and when necessary, personal interviews of individuals and business owners within the limits of the project area. An updated CSER (July 2023) was prepared under separate cover to document whether there have been any changes to the potential contamination sites. The findings documented in this updated report indicated no changes in impacts or contamination sites.

Seventy-two (72) sites were investigated for facilities or operations that may present the potential for finding petroleum contamination or hazardous materials, and therefore may impact the proposed improvements for this project. This report evaluated the Preferred Alternative mainline roadway improvements and the preferred SMF and FPC site locations. Of the 72 sites investigated, the following risk ratings have been applied: 0 "High" rated sites, 4 "Medium" rated sites, 31 "Low" rated sites, and 37 "No" rated sites for potential contamination concerns.

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

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

For those sites with a risk rating of "Medium" or "High", the Project Manager (PM) and the District Contamination Impact Coordinator (DCIC) will coordinate on further actions that must be taken to best address the contamination issue. This may include determining if the FDEP/FDOT Memorandum of Understanding (MOU) applies to any sites, conducting Level II activities or recommending Level III or remedial activities, notes on the plans, design modifications and/or special provisions prior to or during construction.

After a review of all available information, if indications are found that identify known soil and groundwater contamination, certain construction activities may require dewatering. A brief overview of the four locations assigned a "Medium" risk rating is as follows:

- Site 17: 301 Petrol Inc.- This site is located east of the intersection of US 301 and Fowler Avenue. Other names associated with this site are 301 Deli Mart and Scotchman #401. This is an open/active retail fuel facility. Based on the current regulatory status, this facility is given a risk rating of MEDIUM for potential contamination to impact the project corridor.
- Site 26: Arkla Terra- The Arkla Terra Property Superfund site located north of the intersection of US 301 and Jackson Road encompasses approximately eight acres and includes an area where companies operated an underground storage tank refurbishment facility from 1976 to 2006. Based on the current regulatory status, this facility is given a risk rating of MEDIUM for potential contamination to impact the project corridor.
- Site 38: Presco #66- This is an open/active retail fuel facility located adjacent to the northbound lane of US 301 just to the north of the intersection with Harney Road. According to information obtained from the Environmental Protection Commission of Hillsborough County (EPCHC), the facility has had four underground storage tanks (USTs) registered on site. No soil or groundwater contamination have been documented on this site, however, because the site is an active retail fueling station the site warrants a risk rating of MEDIUM for potential to impact the project corridor.
- Site RR: Former Railroad- This site parallels the northbound lane of US 301 (east side of the project corridor) between Stacy Road and the Hillsborough/Pasco County line. Historically, railroads used arsenic based pesticides/herbicides for vegetation and weed control along their corridors. Additionally, the use of petroleum-based and creosote compounds were used to preserve railroad ties. Based on its proximity to the ROW, this facility is given a risk rating of MEDIUM for potential contamination to impact the project corridor.

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

Based on the findings, the Preferred Alternative for this project is anticipated to cause no substantial impacts related to contamination during construction.

6.4 Utilities and Railroads

There are no active railroad facilities located within the project area. A section of the former Atlantic Coast Railroad is located parallel to US 301 on the east side of the project corridor between Stacy Road and Hillsborough/Pasco County line.

Widening US 301 will require the relocation of some existing utilities located by permit within existing FDOT ROW. FDOT coordination with potentially affected utility owners will continue throughout the future project design and construction phases. Project design efforts will seek to avoid and minimize impacts to existing utilities to the extent feasible within the roadway ROW. The utility agencies/owners known to operate facilities within the project area are shown in **Table 6-1**.

The Preferred Alternative for this project is anticipated to have no substantial impacts on utilities during construction. Any impacts to utilities will be coordinated by the District Utility Administrator's Office during the design phase.

| Utility Company | Facilities |
|---|--|
| <p>Bright House Networks Mr. Randy Lyle 813-684-6100 randy.lyle@mybrighthouse.com</p> | <p>Overhead and underground fiber optic cables on the west side of US 301 from Fowler Avenue to north of Palm Tree Drive (in the vicinity of the Rivers Edge Pet Resort). Overhead fiber optic cables on the east side of US 301 north and south of Jackson Road (overhead) and underground fiber optic cables between CR 579 and the cell tower located to the south of Earthscapes Landscaping.</p> |
| <p>Comcast Mr. Liam McKenna 407-849-3610 liam.mckenna@cable.comcast.com</p> | <p>Overhead fiber optic cables and coaxial cables on the west side of US 301 from McIntosh Road to Avery Road and underground fiber optic cables and coaxial cables on the east side of US 301 from Avery Road to Campground Road.</p> |
| <p>Duke Energy Ms. Sharon Dear 407-905-3321 sharon.dear@duke-energy.com</p> | <p>A proposed 230-kilovolt (kV) line will replace the existing 115-kV line built in 1952. The existing line is located west of US 301 and crosses US 301 just north of Palm Tree Drive. At this point, the line runs parallel to US 301 on the east side until it reaches Stacy Road.</p> |
| <p>Florida Gas Transmission Mr. Joe Sanchez 407-838-7171 joseph.e.sanchez@energytransfer.com</p> | <p>A 14-inch pipeline crosses US 301 in the vicinity of Fowler Avenue and runs parallel to US 301 on the east side until approximately 0.4 miles south of Stacy Road. A 16-inch pipeline approaches US 301 from the west just north of Ohio Avenue and runs parallel to US 301 on the west side for approximately 0.15 miles. This pipeline crosses US 301 just north of Langshaw Drive and runs parallel to US 301 on the east side until it reaches Stacy Road.</p> |
| <p>Hillsborough County Public Utilities Mr. Ryan Curl 813-272-5977 CurlIR@hillsboroughcounty.org</p> | <p>Six-inch and eight-inch Ductile Iron Pipes (DIP) are located on the west side of US 301 from Fowler Avenue to Jackson Road. There is also a six-inch DIP on the east side of US 301 that extends from approximately 850 feet south of Jackson Road to Jackson Road.</p> |
| <p>Hillsborough County Traffic Services Mr. George Aubel aubelg@hillsboroughcounty.org</p> | <p>No utilities within the study corridor.</p> |
| <p>Pasco County Utilities Mr. Martin Ramirez 727-847-8145 mramirez@pascocountyfl.net</p> | <p>There is a 12-inch PVC water main on the west side of US 301 from the southern end of Rapid River Boulevard to north of SR 56 and an eight 8-inch PVC force main on the east side of US 301 from the northern end of Rapid River Boulevard to north of SR 56. There are also two 10-inch PVC water mains that cross US 301. One of these crosses US 301 on the south side of the southern end of Rapid River Boulevard while the other one crosses US 301 on the north side of the northern end of Rapid River Boulevard.</p> |

| | |
|---|---|
| <p>Tampa Electric Mr. Jason Cooper 813-275-3037 csadmin@tecoenergy.com</p> | <p>There is a 13.2 kV overhead electric line on the east side of US 301 that extends throughout the Hillsborough County portion of the study corridor and a 69 kV overhead electric line that crosses US 301 at the Hillsborough/Pasco County line.</p> |
| <p>TECO Peoples Gas Mr. Frank Kistner 813-275-3731 fjkistner@tecoenergy.com</p> | <p>Gas lines are on both sides of US 301 and extend from the Hillsborough/Pasco County line northward to Chancey Road.</p> |
| <p>Verizon Mr. Mike Little 813-957-5005 michael.e.little@verizon.net</p> | <p>Underground telephone cable and fiber optic cable on the west side of US 301 from Fowler Avenue to Stacy Road. Overhead and underground telephone cable on the east side of US 301 throughout the entire study corridor.</p> |
| <p>Withlacoochee River Electric Cooperative Mr. Corey Littlefield 352-588-5115 rlittlefield@wrec.net</p> | <p>Overhead electric transmission line on the west side of US 301 that extends from the Hillsborough/Pasco County line to just north of the northern end of Rapid River Boulevard.</p> |

Table 6-1: Utility Facilities

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

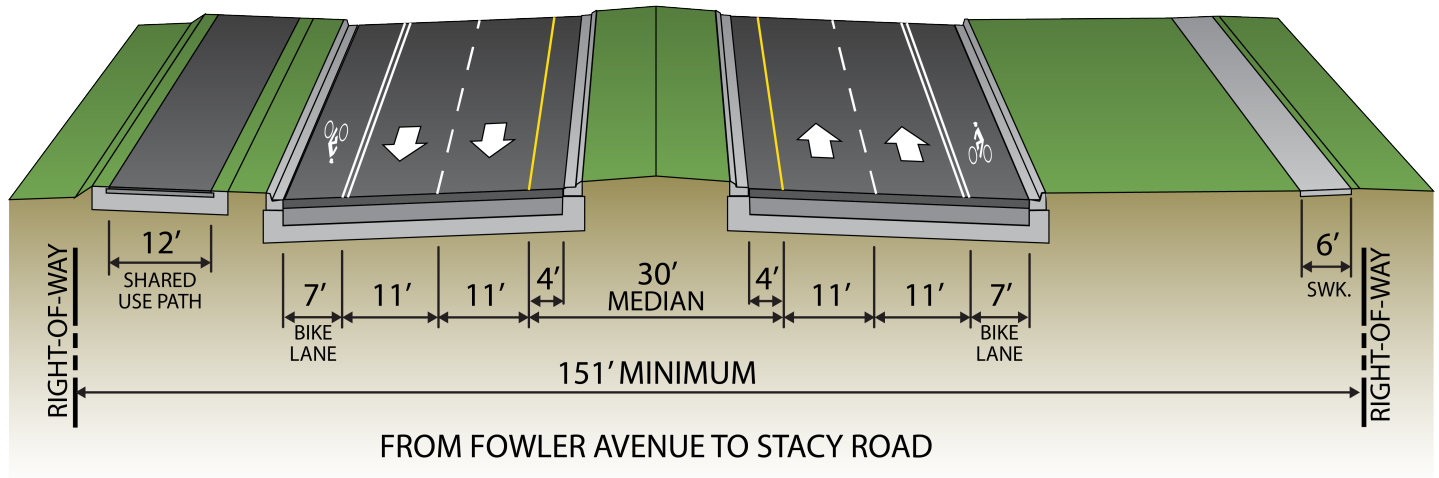
Entrances to all businesses and residential properties will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic (MOT) plan will be developed for the implementation of the Preferred Alternative.

