US 41 from Kracker Avenue to South of SR 676/Causeway Boulevard
Hillsborough County, Florida
FM #430056-1-22-01
ETDM No. 5180
Project Status Update Memorandum

Project Description

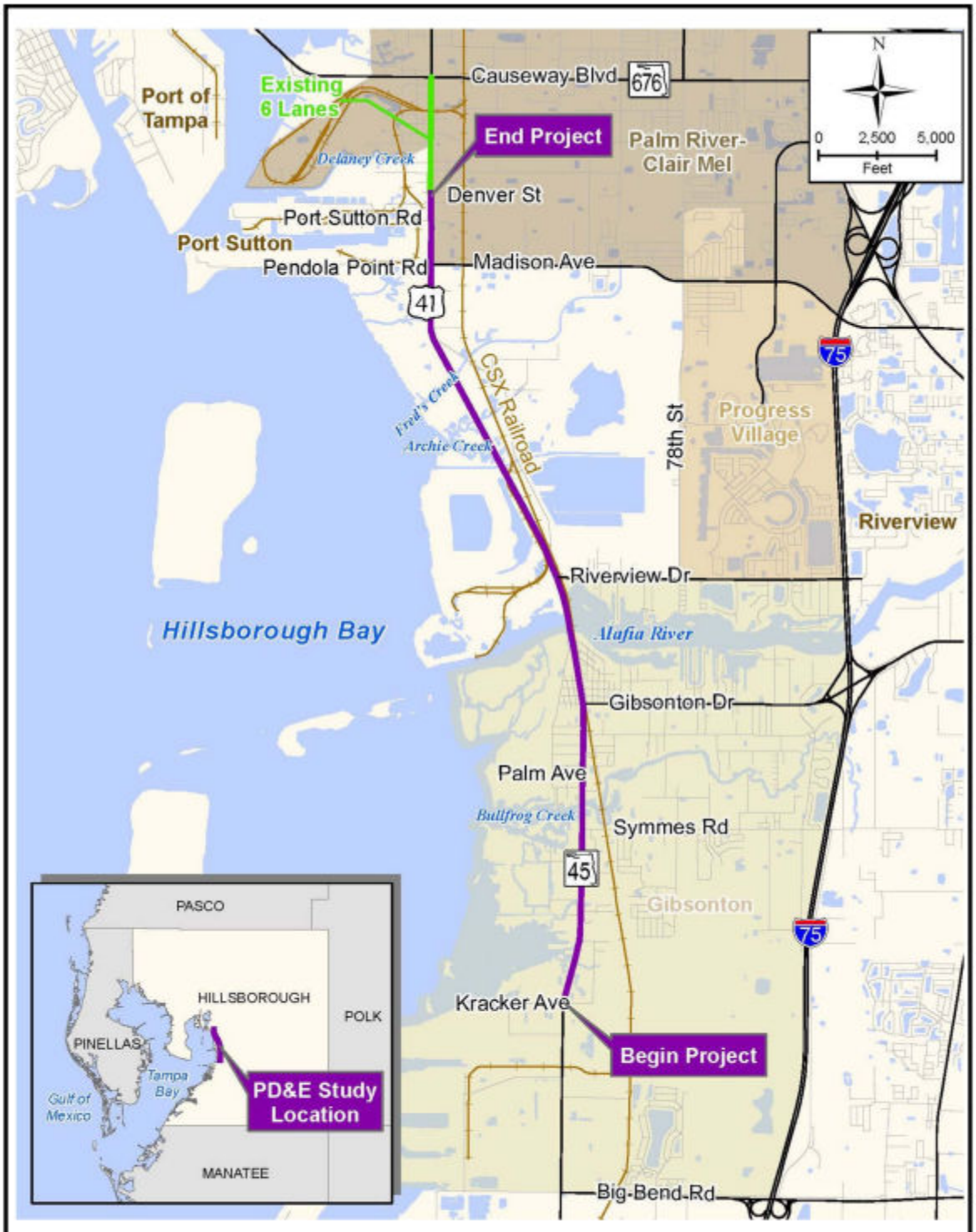
The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) study to evaluate the widening of approximately 7.0 miles of US 41 from Kracker Avenue to south of SR 676 (Causeway Boulevard) (**Figure A**).

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

Proposed Improvements: Expected improvements include widening to six lanes as well as intersection improvements, construction of stormwater management and floodplain compensation facilities and multimodal improvements. Proposed typical sections include urban typical sections within north Gibsonton from Palm Avenue to Lula Street and suburban typical sections for the remainder of the project. Additional right of way will be required in the north Gibsonton area for the Preferred Build Alternative. Replacement of the bridges at Bullfrog Creek and the Alafia River is also planned.

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

The FDOT is pursuing federal eligibility for this project since approval of the SEIR. This will result in additional analysis and a Type 2 Categorical Exclusion (CE).



FDOT **US 41(SR 45) PD&E Study** *From Kracker Avenue to South of SR 676 (Causeway Blvd)* WPI Segment No. 430056-1 Hillsborough County	**Location and Study Area Map**	**Figure A**

Purpose and Need Statement

Purpose

The purpose of the proposed project is to accommodate existing and future traffic capacity on US 41 due to transportation demand as a result of growth within the project limits and surrounding areas and to enhance regional connectivity in southern Hillsborough County and the Tampa Bay Region along with improving safety for vehicles, pedestrians, and bicyclists along US 41. US 41 is part of the Florida Intrastate Highway System (FIHS) and plays a significant role in connecting southern Hillsborough County to the Tampa Bay region.

