Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

PROJECT DEVELOPMENT SUMMARY REPORT

CROSS CREEK BOULEVARD PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

City of Tampa Project No.: PW 4819
Financial Project ID: 420625-1-28-01
Federal Aid Project No.: SFT1 205 R
City of Tampa and Hillsborough County, Florida

The City of Tampa, in cooperation with the Florida Department of Transportation (FDOT), Hillsborough County, and the Federal Highway Administration (FHWA), conducted a Project Development and Environment (PD&E) Study for a segment of Cross Creek Boulevard in Hillsborough County. The study documented information necessary to reach a decision on the type, design, and location of widening existing Cross Creek Boulevard to four lanes. The project limits extend from West Cory Lake Boulevard to Morris Bridge Road, a distance of approximately 2.3 miles.

FEBRUARY 2010

Cross Creek Boulevard PD&E Study

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City of Tampa and Hillsborough County, Florida

URS

FEBRUARY 2010

DATE

Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303
Attention: District/Area Transportation Engineer

Dear

Subject: Cross Creek Boulevard PD&E Study
Type 2 Categorical Exclusion with Project Location and Design Concepts
Financial Project No. 420625 1 28 01
Federal-Aid Project No. SFT1 205 R
Cross Creek Boulevard PD&E Study from West Cory Lake Boulevard to Morris Bridge Road
Hillsborough County, Florida

Enclosed is a copy of the Project Development Summary Report, which includes the Summary of Environmental Impacts Checklist for Type 2 Categorical Exclusions and a transcript of the public hearing held for this project. Upon your review and acceptance of this document, we request your concurrence that this project is properly classified as a Categorical Exclusion as described in 23 CFR 771.115 and 771.117, and that the general project location and design concepts described in this document is acceptable as allowable in 23 CFR 771.113. Please acknowledge your concurrence with this finding by signing and dating this request in the space provided below, and then returning a signed copy for the project files.

Sincerely,

District Environmental Management Office

Concurrence by FHWA:

_____ _____/_____/_____

District Intermodal Systems Development Manager Date

SUMMARY OF ENVIRONMENTAL IMPACTS CHECKLIST FOR TYPE 2 CATEGORICAL EXCLUSIONS

	Topical Categories	S	NS	N	NI	Basis for Decision
A.	**NATURAL ENVIRONMENT**					
1.	Air Quality	[ ]	[ ]	[x]	[ ]	See Section 6.1.1
2.	Coastal and Marine	[ ]	[ ]	[x]	[ ]	See Section 6.1.2
3.	Contaminated Sites	[ ]	[x]	[ ]	[ ]	See Section 6.1.3
4.	Farmlands	[ ]	[ ]	[ ]	[x]	
5.	Floodplains	[ ]	[x]	[ ]	[ ]	See Section 6.1.5
6.	Infrastructure	[ ]	[x]	[ ]	[ ]	See Section 6.1.6
7.	Navigation	[ ]	[ ]	[ ]	[x]	
8.	Special Designations	[ ]	[ ]	[x]	[ ]	See Section 6.1.8
9.	Water Quality/Quantity	[ ]	[x]	[ ]	[ ]	See Section 6.1.9
10.	Wetlands	[ ]	[x]	[ ]	[ ]	See Section 6.1.10 and Section 7.0
11.	Wildlife and Habitat	[ ]	[x]	[ ]	[ ]	See Section 6.1.11
B.	**CULTURAL IMPACTS**					
1.	Historic/Archaeological	[ ]	[ ]	[x]	[ ]	See Section 6.2.1
2.	Recreation Areas	[ ]	[ ]	[x]	[ ]	See Section 6.2.2
3.	Section 4(f) Potential	[ ]	[ ]	[x]	[ ]	See Section 6.2.3
C.	**COMMUNITY IMPACTS**					
1	Aesthetics	[ ]	[ ]	[x]	[ ]	See Section 6.3.1
2.	Economic	[ ]	[ ]	[ ]	[x]	
3.	Land Use	[ ]	[ ]	[x]	[ ]	See Section 6.3.3
4.	Mobility	[ ]	[ ]	[x]	[ ]	See Section 6.3.4
5.	Relocation	[ ]	[ ]	[ ]	[x]	
6.	Social	[ ]	[ ]	[x]	[ ]	See Section 6.3.6
D.	**OTHER IMPACTS**					
1.	Noise	[ ]	[x]	[ ]	[ ]	See Section 6.4.1
2.	Construction	[ ]	[x]	[ ]	[ ]	See Section 6.4.2

* S = Significant; NS = Not Significant; N = None; NI = No Involvement. Basis of decision will be a reference to the Programming Summary Report, or summary following this checklist that is included in the Project Development Summary Report.