Construction activities for the proposed project may also result in temporary noise, water quality, traffic flow, and visual impacts for the residents and travelers within the immediate vicinity of the project. These effects will also be minimized through the application of the Department's Standard Specifications for Road and Bridge Construction.

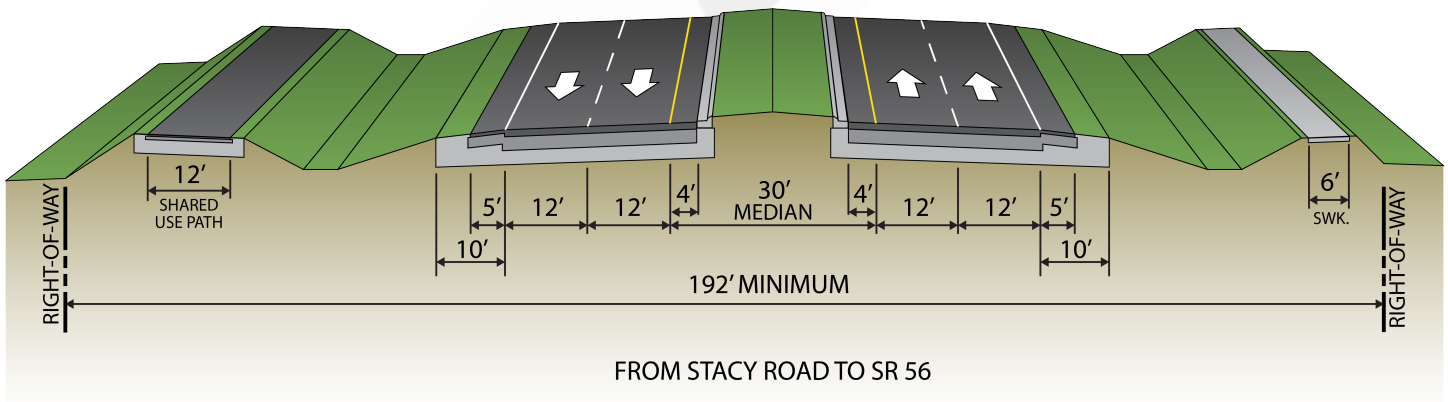
The Preferred Alternative for this project is anticipated to have no substantial impact to residents, business owners and road users during construction.

6.6 Bicycles and Pedestrians

The Preferred Alternative is composed of two roadway typical sections. A four-lane divided urban typical section with a target/design speed of 45 mph is proposed from Fowler Avenue to Stacy Road. This typical section has two 11-foot travel lanes in each direction, a 30-foot raised median including 4-foot paved inside shoulders, and 7-foot buffered bike lanes in each direction. This typical section also includes a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway to accommodate pedestrians and bicyclists. The proposed typical section ROW width varies from 151 feet to 200 feet. This roadway typical section is depicted below:



The second roadway typical section is a four-lane divided suburban typical section with a target/design speed of 55 mph. This typical section is proposed from Stacy Road to SR 56 and consists of two 12-foot travel lanes in each direction, a 30-ft raised median including 4-foot paved inside shoulders, and 10-foot outside shoulders (5-foot paved). The typical section also includes a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway. The proposed typical section ROW width varies from 192 feet to 230 feet. Wherever possible, pavement savings will be achieved by converting the existing two-lane roadway to southbound only operation. This roadway typical section is depicted below:



The Preferred Alternative for this project is anticipated to enhance the safety of pedestrians and bicyclists by providing a sidewalk and a shared use path throughout the entire project area.

6.7 Navigation

No navigable waterways or waterway crossings were identified by the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis within the 500-foot buffer distance.

The proposed project is expected to have no involvement with navigation.

7. Permits

The following environmental permits are anticipated for this project:

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
FWC Gopher Tortoise Relocation Permit
WMD Right of Way Permit
State 404 Permit

Status

To be acquired
To be acquired
To be acquired
To be acquired
To be acquired

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8. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the PER.

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9. Project Commitments

To minimize the impacts of this project to the social, cultural, natural and physical environment, Florida Department of Transportation (FDOT) has identified the following commitments:

1. The FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.
2. A survey for the Brooksville Bellflower will be performed during the design phase and coordination with the USFWS will occur if impacts to the species are anticipated.
3. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
4. The FDOT will continue to evaluate the inclusion of wildlife crossings and/or habitat connectivity and lighting enhancements during the design phase and coordinate with the resource agencies as appropriate.
5. The FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear (*Ursus americanus floridanus*). Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
6. The FDOT is committed to the construction of noise barriers at three locations (Barrier 4 - Ranch Oaks Estates; Barrier 6 - Kelly Lane Cul-de-sac; and Barrier 9 - Ohio Avenue, Green Oaks Trailer Park and Spanish Main RV Resort) contingent upon the following:
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; And;
 - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

Additional commitments will be added once all documentation has been finalized and approved.

10. Approved for Public Availability

Date:

Environmental or Project Development Manager

DRAFT

11. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was created to identify stakeholders, agencies, and other interested parties that would be included in the project mailing list. A Comments and Coordination Report will be prepared at the end of the PD&E study to document the results of the PIP.

Efficient Transportation Decision Making

This project was entered into the Programming Screen Phase of the ETDM EST in 2015 for agency review (ETDM #14194). Preliminary information was entered including the draft Purpose and Need as well as the study corridor limits. The ETAT, comprised of agency representatives, reviewed this information and their comments are documented in the ETDM Final Programming Screen Summary Report (published April 21, 2015). Based on these comments, a degree of effect was identified for each of the environmental issues.

Agency Meetings

At the beginning of the project, numerous agencies with a potential interest in the project were identified. The agency mailing list contained representatives from the ETAT, including federal and state government, as well as state permitting agencies. On August 21, 2015 a meeting was held with the FDEP to discuss ROW requirements. The existing US 301 ROW is 100 feet and approximately 100 feet of additional ROW will be needed for the improvements. In addition, the proposed improvements to US 301 will require the acquisition of ROW from state owned lands (e.g. Hillsborough River State Park) and will result in impacts to the Hillsborough River. The FDEP's preference is to split ROW acquisition from both sides of US 301 to lessen the impact to the Hillsborough River State Park on the west side of US 301 and the historic CCC structures and Fort Foster on the east side of US 301.

On October 27, 2016 a meeting was held with Hillsborough County staff to discuss the project. The County expressed interest in a shared use path that would connect the southern terminus of the Old Fort King Trail at John B. Sargeant Sr. Wilderness Park to the planned Tampa Bypass Canal Trail located to the south end of the study corridor. In addition, Hillsborough County expressed interest in a northern extension of the Old Fort King Trail into Pasco County.

A meeting with Pasco County was held on November 7, 2016 to discuss the project. Pasco County also expressed interest in a northern extension of the Old Fort King Trail into Pasco County.

On December 15, 2016, a meeting was held with the City of Zephyrhills to discuss the project. The City recommended that the Zephyrhills Municipal Airport be added to the list of stakeholders since they have plans to develop property that will utilize the US 301 corridor.

A second meeting with FDEP occurred on January 20, 2017 at the Hillsborough River State Park Recreation Hall. Items discussed included moving the shared use path to the park (west) side of US 301 as well as providing a traffic device/lighting system and crosswalk near Fort Foster to stop traffic when passenger trams are crossing US 301. FDEP

also indicated they would like the speed limit lowered around Hillsborough River State Park and Fort Foster. In addition, FDEP would like to see wildlife crossings, a left-in/left-out directional median opening at the park entrance/exit to facilitate vehicles entering and exiting the park, and that no retention ponds be constructed on park property.

Date of Public Hearing: 03/24/2022

Summary of Public Hearing

The 1st public hearing was held for this project on March 24, 2022, from 5:30 p.m. to 7:30 p.m. at the FDOT District 7 Headquarters. The hearing was held to inform citizens and interested parties about the project details and schedule. This hearing also included an opportunity to provide comments concerning the proposed improvements to US 301. The public hearing was conducted both in-person and virtually to present information to and receive input from the public regarding the proposed improvements to US 301, which included providing comments regarding the median modifications along the study corridor. Citizens who chose to attend the virtual hearing session needed to do so through a computer, tablet or smartphone via GoToWebinar. Virtual attendees needed to register online at the project website. Another option was to attend the formal portion of the hearing by phone; however, phone attendees were in listen-only mode.

The hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m., followed by resuming the open house until 7:30 p.m.

A total of 37 people (non-staff) signed in at the in-person public hearing, and 63 people (non-staff) registered for the virtual portion, with 47 people attending the virtual portion of the public hearing. A total of 4 written comments were received, 14 verbal comments were made during the formal comment period, and no verbal comments were left with the court reporter. Most comments expressed support for the project. Copies of the written comments and responses are included in the project files. Copies of all public hearing displays and presentation materials are included in the Public Hearing Scrapbook that was prepared for this project and is included in the project files under a separate cover.

Date of Public Hearing: 08/01/2023

Summary of Public Hearing

The section will be updated after the 2nd Public Hearing.

12. Technical Materials

The following technical materials have been prepared to support this environmental document.

Social Data

Economic Data

Land Use Data

Mobility Data

Aesthetics Data

Relocation Potential Data

US301_PD&E_SDR_ETDM#14194_20230705

255796-1_CRAS Addendum Report

Rev June Draft CRAS US 301 Fowler to Prop SR 56_6.15.17

Water Quality Impact Evaluation (WQIE)

PER

Original_Public_Involvement_Program_Signed_March_2016

Final_Public_Involvement_Plan_Signed_March_2023

Attachments

Social and Economic

2025 Hillsborough County Future Land Use Map

2025 Pasco County Future Land Use Map

Cultural Resources

Signed SHPO CRAS Concurrence Letter 7_27_2017

Signed SHPO CRAS Concurrence Letter 2_15_2022

Natural Resources

Signed NRE Concurrence Letter from USFWS Placeholder

Signed NRE Concurrence Letter from FDEP Placeholder

255796-1_US_301_PDE_FINAL_WQIE_20230531

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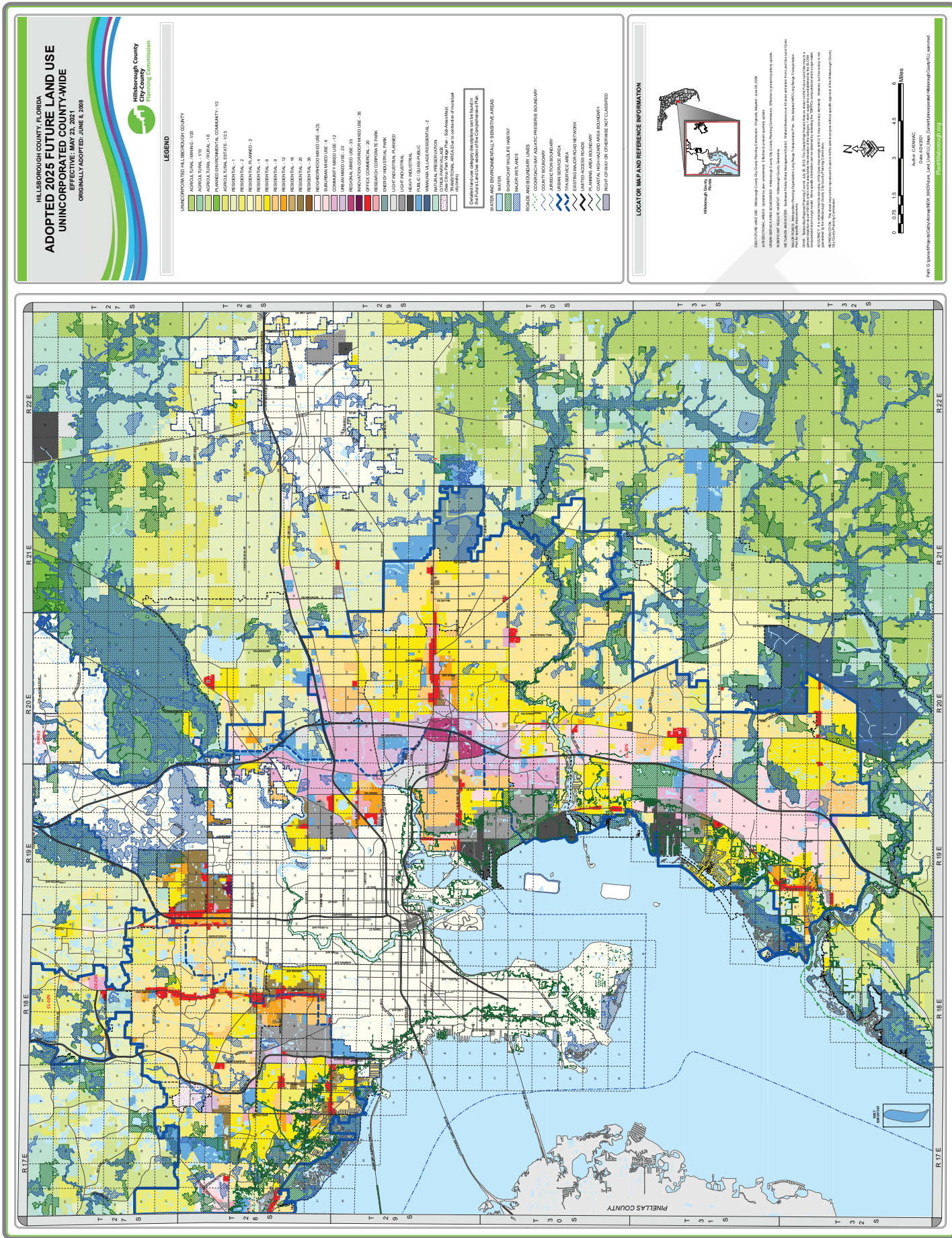
Social and Economic Appendix

Contents:

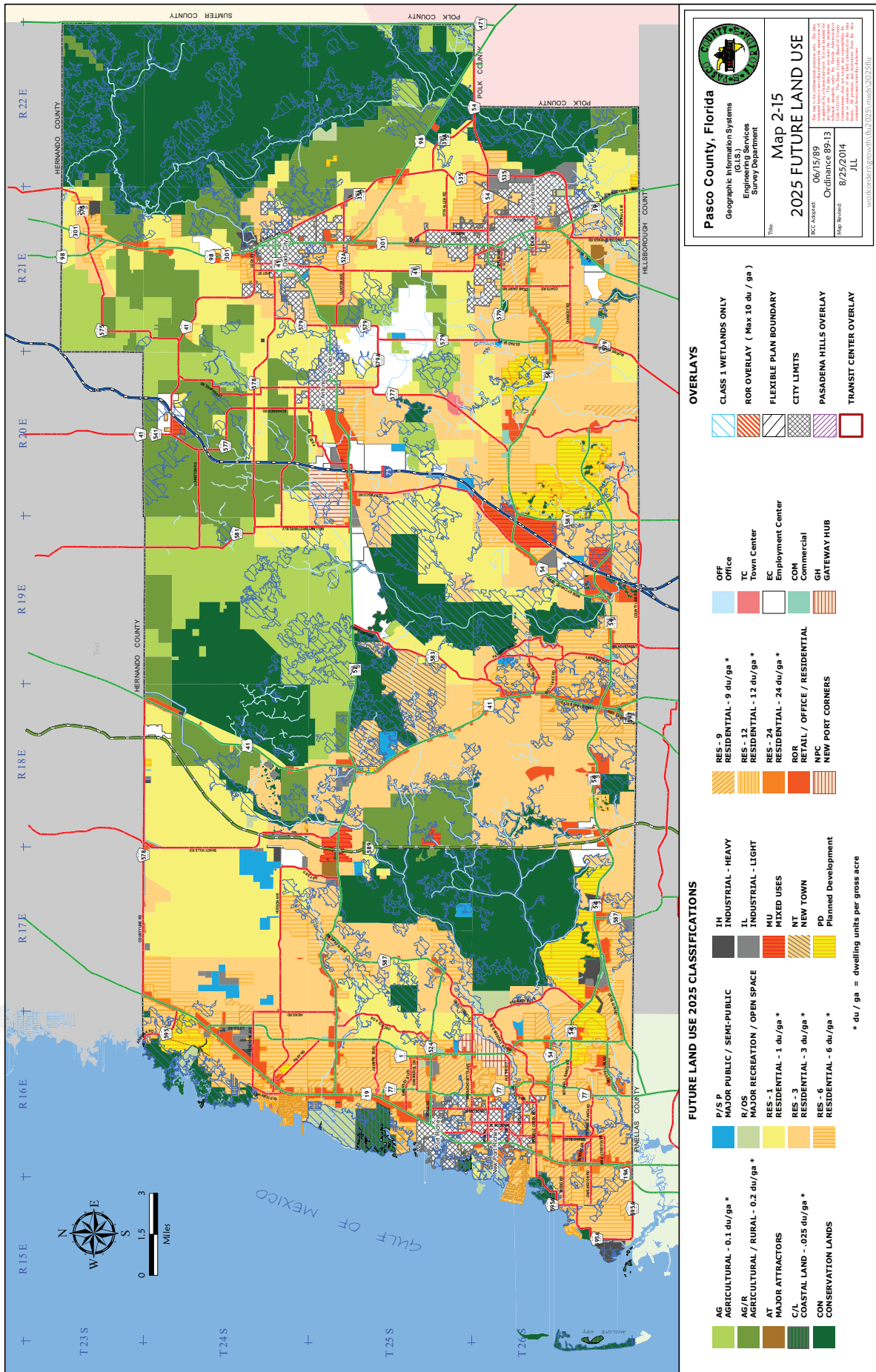
2025 Hillsborough County Future Land Use Map