Need

The project is needed to provide regional connectivity for the traveling public and intermodal facilities, improve safety, and accommodate existing and projected future traffic, which shows the level of service (LOS) deficiencies in this corridor as a result of transportation demand.

Project Status

This project is consistent with the Hillsborough County Comprehensive Plan (adopted October 2023) and listed in the Plan's Corridor Preservation component as a segment of US 41 that needs to be improved to 6-lanes.

The project identified in the Hillsborough County 2050 Long Range Transportation Plan (LRTP), as part of FDOT Strategic Intermodal System (SIS) Interchange Projects, is the addition of one lane in each direction on US 41 from South of Madison Avenue to South of Causeway Boulevard. This lane addition project overlaps with the boundaries of the US 41 from Kracker Avenue to south of Causeway Boulevard for approximately 1.5 miles. The remaining portion of the corridor, from south of Madison Avenue to Kracker Avenue is not listed in the LRTP.

Regional Connectivity

The project is needed to provide additional regional connectivity. US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton. US 41 is part of the FIHS a regional roadway network identified by the Sun Coast Transportation Planning Alliance Board.

US 41 is also part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. The portion of US 41 from Madison Avenue to Causeway Boulevard (SR 676) is designated as part of Florida's SIS highways. Improvements are needed to improve access to activity centers in the area and improve movement for goods and freight in the Tampa Bay region and across the state. The widening of this facility is also needed to provide relief to parallel facilities such as I-75 and US 301.

Safety

Crash data was analyzed for a 5-year period from 2019 to 2023. During this 5-year period, 1,015 crashes occurred along the study corridor involving 16 fatal crashes and 373 injury crashes. The actual crash rates per million vehicle miles for this study corridor from the Florida Department of Highway Safety and Motor Vehicles are shown annually for 2019 through 2023, together with the statewide average for similar facility types. This information is shown in **Table 1**. The average crash rates were higher than the statewide average crash rate for the majority of segments between Kracker Road and Causeway Boulevard for the years 2019 and 2020 as shown in red.

Table 1 - US 41 South (S Tamiami Trail) Segment Crash Rates for 2019-2023

Segment	2019	2020	2021	2022	2023	2019-2023 Average	Statewide Average
Kracker Road to Symmes Road	1.77	1.98	1.20	1.55	1.94	**1.69**	1.66
Symmes Road to Palm Avenue	4.01	6.43	5.44	4.68	4.45	**5.00**	1.66
Palm Ave to Gibsonton Drive/Alice Avenue	1.08	1.07	1.34	1.01	0.99	1.10	1.66
Gibsonton Drive/Alice Avenue to Riverview Drive/Industrial Access Road	1.61	2.47	1.63	1.20	1.28	1.64	1.66
Riverview Drive/Industrial Access Road to CR 676A (Madison Avenue/Pendola Point Road)	6.23	7.69	5.36	6.36	7.54	**6.64**	1.66
CR 676A (Madison Avenue/Pendola Point Road to Port Sutton Road	2.56	1.83	1.54	2.23	1.55	**1.94**	1.66
Port Sutton Road to Denver Street	4.91	3.51	2.95	4.00	2.44	**3.56**	1.66
Denver Street to south of SR 676 (Causeway Boulevard)	8.25	1.73	1.22	4.41	2.45	3.61	4.89

Source: Signal4 Analytics Online

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

Pavement deficiencies were also noted in the 2016 Preliminary Engineering Report. While not structurally deficient, the bridges over both Bullfrog Creek and the Alafia River are classified as

functionally obsolete due to substandard-width shoulders. In addition, the sidewalks on the bridges are very narrow and there are no provisions for bicyclists on the bridges.

Transportation Demand

Traffic on US 41 is expected to increase due to projected population and employment growth along the corridor. According to the Hillsborough County 2045 LRTP, Hillsborough County population is expected to grow from 1,292,800 to 2,006,200 (55% increase) between 2015 and 2045, and employment is expected to grow from 830,800 to 1,705,400 (over 100% increase) within this timeframe.

Capacity

US 41, between Gibsonton Drive and Madison Avenue and between Denver Street to Causeway Boulevard, currently operates at an acceptable LOS, but the remaining segments within the project limits are at a failing LOS, LOS F, based on 2023 traffic counts. The entire project is projected to operate deficiently in the year 2050 with no capacity improvements. The future 2050 No Build conditions is projected to have Annual Average Daily Traffic (AADT) of between 46,000 and 57,500, resulting in a LOS F. **Table 2** summarizes the LOS evaluation.

Table 2 - US 41 South (S Tamiami Trail) AADT for Year 2023 and No Build Year 2050*

Segment	Number of Lanes	2023 AADT	2023 LOS	2050 AADT	2050 LOS
Kracker Road to Symmes Road	4 lanes	37500	F	53000	F
Symmes Road to Palm Avenue	4 lanes	37500	F	53000	F
Palm Avenue to Gibsonton Drive/Alice Avenue	4 lanes	37500	F	53000	F
Gibsonton Drive/Alice Avenue to Riverview Drive/Industrial Access Road	4 lanes	32500	D	46000	F
Riverview Drive/Industrial Access Road to CR 676A (Madison Avenue/Pendola Point Road)	4 lanes	32500	D	46000	F
CR 676A (Madison Avenue/Pendola Point Road to Port Sutton Road	4 lanes	40500	F	57500	F
Port Sutton Road to Denver Street	4 lanes	40500	F	57500	F
Denver Street to south of SR 676 (Causeway Boulevard)	6 lanes	41000	C	58000	F