Prepared By: _____ Date: _____

Reviewed By:
Signature: _____ Date: _____
District Environmental Administrator

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida authorized to operate as an engineering business by the State of Florida Department of Professional Regulation, Board of Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Financial Project Number:	420625 1 28 01
FAP Project Number:	SFT1 205 R
Project:	Cross Creek Boulevard PD&E Study from West Cory Lake Boulevard to Morris Bridge Road
County:	Hillsborough
City of Tampa Project Manager:	Nina S. Mabilleau City of Tampa Project Management Engineer III

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

Date: 12-2-09

P.E. No. 61731

Signature: Tammy M. Kreisle

Name: Tammy M. Kreisle, P.E.

TAMMY M. KREISLE
LICENSE
No. 61731
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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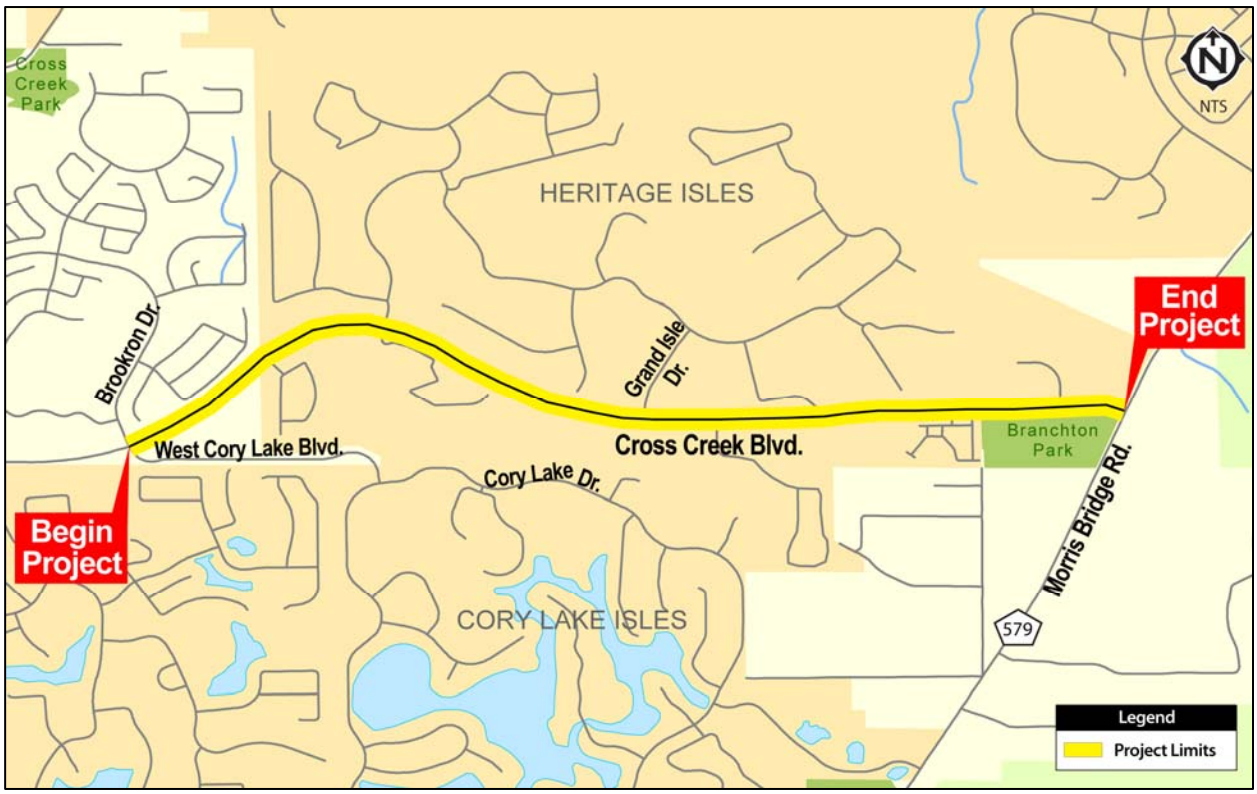
Section 1.0
EXECUTIVE SUMMARY

The City of Tampa (City), in cooperation with the Florida Department of Transportation (FDOT), Hillsborough County (County), and the Federal Highway Administration (FHWA), conducted a Project Development and Environment (PD&E) Study to evaluate capacity and operational improvements for the eastern portion of Cross Creek Boulevard in the New Tampa area of Hillsborough County. The study limits extend from West Cory Lake Boulevard to Morris Bridge Road, a distance of approximately 2.3 miles (see **Figure 1-1**).