2025 Pasco County Future Land Use Map

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2025 Hillsborough County Future Land Use Map



Pasco County, Florida
 Geographic Information Systems
 Engineering Services
 Survey Department

Map 2-15
2025 FUTURE LAND USE

Map Approved: 06/15/89
 Ordinance 89-13
 Map Revised: 8/25/2014
 JLL

www.pascofloridagov.com/255796-1-22-01

- OVERLAYS**
- CLASS 1 WETLANDS ONLY
 - ROR OVERLAY (Max 10 du / ga)
 - FLEXIBLE PLAN BOUNDARY
 - CITY LIMITS
 - PASADENA HILLS OVERLAY
 - TRANSIT CENTER OVERLAY

- OFF**
- Office
 - TC Town Center
 - EC Employment Center
 - COM Commercial
 - GH GATEWAY HUB

- RES - 9 RESIDENTIAL - 9 du/ga *
- RES - 12 RESIDENTIAL - 12 du/ga *
- RES - 24 RESIDENTIAL - 24 du/ga *
- ROR RETAIL / OFFICE / RESIDENTIAL
- NPC NEW PORT CORNERS

- FUTURE LAND USE 2025 CLASSIFICATIONS**
- IH INDUSTRIAL - HEAVY
 - IL INDUSTRIAL - LIGHT
 - MU MIXED USES
 - NT NEW TOWN
 - PD Planned Development

- P/S P MAJOR PUBLIC / SEMI-PUBLIC
- R/OS MAJOR RECREATION / OPEN SPACE
- RES - 1 RESIDENTIAL - 1 du/ga *
- RES - 3 RESIDENTIAL - 3 du/ga *
- RES - 6 RESIDENTIAL - 6 du/ga *
- AG AGRICULTURAL - 0.1 du/ga *
- AG/R AGRICULTURAL / RURAL - 0.2 du/ga *
- AT MAJOR ATTRACTORS
- C/L COASTAL LAND - 0.25 du/ga *
- CON CONSERVATION LANDS

* du / ga = dwelling units per gross acre

2025 Pasco County Future Land Use Map

Cultural Resources Appendix

Contents:

Signed SHPO CRAS Concurrence Letter 7_27_2017

Signed SHPO CRAS Concurrence Letter 2_15_2022

DRAFT



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

MIKE DEW
SECRETARY

June 29, 2017

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

Attention: Alyssa McManus, Transportation Compliance Review Program

**Re: Cultural Resource Assessment Survey (CRAS)
US 301 from Fowler Avenue to Proposed SR 56 PD&E Study
Hillsborough and Pasco Counties, Florida
Work Program Item Segment No.: 255796-1**

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2017 JUN 30 A 9:25

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven is conducting a Project Development and Environment (PD&E) Study for US 301 in Hillsborough and Pasco Counties to determine alternative roadway improvements along the corridor. The study limits are from Fowler Avenue (State Road [SR] 582) in Hillsborough County to proposed SR 56 in Pasco County, a distance of approximately 13.1 miles. The purpose of the PD&E Study is to document the need for additional capacity within the study corridor and to evaluate the costs and impacts associated with providing this additional capacity. This is a state funded project; federal funds are not planned to be used for the project.

The proposed action involves widening US 301 from the existing two-lane undivided roadway to a four-lane divided roadway. This improvement is necessary to provide additional capacity to accommodate the future travel demand that will be generated by the projected population and employment growth in Hillsborough and Pasco Counties. US 301 is a major north-south roadway that traverses both counties, and provides connectivity to many of Florida's major roadways including I-4, I-75, SR 54, and SR 52. This roadway is a vital link in the regional transportation network and also serves as an emergency evacuation route.

Enclosed is one (1) copy of the Cultural Resource Assessment Survey (CRAS) that was prepared for the above referenced project. Also enclosed are 40 new and updated Florida Master Site File (FMSF) forms (8HI43, 8HI305, 8HI3890-8HI3894, 8HI6940, 8HI11700-8HI11703, 8HI12137, 8HI13503-8HI13520, 8HI13526, 8HI13597-8HI13602, 8PA2675 and 8PA02976), a Survey Log, and a CD containing these documents.

www.fdot.gov

The purpose of this CRAS was to locate and identify any archaeological sites and historic resources located within the project's Area of Potential Effect (APE) and to assess, to the extent possible, their significance regarding eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE consists of the existing and any proposed right-of-way (ROW) that would be needed to implement the proposed project. The historic/architectural APE consists of the archaeological APE and the property parcels within 200 feet (ft.) of the proposed ROW.

Background research revealed that there are six archaeological sites (8HI00043, 8HI00305, 8HI00405, 8HI00494, 8HI5929, and 8HI6940) within or adjacent to the APE. Additionally, the NRHP-listed archaeological site, 8HI00112 (Fort Foster), is located just east of the archaeological APE. Through the development of the research design, 40 areas of high and moderate archaeological potential were identified. As a result of the archaeological field survey, three previously recorded archaeological sites (8HI00043, 8HI00305, and 8HI06940), five new archaeological sites (8HI13597-8HI13599, 8HI13601, and 8HI13602), one linear resource (8HI13600/8PA02976), and seven archaeological occurrences (AOs) were identified within the project APE. None of the previously or newly recorded resources is considered eligible for listing in the NRHP due to their low research potential or lack of integrity.

As a result of the architectural field survey, a total of 30 historic resources were identified within the project APE. Of these, 11 were previously recorded and 19 were newly identified. The 11 previously recorded resources (8HI3890-8HI3894, 8HI12137, 8PA2675, 8HI11700-8HI11703) include nine buildings and two resource groups, while the 19 newly recorded resources (8HI13503-8HI13520, 8HI13526) include 18 buildings and a building complex resource group. The newly recorded buildings are all typical examples of the Masonry Vernacular and Frame Vernacular architectural styles built between 1920 and 1967. All lack noteworthy architectural or design attributes, and limited research did not reveal any significant historic associations to persons or events. In addition, the area these buildings are in lacks the potential to be considered a historic district. As such, none is considered potentially eligible for listing in the NRHP, either individually or as part of a historic district.

Newly recorded building complex resource group 8HI13526 is known as "HRSP New Deal Resources" and is comprised of five previously recorded resources (8HI03890-8HI03894) clustered together near the auxiliary entrance to the Hillsborough River State Park (HRSP) slightly north of the main entrance. These five resources, which include two sheds, a ranger's residence, an interpretive center and a fire tower retain a great deal of integrity and represent excellent examples of Rustic and Industrial Vernacular architecture, New Deal planning, and Civilian Conservation Corps (CCC) construction methods in the state of Florida. Thus, the HRSP New Deal Resources resource group (8HI13526) and the previously recorded buildings it is comprised of (8HI3890-8HI3894) are eligible for listing in the NRHP under Criteria A and C in the areas of Social History, Engineering, and Architecture.

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*.

This CRAS will also be submitted by the FDOT Office of Environmental Management (OEM) to the federally recognized Native American Tribes of Florida for their concurrent review. By copy of this letter, this CRAS is also being submitted to the Hillsborough River State Park for review.

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

Sincerely,



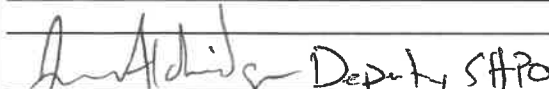
Robin M. Rhinesmith
Environmental Administrator

Enclosures

cc: Erika Thompson, FDOT OEM
Lilliam Escalera, FDOT
Brian Pinson, Hillsborough River State Park/FDEP
Rebecca Spain Schwarz, Atkins
Roy Jackson, FDOT OEM
Bob Finck, AIM
Marion Almy, ACI

The Florida State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources (FDHR) finds the attached Cultural Resource Assessment Survey complete and sufficient and ✓ concurs/ _____ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2015-345B. Or, the SHPO/FDHR finds the attached report contains _____ insufficient information.

SHPO/FDHR Comments:


Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources

7/27/2017
Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Dr.
Tampa, FL 33612-6456

KEVIN J. THIBAUT, P.E.
SECRETARY

February 7, 2022

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

Attn: Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey Addendum Technical Memorandum
Preferred Stormwater Management Facility (SMF) & Floodplain
Compensation (FPC) Sites
US 301 from Fowler Avenue to SR 56 PD&E Study
Hillsborough and Pasco Counties, Florida.
Work Program Item (WPI) Segment No.: 255796-1
Florida Division of Historical Resources (DHR) Project File No.: 2015-345B

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven is conducting a Project Development and Environment (PD&E) Study for US 301 in Hillsborough and Pasco Counties to determine alternative roadway improvements along the corridor. The study limits are from Fowler Avenue (State Road [SR] 582) in Hillsborough County to SR 56 in Pasco County, a distance of approximately 13.1 miles. The purpose of the PD&E Study is to document the need for additional capacity within the study corridor and to evaluate the costs and impacts associated with providing this additional capacity. The project will require additional right-of-way (ROW) for the mainline and for offsite Stormwater Management Facility (SMF) and Floodplain Compensation (FPC) Sites. This is a state funded project, but it is expected to have an "Individual 404" permit from the US Army Corps of Engineers (USACE).