**Average of Medium and High Annual Growth Rates (1.3%) was used to calculate the 2050 AADT projections.*

Source: AADT information taken from FDOT Florida Traffic Online and LOS determined from FDOT 2023 Multimodal Quality/ Level of Service Handbook

Environmental Impact Summary

Social and Economic

Social

Demographics

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data. The SDR uses the Census 2018 - 2022 American Community Survey (ACS) data and reflects an approximation of the population based on a clipping of the area of the 500-foot project buffer area intersecting the Census block groups along the project corridor. This SDR identified the following demographics within the 500-foot project buffer area:

Population and Income
The SDR identified 269 households with a population of 903 people. The median household income is $45,580 which is lower than the Hillsborough County median household income of $70,612. Approximately 28.25% of households are below poverty level and 2.23% households receive public assistance.

Race and Ethnicity
The minority population makes up 66.33% of the total population mainly comprised of "Some Other Race Alone" with 191 people (21.15%), "Black or African American Alone" with 151 people (16.72%), "Claimed 2 or More Races" with 152 people (16.83%), "Asian Alone" with two people (0.22%), and "American Indian or Alaska Native Alone" with two people (0.22%) within the 500-foot project buffer area. There are 434 people (48.06%) that have a "Hispanic or Latino of Any Race" ethnicity. The project area has a higher minority population than Hillsborough County overall (53.73%).

Age and Disability
The median age is 40 and persons age 65 and over comprise 7.20% of the population. There are 27 people (5.70%) between the ages of 20 and 64 that have a disability.

Housing
There are 322 housing units. The housing is comprised of mobile home units (56%), single-family units (38%), multi-family units (6%), and that are either renter-occupied (44%), owner-occupied (39%), or vacant (17%). There are 16 (5.93%) occupied housing units with no vehicle.

Language
According to the SDR, 63 (7.75%) of the residents within the 500-foot project buffer area identified as speaking English "not at all" and 56 (6.89%) identified as speaking English "not well." Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that LEP population accounts for 14.64% of the population for this project, LEP services will be

required for Spanish. Refinement of the LEP population totals and requirements will be further evaluated during the PD&E study as part of the public involvement efforts.

Community Cohesion

Travel patterns were documented in the State Environmental Impact Report and are expected to remain the same as existing patterns, with the exception of minor changes due to median opening revisions to improve access management. Sidewalks will be added to areas which do not currently have sidewalks, and lane widths for bicycle lanes will be widened to comply with new FDOT requirements for urbanized areas. To improve truck mobility, at the intersections which provide direct access to the Port of Tampa, storage lane lengths were estimated based on special turning movement counts conducted during the hours when truck traffic was observed to be highest so that the proposed turn lane can accommodate the truck volumes. Mobility during construction may be temporarily decreased due to temporary lane closures; however, this is not a long-term situation. Additional right of way (ROW) will be needed for the roadway improvements in the north Gibsonton area, as well as for stormwater management facilities and floodplain compensation sites. Five businesses and two residential relocations are anticipated due to the proposed ROW needs. Any impacts to community cohesion will be documented in the Type 2 Categorical Exclusion.

Community Services

The roadway improvements will have no substantial adverse impacts on neighborhoods or social and community services. There are no schools, hospitals, medical centers, fire stations, police stations, government facilities, or other community services located along this segment of US 41, with the exception of one post office that will not be impacted. It is anticipated that with the widening of the existing four-lane facility, traffic congestion and flow would ease along US 41. This would have a positive effect to emergency services by potentially reducing the response times in the community. Any impacts to community services will be documented in the Type 2 Categorical Exclusion.

Title VI Consideration

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

<u>Economic</u>

Economics was considered but was not documented in the State Environmental Impact Report previously prepared for this project. Since the project is now federalized, economics will be evaluated and documented in the Type 2 Categorical Exclusion.

The EST GIS analysis identified two Developments of Regional Impact (DRIs) within the 500-foot project buffer area, Cargill Gypsum Stack (Mosaic) and Riverview Facility (Mosaic). There were 23 Planned Unit Developments (PUDs) identified.

The University of Florida's Bureau of Economic and Business Research projects that Hillsborough County's 2023 population estimate of 1,541,531 will grow to 1,963,400 by 2050 assuming a medium growth estimate, which indicates a 27.37% increase. As the population increases, increased demand on the surrounding roadway network will occur. Southeast Hillsborough County has seen substantial growth over the past several years with additional growth forecasted. Land uses are rapidly changing from agricultural to mixed use residential developments. Commuting from southeast area of the county to employment centers downtown and beyond will become increasingly difficult.

US 41 is identified by FDOT as a regional freight mobility corridor throughout the project limits. Providing additional lanes is expected to provide less congestion and easier access for freight to reach local destinations. An expanded facility would provide additional capacity to move people, goods, and services in a more efficient manner to employment, entertainment, and shopping districts in downtown Tampa and beyond.

This proposed roadway project could have a beneficial economic impact because the roadway improvements have the potential to generate additional employment opportunities, provide connectivity to local and regional employers, and improve level of service to increase access to these areas.