The proposed action involves widening US 301 from the existing two-lane undivided roadway to a four-lane divided roadway. A Cultural Resource Assessment Survey (CRAS) was prepared in 2017 for the PD&E Study (Survey No. 24187). The CRAS document was submitted to the State Historic Preservation Officer (SHPO) who concurred with the findings on July 27, 2017 (DHR Project File No. 2015-345B). A CRAS Addendum has been prepared to evaluate the SMF and FPC sites.

Improve Safety, Enhance Mobility, Inspire Innovation
www.fdot.gov

Dr. Timothy Parsons, Director
US 301 from Fowler Avenue to SR 56 PDE& Study
WPI Segment No. 255796-1
February 7, 2022
Page 2 of 4

Enclosed is the CRAS Addendum (November 2021) that was prepared for the 12 SMF and eight (8) FPC sites for the above referenced project. Also enclosed are three (3) updated and seven (7) new Florida Master Site File (FMSF) forms (8HI00043, 8HI00490, 8HI13597, and 8HI15143 - 8HI15149), a demolished resource letter, a survey log sheet and a CD containing an electronic version of these files.

The purpose of this CRAS was to locate and identify any archaeological sites and historic resources located within the project's Area of Potential Effect (APE) and to assess, to the extent possible, their significance regarding eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE is defined as the area contained within the footprint of proposed pond (SMF and FPC) sites. The historical APE includes the archaeological APE and immediately adjacent properties as contained within 100 feet (ft.).

This CRAS Addendum was prepared by Archaeological Consultants, Inc. (ACI) and was conducted in accordance with the requirements set forth in 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*.

The archaeological background research, which included a review of the FMSF, indicated that there are three previously recorded archaeological sites wholly or partially within three of the pond sites (8HI00490/FPC 1; 8HI13597/FPC 4; and 8HI00043/SMF 5B). In addition, 31 additional archaeological sites are within one half mile. The pond sites have a variable archaeological potential: low, low to moderate, moderate, or high potential for the discovery of additional archaeological sites or for evidence of previously recorded sites. Once fieldwork began, the archaeological potential for several of the pond sites was downgraded because of current field conditions.

As a result of the archaeological field survey, which included ground surface reconnaissance and the systematic excavation of 332 shovel test pits, additional evidence of two of the previously recorded sites was found (8HI13597/FPC 4 [lithic scatter] and 8HI00043/SMF 5B [artifact scatter]), four new archaeological sites (all lithic scatters) were found in four of the pond sites (8HI15152/SMF 4A, 8HI15153/SMF 6C, 8HI15154/FPC3, 8HI15155/FPC2) and two Archaeological Occurrences (AO) were found. Previously recorded site 8HI00043 was evaluated by SHPO as ineligible, 8HI00490 was not evaluated, and 8HI13597 was evaluated as having insufficient information. ACI concurs with the SHPO that the part of 8HI00043 within the APE is ineligible for listing in the NRHP. Although 8HI00490 was not evaluated by the SHPO, ACI found no evidence of the site within the archaeological APE and recommends that the portion of the site within the APE is not eligible for listing in the NRHP. ACI considers the portion of 8HI13597 that is within the APE not eligible for listing in the NRHP. Given the low diversity and the absence of subsurface features, the sites, as they appear within the archaeological APE, have low research potential and are similar to other sites in the area which have been determined ineligible for listing in the NRHP by the SHPO.

Historical/architectural background research, including a review of the previous US 301 PD&E Study CRAS, the FMSF and the NRHP, indicated that five historic resources (8HI11701, 8HI11702; 8HI13507; 8HI13600, and 8HI12137/8PA02675) were previously recorded within and/or adjacent to the proposed pond sites. These include two linear resources, an abandoned segment of the Tampa & Thonotosassa Railroad (8HI13600) and US 301 (8HI12137/8PA02675), and three Masonry Vernacular style buildings (8HI11701, 8HI11702, and 8HI13507) constructed between circa (ca.) 1955 and 1958. These resources were determined ineligible for listing in the NRHP by the SHPO.

The historical/architectural field survey resulted in the identification of 11 historic resources (constructed in 1975 or earlier) within the APE. These include four previously recorded resources (8HI11701 & 8HI13507 adjacent to SMF 1A, 8HI13600 adjacent to SMF 5B & easement, and 8HI12137/8PA02675 adjacent to FPC 3, 4, 5, 6, and 8 and SMF 12A & 13A) and seven newly identified resources (8HI15143-8HI15149). The newly recorded historic resources include one building complex resource group (mobile home park) (8HI15145) adjacent to SMF 3A & easement, three buildings (8HI15143 adjacent to FPC 1 & easement, 8HI15144 adjacent to SMF 3A, and 8HI15148 within FPC 3), and three mobile homes (8HI15146 & 8HI15147 adjacent to SMF 3A & easement, and 8HI15149 within FPC 5). These resources were constructed between ca. 1945 and ca. 1975. Overall, the historic buildings and the building complex resource group are of common design and construction and lack significant historical associations to persons or events. Therefore, the historic resources within the APE appear ineligible for listing in the NRHP. Furthermore, no significant alterations were observed to the extant previously recorded resources since they were last recorded; therefore, these resources were not updated during this survey. In addition, one previously recorded historic resource, located at 9864 Rockhill Road (8HI11702), was confirmed as demolished within proposed pond site SMF 1A. A FMSF form was prepared for the newly identified resources and a letter was prepared for the demolished resource.

Given the results of background research and field survey no prehistoric or historic archaeological sites or historic resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP were located within the APE for the SMF and FPC sites. Therefore, the proposed project SMF and FPC sites will result in no historic properties affected. However, the overall project will result in no adverse effect to historic properties. See separate Effects Determination Letter being submitted concurrently that evaluated and discusses proposed project effects on the NRHP-eligible Hillsborough River State Park New Deal Resources building complex resource group (8HI13526).

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 in accordance with the provisions contained in the revised Chapter 267, *Florida Statutes*.

Dr. Timothy Parsons, Director
US 301 from Fowler Avenue to SR 56 PDE& Study
WPI Segment No. 255796-1
February 7, 2022
Page 4 of 4

The enclosed cultural resource document is provided for your review and concurrence. If you have any questions, please do not hesitate to call me at 813.975.6637 or crystal.geiger@dot.state.fl.us.

Sincerely,

Crystal Geiger

Crystal Geiger
Environmental Specialist III
Cultural Resource Coordinator

Enclosures

| | | |
|-----|---------------------------|--|
| cc: | Amber Russo, FDOT | Robin Rhinesmith, FDOT |
| | Brittany Bianco, FDOT OEM | Deena Woodward, FDOT OEM |
| | Bob Finck, AIM | Maranda Kles, ACI |
| | Sarah Guagnini, Atkins | Kyle Easley, Hillsborough River State Park |

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Addendum complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2015-345C. Or, the SHPO finds the attached document contains insufficient information.

SHPO Comments:

Kelly L Chase
For

Dr. Timothy Parsons, Director
State Historic Preservation Officer
Florida Division of Historical Resources

02/15/2022

Date

Natural Resources Appendix

Contents:

Signed NRE Concurrence Letter from USFWS Placeholder

Signed NRE Concurrence Letter from FDEP Placeholder

255796-1_US_301_PDE_FINAL_WQIE_20230531

DRAFT

Signed NRE Concurrence Letter from the United States Fish and Wildlife Service (USFWS) to be added once received.

DRAFT

Signed NRE Concurrence Letter from the Florida Department of Environmental Protection (FDEP) to be added once received.

DRAFT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WATER QUALITY IMPACT EVALUATION CHECKLIST

| PART 1: PROJECT INFORMATION | |
|------------------------------------|---|
| Project Name: | US 301 PD&E Study |
| County: | Hillsborough & Pasco |
| FM Number: | 255796-1-22-01 |
| Federal Aid Project No: | N/A |
| Brief Project Description: | The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study for the proposed improvements to US 301 from Fowler Avenue (SR 582) in Hillsborough County to SR 56 in Pasco County. The total project length is approximately 13.1 miles. The proposed action includes widening US 301 from two lanes to four lanes and providing pedestrian and bicycle accommodations. |

PART 2: DETERMINATION OF WQIE SCOPE

- Does project discharge to surface or ground water? Yes No
 - Does project alter the drainage system? Yes No
 - Is the project located within a permitted MS4? Yes No
- Name: _____

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water names: Hillsborough River, Flint Creek, Hollomans Branch, Clay Gully, Two Hole Branch, Indian Creek. All these are part of the Hillsborough River watershed.

Water Management District: Southwest Florida Water Management District (SWFWMD)

Environmental Look Around meeting date: 1/26/2015
 Attach meeting minutes/notes to the checklist.

Water Control District Name(s) (list all that apply): N/A

Groundwater

Sole Source Aquifer (SSA)? Yes No
 Name _____

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer? Yes No
Name Floridan

Springs vents? Yes No
Name _____

Well head protection area? Yes No
Name _____

Groundwater recharge? Yes No
Name Rainfall, Infiltration

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: 3/12/2021

PART 4: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information should be updated during each re-evaluation as required.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed. Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies? Yes No

BMAP Stakeholders contacted? Yes No

TMDL program contacted? Yes No

RAP Stakeholders contacted? Yes No

Regional water quality projects identified in the ELA? Yes No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified? Yes No

If yes, describe:

Discuss any other relevant information related to water quality including Regulatory Agency Water Quality Requirements.

N/A

PART 5: WQIE DOCUMENTATION

- A. No involvement with water quality
- B. No water quality regulatory requirements apply.
- C. Water quality regulatory requirements apply to this project (provide Evaluator’s information below). Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- D. EPA Ground/Drinking Water Branch review required. Yes No
 Concurrence received? Yes No
 If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)
Attach the concurrence letter

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

| | |
|--|-----------------|
| Evaluator Name (print): Renato Chuw | |
| Title: Senior Drainage Engineer | |
| Signature:  | Date: 5/31/2023 |

DRAFT

Table 1: Water Quality Criteria

| Receiving Waterbody Name (list all that apply) | FDEP Group Number / Name | WBID(s) Numbers | Classification (I,II,III,IIIL,IV,V) | Special Designations* | NNC limits** | Verified Impaired (Y/N) | TMDL (Y/N) | Pollutants of concern | BMAP, RA Plan or SSAC |
|--|-------------------------------|-----------------|-------------------------------------|-----------------------|--------------|-------------------------|------------|-----------------------|-----------------------|
| Hillsborough River | Group 2-Tampa Bay Tributaries | 1443B | I | OFW | Stream | Yes | No | Dissolved Oxygen | |
| Flint Creek | Group 2-Tampa Bay Tributaries | 1522A | III | OFW | Stream | Yes | Yes | Nutrients | |
| Hollomans Branch | Group 2-Tampa Bay Tributaries | 1520 | III | OFW | Stream | Yes | No | Bacteria | |
| Hillsborough River | Group 2-Tampa Bay Tributaries | 1443C | III | OFW | Stream | No | No | N/A | |
| Clay Gully | Group 2-Tampa Bay | 1505 | III | OFW | Stream | Yes | No | Bacteria | |

| | | | | | | | | | |
|---------------------------|--------------------------------------|--------------|------------|------------|---------------|------------|-----------|----------------------------------|--|
| | Tributaries | | | | | | | | |
| Two Hole Branch | Group 2-Tampa Bay Tributaries | 1489 | III | OFW | Stream | Yes | No | Fecal Coliform / Bacteria | |
| Hillsborough River | Group 2-Tampa Bay Tributaries | 1443D | III | OFW | Stream | No | No | N/A | |
| Indian Creek | Group 2-Tampa Bay Tributaries | 1453 | III | N/A | Stream | No | No | N/A | |
| Hillsborough River | Group 2-Tampa Bay Tributaries | 1443A | III | OFW | Stream | Yes | No | Dissolved Oxygen | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

** Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

Table 2: REGULATORY Agencies/Stakeholders Contacted

| Receiving Water Name (list all that apply) | Contact and Title | Date Contacted | Follow-up Required (Y/N) | Comments |
|---|--|-------------------------|---------------------------------|---|
| Hillsborough River | SWFWMD (Richard Alt, Lee Hughes) | 1/14/2015 | No | Pre-Application Meeting (1) |
| | FDOT D7 (Ashley Henzel, Abdul Waris, Anthony Celani) | 3/12/2021, 7/14/2021 | No | Pond longlist and shortlist meetings |
| | Hillsborough County (Junshan Su) | 1/26/2015 | No | Watershed model / ELA |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |

THIS FORM IS INTENDED TO FACILITATE AND GUIDE THE DIALOGUE DURING A PRE-APPLICATION MEETING BY PROVIDING A PARTIAL "PROMPT LIST" OF DISCUSSION SUBJECTS. IT IS NOT A LIST OF REQUIREMENTS FOR SUBMITTAL BY THE APPLICANT.



**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES**

**FILE NUMBER:
PA 401835**

Date: 1/14/2015
Time: 9:00
Project Name: FDOT US301 PD&E Study (Hillsborough & Pasco)
Attendees: Richard Alt, Lee Hughes; Renato Chuw - Inwood Consulting Engineers, rchuw@inwoodinc.com, Mark Easley - KCA

County: Hillsborough **Sec/Twp/Rge:** various
Total Land Acreage: 400 **Project Acreage:** 100 acres

Prior On-Site/Off-Site Permit Activity:

- Existing 2 lane road
- ETDM under review - 14194

Project Overview:

- Design divided 4 lane

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

- Provide the limits of jurisdictional wetlands.
- Provide appropriate mitigation using UMAM for impacts, if applicable.
- Demonstrate elimination and reduction of wetland impacts.
- Maintain minimum 15 foot, average 25 foot wetland conservation area setback or address secondary impacts.
- Mitigation Banks (North Tampa, Boarshead, Hillsborough River) with future forested and herbaceous mitigation credits proposed for release. Will need to have them officially released before they can be utilized for mitigation.
- If the project is located in a county which is listed as a coastal county under the Coastal Zone Management Act (CZM) and the project has wetland impacts, it will require a noticing period once the permit application is deemed complete. Wetland and/or surface waters impacts less than 1 acre in size will require a 10 day noticing period, prior to the issuance of the permit. Wetland and/or surface water impacts greater than 1 acre in size will require a 30 day noticing period, prior to the issuance of the permit. Permits could be issued as early as the 11th or 31st day, but staffs' schedule and workload will determine the actual issuance date.

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

- Existing roadway/intersections –
- WBIDs need to be independently verified by the consultant - WBID – 1443B, 1522A, 1520, 1443C, 1505, 1489, 1443D, 1453, 1443A, and 1446
- Discharging to impaired waters.

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

- Demonstrate that discharges from proposed project area will not cause an adverse impact for a 25-year, 24-hour storm event.
- Demonstrate that site will not impede the conveyance of contributing off-site flows.
- Demonstrate that the project will not increase flood stages up- or down-stream of the project area(s).
- Provide equivalent compensating storage for all 100-year, 24-hour riverine floodplain impacts if applicable.

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

- Provide water quality treatment for required project area.
- May need to meet OFW criteria in portions of project
- In addition, if the project discharges to an impaired water body, must provide a net environmental improvement.
- Applicant must demonstrate a net improvement for the parameters of concern by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use.
- Also replace treatment function of existing ditches to be filled.
- Will acknowledge compensatory treatment to offset pollutant loads associated with portions of the project area that cannot be physically treated.

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

- SSL in Hillsborough County will be processed through Tampa Port Authority; any within Pasco County will be processed through SWFWMD.

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- The permit must be issued to the FDOT.
- Provide proof of ownership in the form of a deed or contract for sale.
- Provide appropriate O&M instructions.
- Provide detailed construction surface water management plan.

Application Type and Fee Required:

- SWERP – Sections A, C, and E of the ERP Application.
- < 640 acres of project area and < 50 acres of wetland or surface water impacts - \$4,141
- Fees will depend on project size determined during phasing

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

- In accordance with Rule 40D-1.603(2), F.A.C., no later than 30 days after submittal of an initial application of an Individual surface water management permit the applicant shall publish at the applicant's expense a notice of the District's receipt of the application in a newspaper having general circulation as defined in Chapter 50, F.S., in the county or counties in which the activity is proposed. Please provide documentation that such noticing has been accomplished. Note that the published notices of receipt for an ERP must be in accordance with the language provided in Rule 40D-1.603(11), F.A.C., and receipt of an affidavit establishing proof of this publication will be considered a completeness item of this ERP Application. Per Rule 40D-1.603(13), F.A.C., this must be received before the application will be considered complete and the 60-day timeframe for taking agency action on the application will commence.

40D-1.603(13) – “Applicants required to publish a notice of receipt of application must provide to the District a publisher’s affidavit establishing proof of publication pursuant to Sections 50.041 and 50.051, F.S., before the application will be considered complete and the applicable timeframe for taking agency action on the application will commence.”

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.