Land Use

Land use and vegetative cover within and adjacent to the project corridor was classified using the FDOT's Florida Land Use, Cover and Forms Classification System (FLUCCS). The study corridor has a variety of mixed uses, including but not limited to, residential, commercial, and natural communities. FLUCCS data, aerial photographs and wetland data from the National Wetlands Inventory (NWI) were utilized to determine current land use and habitat types within the corridor. Future land use data was obtained from the Hillsborough County Adopted 2025 Future Land Use Unincorporated County-Wide Map, effective December 3, 2014, by the Hillsborough City-County Planning Commission. The map shows that the majority of the area surrounding the project corridor will be industrial, residential, suburban mixed-use, and commercial. Based on field reviews and available geographic information system (GIS) data, minimal to no land use changes are anticipated to occur along the project corridor if the proposed project is implemented. Any changes to land use will be documented in the Type 2 Categorical Exclusion.

Mobility

The State Environmental Impact Report included the evaluation of bicycle and pedestrian facilities. Sidewalks are included as part of the recommended typical sections. In addition, designated bicycle lanes are included on all recommended roadway and bridge typical sections.

All signalized intersections will include pedestrian features such as crosswalks, pushbuttons and pedestrian signal indications. The future South Coast Greenway is proposed to enter the US 41 corridor at two separate locations in order to cross the Alafia River and Bullfrog Creek, based on the 1995 Hillsborough Greenways Master Plan. The recommended bridge typical sections include a 12-ft shared-use path (trail) on the west side to accommodate the future trail, in addition to sidewalks on the east side. Mobility improvements will be documented in the Type 2 Categorical Exclusion.

Aesthetic Effects

Aesthetic effects were considered but were not documented in the previously prepared SEIR. Since the project is now federalized, aesthetic effects will be evaluated and documented in the Type 2 Categorical Exclusion.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services, Transportation, Residential Medium Density, Extractive, and Industrial as the five major existing land uses within the 500-foot project buffer area. The WMD Residential Areas data shows that there are 139.49 acres (16.46%) residential areas within the project's 500-foot project buffer area.

Relocation Potential

Based on the preliminary conceptual design plans, an estimated seven business and two residential relocations are expected (in the north Gibsonton area) as a result of construction of the Preferred Build Alternative. In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). A Conceptual Stage Relocation Plan was prepared for the proposed project as part of the State Environmental Impact Report in 2017. Based on the information contained in that report, there are sufficient business and residential sites available for relocation within the project area. In addition, there are ample resources available to help displaced residents and businesses find new sites and to relocate. Any additional unavoidable relocations will be documented in the Type 2 Categorical Exclusion.

Farmlands

Farmlands analysis and coordination previously did not apply because the project was state-funded, and the environmental document prepared was a SEIR. Since the project is now federalized, farmlands will be evaluated and documented in the Type 2 Categorical Exclusion.

A majority (53.7%) of the project area is located within the Tampa-St Petersburg urbanized area, but Natural Resource Conservation Service (NRCS) Prime Farmlands dataset identified 446.1

acres (53.9%) of Farmland of Unique Importance. Also, Water Management District (WMD) Agricultural Lands listed 1.7 acres (0.2%) of Specialty Farms within the 500-foot buffer area. Therefore, coordination with the NRCS will be conducted.

Cultural

Section 4(f) Potential

Section 4(f) analysis and coordination previously did not apply because the project was state-funded, and the environmental document prepared was a SEIR. Since the project is now federalized, Section 4(f) will be evaluated and documented in the Type 2 CE.

The EST GIS analysis identified the following publicly owned parks and recreational areas within the 500-foot project buffer area:

- Existing recreational trails (Alafia River Trail, Bullfrog Creek Trail, and Hillsborough Bay Trail)
- Local Florida Parks and Recreational Facility Boundaries (Gardenville Recreation Center, Mosaic Park, and Williams Park & Boat Ramp)
- Florida Managed Area (Kitchen Preserve)
- National Park Service (NPS) Nationwide Rivers Inventory in Florida (Alafia River)
- Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails (OGT): Multi-Use Trails Opportunities (South Coast Greenway Corridor)
- OGT: Hiking Trails Priorities (South Coast Greenway Corridor)
- Shared-Use Nonmotorized (SUN) Trail Network in Florida (South Coast Greenway Corridor)

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

The Alafia River Swing Span Bridge, which carries the railroad over the Alafia River, and Tender Station (8HI1007) is considered potentially eligible for NRHP listing. Also, the CSX Railroad (8HI10237) is considered potentially eligible for NRHP listing. None of the other linear resources and bridges, nor the historic buildings and building complex resource groups, is considered potentially eligible for listing in the NRHP due to their commonality of style and construction and their lack of known significant historical associations. It is anticipated that the proposed project will have no involvement with the Alafia River Swing Span Bridge and Tender Station or the CSX Railroad. As the project progresses, incident to the issuance of a bridge permit, coordination with the U.S. Coast Guard (USCG) and the State Historic Preservation Officer (SHPO) will be needed.

The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable. As applicable, coordination will occur with the Office of Environmental Management and the Officials with Jurisdiction. Section 4(f) Determinations will be prepared, as necessary, to evaluate any unavoidable impacts to Section 4(f) resources. Project impacts will be documented in the Type 2 Categorical Exclusion, as necessary.

Historic and Archaeological Sites

Historic Sites/District

A Cultural Resource Assessment Survey (CRAS) was prepared for the proposed project in January 2014. The purpose of this effort was to locate and identify any cultural resources within the project's Area of Potential Effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical APE was defined as the existing and proposed ROW as well as the adjacent properties.

Background research revealed that 18 previously recorded historic resources are located within the project's APE. Historical/architectural survey resulted in the identification and evaluation of 121 historic resources, including 99 buildings (8HI1022B, 8HI1058A, 8HI1058B, 8HI1058C, 8HI1058D, 8HI1059, and 8HI12024 through 12116); 10 building complex resource groups (8HI1058, 8HI12117 through 12123, 8HI12127, and 12128); seven bridges (8HI1007, 8HI11793, and 8HI12019 through 12023); and five linear resource groups (8HI10237, 8HI12124 through 12126, and 8HI12129). Of the 121 historic resources located within the project APE, 10 were previously recorded in the Florida Master Site File (FMSF) and 111 were newly identified.

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

It is anticipated that the proposed project will have no involvement with the Alafia River Swing Span Bridge and Tender Station or the CSX Railroad. As the project progresses, incident to the issuance of a bridge permit, coordination with the U.S. Coast Guard (USCG) and the SHPO will be needed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations in Title 36 Code of Federal Regulations (CFR) Part 800: Protection of Historic Properties. Concurrence from the SHPO was received on February 24, 2014. A CRAS Addendum will be prepared and coordinated with the SHPO. Project impacts to historic resources will be summarized in the Type 2 Categorical Exclusion.

Archaeological Sites

The 2014 CRAS defined the archaeological Area of Potential Effects (APE) as the existing and proposed ROW.

A review of the FMSF and NRHP indicated that 19 previously recorded archaeological sites are located within one-half mile of the study corridor. Of these, the plotted US 41 (SR 45) locations of seven sites (8HI16, 8HI17, 8HI26, 8HI35, 8HI71, 8HI6747, and 8HI10215) are adjacent or proximate to the study corridor. The background research suggested a variable potential for archaeological sites. As the result of field survey, no new archaeological sites were identified. Evidence of two previously recorded sites, 8HI26 and 8HI10215, was found within the project APE, and the FMSF data were updated. Neither site, as contained within the US 41 project APE, is considered eligible for listing in the NRHP due to the low artifact density and diversity, and low research potential. In addition, both sites have been disturbed through construction of US 41, the adjacent railroad, and other nearby constructed features. Archaeological survey within and proximate to the recorded locations of 8HI16, 8HI17, 8HI35, 8HI71, and 8HI6747 yielded negative results.

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

In conclusion, given the results of background research and archaeological field surveys, the recorded archaeological resources are not considered NRHP-eligible. Proposed stormwater management facilities and floodplain compensation (FPC) sites were not identified in the PD&E Study; they will be evaluated during design. Concurrence from the SHPO was received on February 24, 2014. A CRAS Addendum will be prepared and coordinated with the SHPO. Project impacts to historic resources will be summarized in the Type 2 Categorical Exclusion.

Recreational and Protected Lands

The GIS analysis shows three Existing Recreational Trails (Alafia River Trail, Bullfrog Creek Trail, and Hillsborough Bay Trail), three Local Florida Parks and Recreational Facility Boundaries (Gardenville Recreation Center, Mosaic Park, and Williams Park & Boat Ramp), one Florida Managed Area (Kitchen Preserve), one Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails (OGT): Multi-Use Trails Opportunities (South Coast Greenway Corridor), one OGT: Hiking Trails Priorities (South Coast Greenway Corridor), and one Shared-Use Nonmotorized (SUN) Trail Network in Florida (South Coast Greenway Corridor) which are described under the Section 4(f) topic.

The National Park Service (NPS) GIS data indicate the project crosses the Alafia River which is on the Nationwide Rivers Inventory (NRI) as described under the Special Designations topic.

The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable. As applicable, coordination will occur with the Office of Environmental Management and the Land Management Agencies. The project's involvement with recreational and protected lands will be summarized in the Type 2 Categorical Exclusion.

Natural

Wetlands

A Final Wetland Evaluation and Biological Assessment Report (WEBAR) was prepared for the proposed project in January 2017. The proposed Build Alternative would result in approximately 1.29 acres of wetland and 2.12 acres of surface water impacts based on the proposed conceptual design. The majority of the surface water impacts will result from the extension of existing culverts and the replacement of the bridges over Bullfrog Creek and the Alafia River. Wetland mitigation options include compensation pursuant to 373.4137, Florida Statutes (F.S.), purchase of wetland mitigation credits through an approved mitigation bank, potential projects in association with Hillsborough County, or creation, restoration or enhancement of wetlands within the project watersheds. The mitigation will satisfy the requirements of Part IV, Chapter 373, F.S. and 33 United States Code (U.S.C.) 1344. Final wetland and surface water impacts will be evaluated during design and coordinated with the Southwest Florida Water Management District (SWFWMD) and U.S. Army Corps of Engineers (USACE) as part of the Environmental Resource Permitting (ERP). The proposed project will have no significant short-term or long-term adverse impacts to wetlands. There is no practicable alternative to construction in wetlands, and measures will be further considered during the future design phase to minimize harm to wetlands. A Natural Resources Evaluation (NRE) Addendum to the WEBAR will be prepared as part of the Type 2 Categorical Exclusion and will be coordinated with the jurisdictional resource agencies.

Water Resources

A Pond Sizing Report was prepared in 2017 for the proposed project. The project is located in an area that is highly urbanized with residential and commercial land uses most prominent along and adjacent to US 41. There are also some natural areas and several river/creek crossings including, but not limited to, the Alafia River and Bullfrog Creek. Verified Water Body Identification (WBID) System based on the 2014 303(d) Verified List of Impaired Waters include Kitchen Branch, Bullfrog Creek, Alafia River above Hillsborough Bay, Archie Creek (tidal), Delaney Creek Popoff Canal, Port Sutton Ditch, and direct runoff to Bay.