Memorandum

3000 Dovera Drive, Suite 200, Oviedo, FL 32765 | P: 407-971-8850 | F: 407-971-8955 | www.inwoodinc.com

DATE: 3/26/2021; updated 4/1/2021

TO: Ashley Henzel, PE

FROM: Renato Chuw, PE

RE: US 301 PD&E from Fowler Avenue to SR 56; FPID 255796-1-22-01; Revised SMF and FPC sites per Longlist meeting comments

CC: Bob Finck

The following updates to the SMF and FPC sites for the US 301 PD&E Study in Hillsborough/Pasco Counties were done in response to the comments from the Longlist Pond Site Meeting with FDOT, discussion with the FDOT Project Manager and subsequent refinements to the sizes of the ponds. Below is a list of these updates:

- Easement for FPC 1 changed to be within Jackson Road and Ohio Avenue
- SMF 1A site relocated to the west side of US 301
- SMF 1B site reshaped to impact fewer parcels and have total takes of these parcels
- SMF 3B relocated to the west side of US 301 to avoid previous mobile home park to the east
- SMF 3C1 reshaped to avoid the FGT easement
- SMF 3C2 size was reduced, thus impacting one less parcel
- SMF 4B relocated to the west side of US 301
- SMF 4C was eliminated and instead, the 3rd alternative will be to use the permitted expansion of the existing borrow pit for Copart of Connecticut. The permitted information indicates runoff from portions of US 301 is already accounted in the expansion of the borrow pit
- FPC 2 site relocated to the other side of the floodplain (north side) and in the same parcel as SMF 7A
- SMF 7A slightly reshaped but same site and parcel
- SMF 7B reshaped to impact fewer parcels and have total takes on these parcels
- SMF 7C relocated to the west side of US 301. Previous site to the east was not feasible due to topography and hydraulic considerations
- SMF 9A easement relocated to the north side of the parcel
- SMF 10A reduced in size and is only on one parcel
- SMFs 11A and 11B eliminated. Compensating treatment will be provided in adjacent Basins 10 and 12
- SMF 12C increased in size due to refinement of analysis and topography
- Preferred SMF and FPC by adjacent design segment shown for Basin 14
- FPC 9 was eliminated. With coordination with adjacent design segment, their preferred FPC 1A will be included for evaluation for our study



Meeting Minutes

3000 Dovera Drive, Suite 200, Oviedo, FL 32765 | P: 407-971-8850 | F: 407-971-8955 | www.inwoodinc.com

DATE: 3/12/2021, revised 3/25/21

TO: Ashley Henzel, PE

FROM: Renato Chuw, PE

RE: US 301 PD&E from Fowler Avenue to SR 56; FPID 255796-1-22-01; Longlist Pond Siting Meeting

CC: IN ATTENDANCE: Kirk Bogen, Anthony Celani, Allison Conner, Timothy Drawhorn, Ashley Henzel, Art Mariano, Bill McTeer, Melissa Mulvaney, Zabrina Penton, Abdul Waris, Ana Zea, Bob Finck (AIM), Jeffrey Jacquin (AIM), Renato Chuw (Inwood), Zach Evans (Inwood), Forrest McClellan (Inwood)

The longlist pond siting meeting was held via a Teams meeting on Wednesday, March 10th, 2021 at 1:30 pm with FDOT, AIM Engineering and Inwood Consulting Engineers' staff for the US 301 PD&E Study in Hillsborough County from Fowler Avenue to SR 56 in Pasco County. The purpose of the meeting was to present to FDOT staff, the initial SMF (Stormwater Management Facilities) alternative sites for the study and obtain input. A brief introduction of the study was provided by Bob Finck (AIM Engineering) as the prime consultant for this study. Inwood Consulting Engineers are the sub-consultant to AIM for the drainage evaluation of the study and followed with the description of each SMF site per basin. Exhibits were displayed on the monitor and provided to all attendees to follow the discussions.

Basin 1 SMF alternatives

- FDOT asked if the FGT gas line was within the R/W and wanted to confirm if any of the SMF alternatives would impact the gas line. The gas line was confirmed to run along the east side of US 301 and just inside the existing R/W.
- Two SMF alternatives (1A and 1B) are located on the east side of US 301. FDOT indicated that on another project, FGT did not want FDOT to cross their gas line with a drainage pipe. However, after verifying with Dan Hunter (FDOT Utilities), it was indicated that for the US 301 PD&E Study, it would be possible to cross the FGT line and the gas line is about 4 to 6 ft in depth. Crossing the FGT gas line was mentioned to be avoided if possible.
- The easement to FPC 1 was discussed. The easement is necessary to allow FDOT to access the FPC in case of emergency or maintenance. Alternative routes for the easement to the FPC were discussed. FDOT mentioned that if the easement is on a private road, all residents on the private road would have to be notified and agreed on the FDOT access. Options to relocate the easement on public roads were explored. An easement from Jackson Rd and Ohio Avenue was discussed (both are public roads) and will be investigated.

Follow up telephone call with Ashley Henzel (3/12/21):

- Inwood will look at moving one of the SMF alternatives on the east (either SMF 1A or 1B) to the west side, to limit only one SMF option on the east for crossing the FGT line.

Basin 2 SMF alternatives

- FDOT asked if an ICE (Intersection Control Evaluation) study was performed at the intersection with Harney Rd. If a roundabout is implemented, it will impact the proposed SMF within the R/W. Only one SMF alternative was presented since it is within the FDOT R/W.
- Inwood stated that there is room to expand the SMF and it will be revised to allow for the potential of a roundabout at this intersection.



Meeting Minutes

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Basin 3 SMF alternatives

- The shape of SMF 3C will be revised to avoid impacting the FGT easement on the west side of US 301 where it makes a 90 degree turn to the east and crosses the road.
- FDOT may request moving the FGT easement south of Langshaw Dr., although it could be very expensive.
- The location of SMF 3B currently impacts a trailer park. This SMF will be moved to the west to impact 5 or 6 private residential parcels rather than the trailer park.

Basin 4 SMF alternatives

- FDOT asked if there was a possibility to expand the existing pond/lake south of SMF 4C. Inwood indicated that existing permits were researched but not permit was found for this pond.
- Inwood mentioned that further investigation will be made as to the nature of this existing pond and look for an opportunity to expand for joint-use/expand the pond.

Follow up telephone call with Ashley Henzel (3/12/21):

- Inwood indicated that SMF 4B and 4C are on the east side and the FGT line runs along the inside of the existing R/W. Similar to the SMFs in Basin 1, Inwood will investigate moving one of the SMFs options on the east side to the west, to limit only one SMF alternative that requires crossing of the FGT line.

Basin 5 SMF alternatives

- Inwood indicated that one SMF alternative was located within the R/W, however, because of the length of the basin, it was doubtful this alternative would be able to serve the requirements for the whole basin. Therefore, three offsite SMFs were located.
- SMF 5C and 5D are located within county parcels. FDOT asked if there was a possibility to combine Basins 5 and 6 and expand one of the sites within the county parcel. Inwood mentioned that combining basins was difficult for 5 and 6 due to hydraulics and crossing the bridge culvert at Flint Creek.
- Parcels to the west of US 301 are public owned lands. FDOT mentioned that for state funded projects, ponds can be placed in state owned lands that are not 4(f) resources.
- Coordination with the State Park occurred in 2017 and traditional stormwater ponds were not preferred by the park. The park would prefer using low lying areas or natural areas. The park was open to innovative ideas.
- Inwood will investigate if SMF 5D would block offsite flow to Flint Creek.
- Coordination with the county will occur regarding sites SMF 5C and 5D in their property.

Basin 6 SMF alternatives

- All three SMF alternatives are located on the east side of US 301 to avoid public lands and state park on the west side. All three SMFs are in county parcels.
- Coordination with the county will occur regarding the nature of these parcels (i.e., conservation lands or other).
- It was asked if SMF 6A would be within the floodway boundaries of Flint Creek. Inwood stated that the SMF is outside of the floodway limits.
- FDOT indicated that it would be more advantageous for FPC 2 to be located adjacent to the R/W and show cup for cup compensation rather than its current location which may require a floodplain model. Inwood will relocate FPC 2.



Meeting Minutes

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Basin 7 SMF alternatives

- FDOT mentioned that SMFs near ponds may cause seepage issues. Considerations for a barrier between the SMF and the home or full parcel takes should be consider.
- SMF 7B will be reshaped to impact fewer parcels (full takes rather than partial takes).

Basin 8 SMF alternatives

- No comments from the Department regarding the SMFs or the FPC

Basin 9 SMF alternatives

- The easement for SMF 9A will be relocated to the north side of the parcel and avoid potential conflicts with utilities.
- FDOT commented that SMF 9A would require a long conveyance pipe to the pond. Inwood stated that the pond was situated on the back of the parcel for best use of the remaining parcel for the property owner. The outfall for this SMF could be a spreader swale to the adjacent wetlands to Two Hole Branch rather than to run another separate outfall back to the US 301 R/W.

Basin 10 SMF alternatives

- Only two SMF alternatives were presented for this basin. SMF 10B would have slight impacts to the floodplain but these will be compensated for.

Basin 11 SMF alternatives

- FDOT indicated that a long conveyance pipe would be require for SMF 11B.
- FDOT asked if there was a possibility to eliminate Basin 11 and combine into Basins 10 and 12. Inwood will investigate but indicated that it could be feasible.

Basin 12 SMF alternative

- The FPC sites (6 and 7) were shaped to avoid floodplain boundaries, however, the exhibit provided did not show the remaining floodplain areas at this location. These will be shown in the updated exhibit.

Basin 13 SMF alternative

- No comments from the Department regarding the SMFs or the FPC

Basin 14

- Basin 14 is currently included in the design phase of the adjacent segment by Atkins. Their designation is Basin 1 and the preferred site they are moving forward with is SMF 1A.
- The exhibit will be updated to show the adjacent design segment's preferred SMF and FPC.
- Coordination occurred after the longlist pond meeting for CADD files and calculations from the adjacent design segment.
- Further coordination will continue as the SMF and FPC are being refined at the time of the meeting.



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Revisions to the pond sites based on the longlist pond siting meeting will occur. A revised pond exhibit will be provided to FDOT staff. FDOT agreed that a 2nd meeting is not necessary and the coordination for updated pond sites can be done via email, meeting minutes and revised exhibit attachments.

After the updated pond sites are approved by FDOT, desktop analysis and screening can begin. R/W cost estimate request will be submitted to Bill McTeer.