The addition of impervious surface within the project corridor will increase stormwater runoff. Water quality impacts will be addressed during design and construction of the proposed project. The project will be designed to treat all stormwater runoff generated from the additional impervious area and will be designed to meet criteria set forth by the SWFWMD. SWFWMD criteria will include demonstration of no contribution to existing impairments and peak discharge attenuation. Proper Best Management Practices (BMPs) will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found along the project corridor. The BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. A Pond Siting Report and Water Quality Impact Evaluation will be prepared and summarized in the Type 2 Categorical Exclusion.

Floodplains

A Final Location Hydraulics Memorandum (LHM) was prepared for the proposed project in February 2017. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) dated August 28, 2008: 12057C0484H, 12057C0482H, 12057C0369H and 12057C0367H indicate that the study limits are within Flood Zone AE (El 11.0 ft) from approximately Station 831+00 to Station 840+00 and Zone AE (10.0 ft) for the remainder of the study limits. Per direction from SWFWMD, the FEMA elevations are based on storm surge conditions and base floodplain impacts should be assessed based on the lower riverine floodplain elevations. There are a total of 12 cross drains and 6 bridge pair/bridge culverts within the study limits. The FEMA FIRMs identify designated floodways associated with the Bullfrog Creek, Alafia River, and Delany Creek water bodies. During the design phase for this proposed project, Bridge Hydraulics Reports will be prepared for each bridge and a No-Rise certification will be performed for modifications to bridges associated with each regulated floodway. The project limits have been evaluated to determine potential impacts to the base floodplain. Cup for cup compensation will be provided for any fill placed within the floodplain. Based on the evaluation of anticipated improvements, the applicable floodplain statement according to the FDOT PD&E Manual Part 2 Chapter 13 is Statement 4 - PROJECTS ON EXISTING ALIGNMENT INVOLVING REPLACEMENT OF EXISTING DRAINAGE STRUCTURES WITH NO RECORD OF DRAINAGE PROBLEMS: The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant. The project's drainage design will be consistent with local FEMA, FDOT, and SWFWMD design guidelines, which state that no net encroachment up to that, encompassed by the 100-year event, will be allowed, and that compensating storage shall be equivalently provided. A Pond Siting Report will be prepared and summarized in the Type 2 Categorical Exclusion.

Protected Species and Habitat

A Final WEBAR was prepared for the proposed project in January 2017. The project corridor was assessed for the presence of suitable habitat for federal- and state-listed protected species in accordance with 50 CFR Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40: Preservation of Native Flora of Florida and 68A-27 Florida Administrative Code (F.A.C.) Rules Relating to Endangered or Threatened Species, and Part 2, Chapter 16 of the FDOT PD&E Manual. Literature reviews, agency database searches and field reviews for protected species and their habitat were conducted within and adjacent to the project corridor. Based on the findings obtained during corridor field survey efforts, no protected faunal species and no protected floral species were observed within the ROW. However, three listed faunal species and one listed floral species were observed in habitats immediately adjacent to or in the near vicinity of the project corridor. Twenty-six listed faunal species, one protected, non-listed faunal species, and 14 listed floral species were determined to have the potential to occur within or adjacent to the project

corridor based on database and literature research and field observations of available habitat. A Natural Resources Evaluation (NRE) Addendum to the WEBAR will be prepared as part of the Type 2 Categorical Exclusion and will be coordinated with the jurisdictional resource agencies.

Federal-Protected Species

A finding of "may affect, but not likely to adversely affect" was determined for the wood stork, Florida manatee, Gulf sturgeon, smalltooth sawfish, sea turtles and eastern indigo snake. A finding of no effect was determined for the Florida scrub-jay and piping plover. On September 1, 2015, the United States Fish and Wildlife Service (USFWS) agreed with the species effect determinations contained in the WEBAR. On August 6, 2015, the National Marine Fisheries Service (NMFS) acknowledged the WEBAR assessment of impacts to NMFS trust resources and recommended that Endangered Species Act (ESA) Section 7 consultation with NMFS be initiated once design details (especially regarding pile driving) become available.

State-Protected Species

A finding of may affect, but not likely to adversely affect was determined for the gopher tortoise, gopher frog and coastal and wetland dependent birds, including the roseate spoonbill, snowy plover, little blue heron, reddish egret, snowy egret, tricolored heron, white ibis, American oystercatcher, osprey, brown pelican, black skimmer and least tern. A finding of no effect was determined for the American alligator. USFWS Critical Habitat The project corridor was evaluated for Critical Habitat designated by Congress in 17 CFR 35.1532. Review of the USFWS's available GIS data resulted in the identification of no Critical Habitat within the project area; therefore, the project will have no effect on Critical Habitat. On August 11, 2015, the Florida Fish and Wildlife Conservation Commission (FWCC) agreed with the species effect determinations contained in the WEBAR.

Coastal and Marine

An Essential Fish Habitat (EFH) assessment was conducted in accordance with Part 2, Chapter 17 – Essential Fish Habitat of the FDOT PD&E Manual and the requirements of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) of 1996. The EFH assessment is included as part of the Final WEBAR prepared for the proposed project. EFH includes all types of aquatic habitat, such as open waters, wetlands, seagrasses and substrate, necessary to fish for spawning, breeding, feeding, and development to maturity. Mangroves have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Salt marshes have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and postlarval/juvenile and subadult penaeid shrimp. Based on field reviews and NMFS consultation 0.91 acres of wetland impacts to potential EFH and 1.48 acres of surface water impacts to potential EFH are anticipated. It is anticipated the proposed project will have no impacts to seagrasses or other submerged aquatic vegetation (SAV); therefore, no mitigation for SAV is proposed at this time. If any changes are made during design that may result in seagrass or other SAV impacts, mitigation measures will be developed with further consultation with the NMFS, USFWS and other appropriate agencies. Mitigation will be provided for all

wetland impacts. While impacts to the water column would result from the new bridge pilings, this displacement of the water column would be offset by the removal of the existing bridges. Minimal net loss of the water column is therefore anticipated. On August 6, 2015, the National Marine Fisheries Service (NMFS) acknowledged the WEBAR assessment of impacts to NMFS trust resources and recommended that EFH consultation with NMFS be initiated once design details become available. A Natural Resources Evaluation (NRE) Addendum to the WEBAR will be prepared as part of the Type 2 Categorical Exclusion and will be coordinated with the NMFS.

Physical

Noise

A Final Noise Study Report (NSR) was prepared for the proposed project in February 2017. A traffic noise analysis was performed following FDOT procedures that comply with Title 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. There were 138 noise sensitive receptors evaluated, of which, 131 were located at residences and three were evaluated within two parks (Williams Park and Mosaic Park). A place of worship (First Baptist Church), a school (Pre-School Academy), a restaurant with an outdoor dining area (Showtown Restaurant), and an office with outdoor use (Marine Engineers Beneficial Association) were also evaluated. Existing (2013) traffic noise levels are predicted to range from 56.5 to 72.6 decibels on the "A" weighted scale (dB(A)) at the 138 receptors with levels approaching, meeting, or exceeding the Noise Abatement Criteria (NAC) at 29 of the receptors. In the future without the proposed improvements (2040 No-Build), traffic noise levels are predicted to range from 57.9 to 74.0 dB(A) with levels approaching, meeting, or exceeding the NAC at 45 of the receptors. With the proposed improvements (2040 Build), traffic noise levels are predicted to range from 58.1 to 73.2 dB(A) with levels approaching, meeting, or exceeding the NAC at 57 of the receptors. When compared to the existing condition, traffic noise levels with the improvements are not predicted to increase more than 5.0 dB(A). As such, the project would not substantially increase traffic noise (i.e., an increase in traffic noise of 15 dB(A) or more with an improvement when compared to existing levels). Noise abatement measures were considered for the 57 noise sensitive receptors where traffic noise levels are predicted to approach, meet, or exceed the NAC for the 2040 Build condition. The measures were traffic management, alternative roadway alignments, buffer zones, and noise barriers. The results of the analysis indicate that although feasible, traffic management and alternative roadway alignments are not reasonable methods of reducing predicted traffic noise impacts at the affected receptors. Additionally, providing a buffer between the highway and noise sensitive land uses is only reasonable for future noise sensitive uses and should be considered as part of the local land use planning process. The results of the analysis also indicate that noise barriers do not appear to be a potentially reasonable and feasible method of reducing predicted traffic noise impacts for any of the impacted noise sensitive receptors. Because the consideration of abatement measures did not indicate there are any measures that would be both feasible and reasonable, there is no commitment to further consider any noise measures during the project's design phase. However, a land use and building permit review will be conducted during the design phase to determine if any noise sensitive land uses received a building permit after the existing land use and permit review was performed (October 2014), but prior to the project's Date of Public

Knowledge. A NSR Addendum will be prepared and summarized in the Type 2 Categorical Exclusion.

Air Quality

A Final Air Quality Memorandum was prepared for the proposed project in January 2017. The proposed project is located in Hillsborough County, Florida, an area currently designated by the US Environmental Protection Agency (EPA) as being in attainment for all of the criteria air pollutants. Because the project is in an attainment area and the project would reduce congestion, it is not likely that the proposed improvements will have an impact on local or regional air pollutant/pollutant precursor emissions or concentrations. The project Build and No-Build Alternatives were analyzed using the FDOT's air quality screening model, CO Florida 2012 (approved by the Federal Highway Administration (FHWA) on April 12, 2013). CO Florida 2012 uses the EPA's MOVES and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of carbon monoxide (CO) at default air quality receptor locations. These concentrations can be directly compared to the one- and eight-hour National Ambient Air Quality Standards (NAAQS) for CO (35 and 9 parts per million [ppm], respectively). The intersection forecast to have the highest approach traffic volume for the Build and No-Build Alternatives is the intersection of US 41 with Madison Avenue/Pendola Point Road. Both the opening year (2020) and the design year (2040) were evaluated. Estimates of CO were predicted at worst-case receptor locations that provide a comprehensive 360-degree representation of potential near-road CO concentrations. Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS regardless of alternative or year of analysis. Air quality will be assessed as part of the Type 2 Categorical Exclusion.

Contamination

A Final Contamination Screening Evaluation Report (CSER) was prepared for the proposed project in January 2017. Forty-eight (48) mainline locations were investigated for sites that may present the potential for finding petroleum contamination or hazardous materials, and therefore may impact the proposed improvements for this project. Of the 48 mainline sites investigated, the following risk ratings were applied: 10 "High" rated sites, 9 "Medium" rated sites, 23 "Low" rated sites, and 6 sites rated "No" for potential contamination concerns. For the sites rated "No" for potential contamination, no further action is planned. These sites were evaluated and determined not to have any potential environmental risk to the study area at this time. For sites rated "Low" for potential contamination, no further action is required at this time. These sites/facilities have the potential to impact the study area but based on select variables have been determined to have low risk to the corridor at this time. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change additional assessment of the facilities would be conducted. For sites rated "Medium" or "High" for potential contamination, Level II field screening will be conducted during the design phase. These sites have been determined to have potential contaminants, which may impact the project's construction activities.