Impacts to State or Conservation Lands will be identified (if applicable) for the SMF / FPC sites. The SMF evaluation matrix in the PSR will include a column to identify this in lieu of 4(f).

After preferred SMFs are identified (once desktop screening and R/W costs are provided), a meeting with FDOT staff will occur to review the final preferred pond sites.

These are the author's understanding of the discussions and decisions reached at this meeting. If there are comments or questions, please contact Renato Chuw at rchuw@inwoodinc.com or 407-971-8850.

Zach Evans

From: Henzel, Ashley <Ashley.Henzel@dot.state.fl.us>
Sent: Wednesday, July 21, 2021 3:02 PM
To: Renato Chuw; Bob Finck
Cc: Zach Evans; Conner, Allison; Geiger, Crystal; Bogen, Kirk
Subject: RE: 255796-1/US 301 from Fowler Ave to SR 56 - Preferred Pond Site Selection - desktop screening evaluations

I forgot to mention that for the preferred site Basin 6 (SMF 6C), you'll need to confirm if this is in the State Park or if this is Hillsborough County ELAPP property.

Thanks,

Ashley Henzel, PE
FDOT District 7, GEC
Office: 813-975-6433

From: Henzel, Ashley
Sent: Wednesday, July 21, 2021 2:59 PM
To: Renato Chuw <rchuw@inwoodinc.com>; Bob Finck <bfinck@aimengr.com>
Cc: Zach Evans <zevans@inwoodinc.com>; Conner, Allison <Allison.Conner@dot.state.fl.us>; Geiger, Crystal <Crystal.Geiger@dot.state.fl.us>; Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Subject: RE: 255796-1/US 301 from Fowler Ave to SR 56 - Preferred Pond Site Selection - desktop screening evaluations

Hi Renato,

Per our pond siting meeting last week the Department was going to review the desktop analysis double check the preferred pond site in Basin 5.

After reviewing the materials and in coordination with Crystal and Allison, we suggest revising the preferred site in Basin 5 from SMF 5C to SMF 5B.

Please let me know if you have any questions or concerns regarding this change.

Thanks,

Ashley Henzel, PE
FDOT District 7, GEC
Office: 813-975-6433

From: Renato Chuw <rchuw@inwoodinc.com>
Sent: Wednesday, July 14, 2021 12:01 PM
To: Henzel, Ashley <Ashley.Henzel@dot.state.fl.us>; Bob Finck <bfinck@aimengr.com>
Cc: Zach Evans <zevans@inwoodinc.com>
Subject: 255796-1/US 301 from Fowler Ave to SR 56 - Preferred Pond Site Selection - desktop screening evaluations

EXTERNAL SENDER: Use caution with links and attachments.

Ashley,

Please find attached the desktop screening evaluation for contamination, CRAS and environmental provided to us and used for the preliminary rankings of the pond sites

Regards,

Renato

Renato E. Chuw

Associate Principal – Senior Drainage Engineer

INWOOD CONSULTING ENGINEERS

3000 Dovera Dr., Suite 200, Oviedo, FL 32765

P: 407-971-8850

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DRAFT

From: Su, Junshan [mailto:Suj@HillsboroughCounty.ORG]
Sent: Tuesday, January 27, 2015 1:24 PM
To: Renato Chuw
Subject: RE: Hillsborough River watershed model/GIS/Report

Renato,

Attached please find a map showing the proposed stormwater projects in this area.

Please let me know if you have any questions.

Thanks

Junshan Su
Ph.D., PE.
Engineering and Construction Service Section
Public Works Department
Hillsborough County BOCC
p: 813.307.1776 | f: 813.272.5320
e: suj@hillsboroughcounty.org
w: <http://www.hillsboroughcounty.org>

Please note: all correspondence to or from this office is subject to Florida's Public Records laws.



From: Renato Chuw [<mailto:rchuw@inwoodinc.com>]
Sent: Monday, January 26, 2015 1:07 PM
To: Su, Junshan
Subject: Re: Hillsborough River watershed model/GIS/Report

Thanks,

Renato

Sent from my iPhone

On Jan 26, 2015, at 1:01 PM, Su, Junshan <Suj@HillsboroughCounty.ORG> wrote:

We are working on this map. Please wait. Thanks. Junshan

From: Renato Chuw [<mailto:rchuw@inwoodinc.com>]
Sent: Monday, January 26, 2015 12:56 PM
To: Su, Junshan
Subject: Re: Hillsborough River watershed model/GIS/Report

Dr. Su,

Thank you for meeting with me this morning about the US 301 study and the ftp link.

As discussed this morning, you had mentioned that the county had identified future stormwater projects. I was interested in a map/list of projects near the U.S. 301 corridor that I can identify as potential regional stormwater use/joint use with FDOT for my presentation.

Thanks,

Renato

Sent from my iPhone

On Jan 26, 2015, at 10:32 AM, Su, Junshan <Suj@HillsboroughCounty.ORG> wrote:

Renato,

Hillsborough River watershed model/GIS/Report are available at

<ftp://ftp.hillsboroughcounty.org/pwe/pub/masterplan%20update/Hillsborough/>

Please let me know if you have any questions.

Thanks.

Junshan Su

Ph.D., PE.

Engineering and Construction Service Section

Public Works Department

Hillsborough County BOCC

p: 813.307.1776 | f: 813.272.5320

e: suj@hillsboroughcounty.org

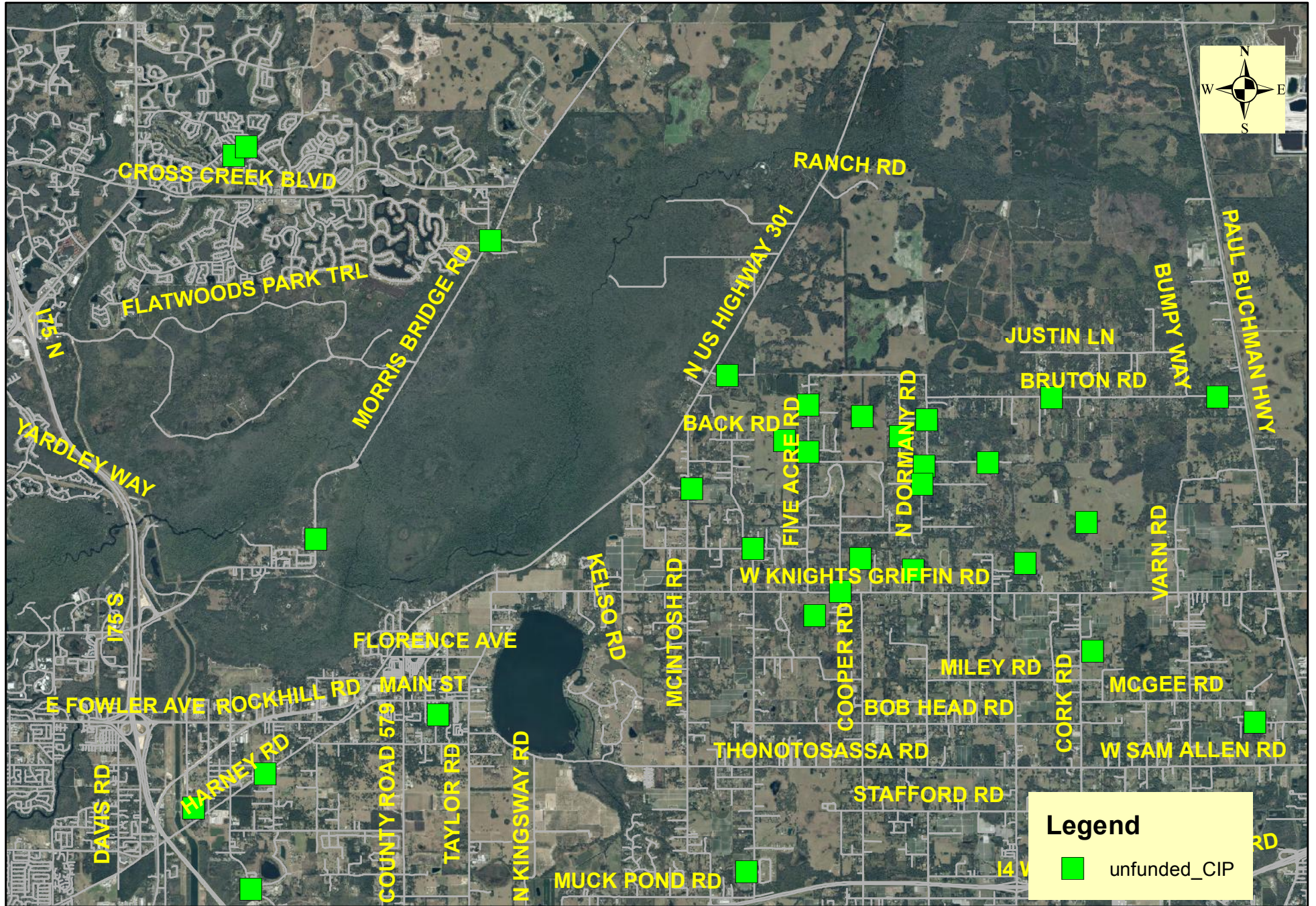
w: <http://www.hillsboroughcounty.org>

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<image001.gif>

DRAFT

US 301 from Fowler to County Line Area Proposed Stormwater Projects



Legend

- unfunded_CIP