A soil and a groundwater sampling plan will likely be developed for each site. The sampling plan will provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells is likely to be prepared also. Additional information may become available or site-specific conditions may change from the time this report was prepared and will be considered prior to acquiring ROW and/or proceeding with roadway construction. A CSER Technical Memorandum will be prepared and summarized in the Type 2 Categorical Exclusion.

Infrastructure

There are numerous utilities identified throughout the study corridor based on the Utility Assessment Package prepared in January 2017. The study area includes a 4-inch ammonia pipeline that runs the entire length of the project on the west side of US 41; at the Alafia River, it reportedly runs about 40 feet beneath the river. In addition, Florida Gas Transmission (FGT) has a 6.625-inch gas line that crosses US 41 at the Riverview Drive intersection. The exact location and depth of the pipeline is unknown; further coordination with FGT will occur during future project phases. TECO Peoples Gas has advised that there are high pressure gas mains around the US 41 and Madison Avenue intersection. These facilities would be difficult and costly to relocate and may be impacted by the proposed US 41 project. In addition, Hillsborough County Water Resource Services has advised that there are asbestos concrete pipes in the project area. These materials may create a hazardous material work area and require disposal of hazardous materials, if encountered. Utility coordination during the design phase would be done to identify all asbestos concrete pipe locations and therefore help address all environment and safety regulations during construction.

Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities. Costs for utility adjustments are not included in the total estimated project costs since they will be incurred by the utility owners in many cases. Determination of any utility relocation reimbursement costs will be made by FDOT's legal department during the future design phase. Separate coordination and negotiations with Florida Gas Transmission will likely be required during future phases. Coordination with utility owners will be ongoing throughout the project's implementation process. It should be noted that several utilities are currently located under the existing pavement and would also be under the proposed improvements. The relocation costs could be reduced significantly if these utilities were permitted to remain within the travel way. Approval would need to come from both the utility owners and the FDOT. Impacts to existing utility facilities can also be reduced or eliminated if Subsurface Utility Engineering (SUE) is performed during the design phase at potential conflict locations (drainage facilities, traffic signals).

In addition to the utilities listed above, the CSX Transportation Tampa Terminal Subdivision and Palmetto Subdivision line runs east of and parallel to US 41 for the entire project limits. It is directly adjacent to US 41 from Gibsonton Drive to approximately River Drive. US 41 crosses over two CSX railroad lines located at mileposts 19.403 and 20.169. Coordination with CSX will be required to widen these crossings, and further coordination may be needed at other locations

due to close proximity of the railroad facilities to US 41. Utilities and railroad information will be updated as part of the Type 2 Categorical Exclusion.

Navigation

Bridge Project Questionnaires for the US 41 Bridges over Bullfrog Creek (Bridge Nos. 100044 (SB) & 100106 (NB)) and the US 41 Bridges over the Alfia River (Bridge Nos. 100045 (SB) & 100107 (NB)) were prepared in January 2015. A US Coast Guard (USCG) Permit will be required during the design phase and prior to construction for the bridges over the Alafia River. A letter was received from the USCG on April 6, 2015, confirming that a USCG bridge permit will be needed for the bridge replacements over the Alafia River. It is anticipated that the new bridge over the Alafia River will be constructed, at a minimum, to meet the existing horizontal and vertical navigational clearances. No USCG bridge permit is required for the replacement of the bridge over Bullfrog Creek and is documented in a separate letter from the USCG, also dated April 6, 2015. Impacts to navigation will be documented in the Type 2 Categorical Exclusion and coordinated with the USCG.

Special Designations

Outstanding Florida Waters

The EST GIS analysis did not identify any Outstanding Florida Waters within the 500-foot project buffer area.

Aquatic Preserves

The EST GIS analysis did not identify any Aquatic Preserves within the 500-foot project buffer area.

Wild and Scenic Rivers

The EST GIS analysis did not identify any Wild and Scenic Rivers within the 500-foot project buffer area. National Rivers Inventory (NRI) analysis and coordination previously did not apply because the project was state-funded, and the environmental document prepared was a SEIR. Since the project is now federalized, NRI will be evaluated and documented in the Type 2 CE.

The project crosses the Alafia River which is on the Nationwide Rivers Inventory (NRI) as being a good example of swiftly flowing unspoiled central Florida riverine system. The river has "outstandingly remarkable values" (ORVs) for fish, geologic, recreational, scenic, and wildlife. NRI river segments are potential candidates for inclusion in the National Wild and Scenic River System. Under the Wild and Scenic Rivers Act section 5(d)(1) and related guidance, all federal agencies, including federally assisted projects, must seek to avoid or mitigate actions that would adversely affect NRI river segments. Additional information and coordination will be needed to determine whether the proposed action could have an adverse effect on the ORVs identified for the Alafia River. Coordination with the federal permitting agencies and the National Parks Service will occur regarding project effects to the Alafia River as necessary during the PD&E

study.

Sole Source Aquifers

The EST GIS analysis did not identify any Sole Source Aquifers within the 500-foot project buffer area.