FIGURE 1-1
PROJECT LOCATION MAP

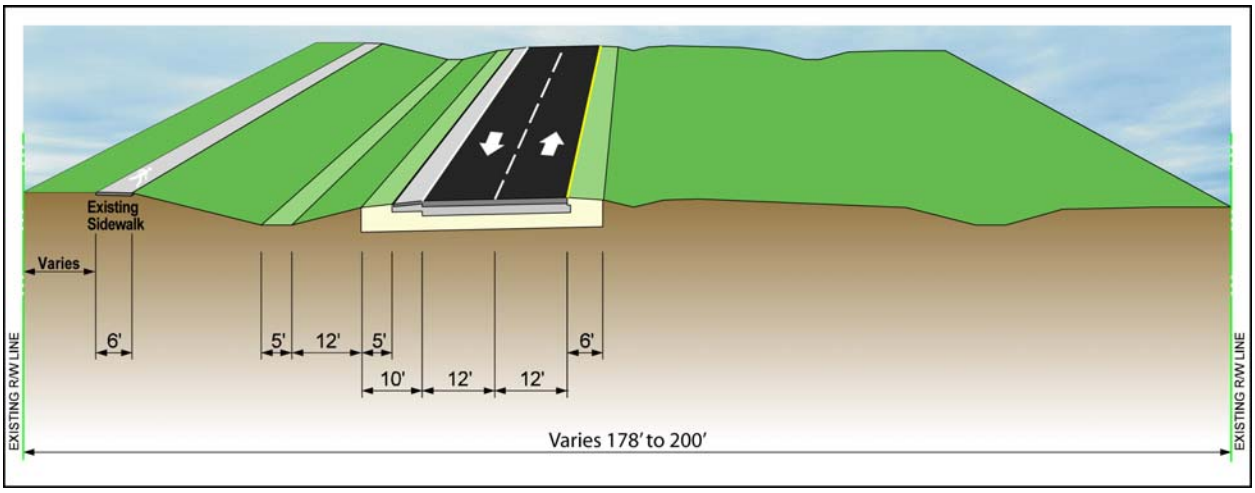


1.1 EXISTING CONDITIONS

The existing Cross Creek Boulevard facility is a two-lane collector from West Cory Lake Boulevard to Morris Bridge Road.

Within the study limits, the existing roadway typical section consists of two 12-foot travel lanes (one in each direction), a 10-foot shoulder (5 feet paved), and a 6-foot concrete sidewalk on the north side, and a 6-foot grass shoulder on the south side. The existing pavement is offset to the north side within a 178- to 200-foot existing right-of-way section (see **Figure 1-2**). The posted speed limit is 45 miles per hour (mph).

FIGURE 1-2
EXISTING TWO-LANE ROADWAY TYPICAL SECTION



1.2 TRAFFIC

The results of the existing conditions analysis show that some segments and intersections along the corridor are operating at or near capacity (Level of Service [LOS] E to F), thus indicating the need for capacity and operational improvements. Improvements to the corridor developed through the PD&E Study process recommends widening Cross Creek Boulevard to four lanes between West Cory Lake Boulevard and Morris Bridge Road and adding signalization and turn lanes at various locations (when warranted) as detailed in the Traffic Technical Memorandum. The roadway widening constitutes Phase II of an ongoing project that was initiated by the City, where the western portion of the corridor has previously been widened to four lanes. The recommended improvements are projected to result in acceptable LOS throughout the corridor.

Opening Year (2013) intersection LOS is as follows:

- Three of the five intersections analyzed within the corridor are anticipated to operate at acceptable overall LOS D or better in both the a.m. and p.m. peak hours with the implementation of signalization at the intersections of West Cory Lake Boulevard and Sandy Pointe Drive; and

- The unsignalized intersections at East Meadows Road and Grand Isle Drive are anticipated to operate at acceptable LOS D or better for all movements in both the a.m. and p.m. peak hours.

Design Year (2033) intersection LOS is as follows:

- All existing and proposed signalized intersections (West Cory Lake Boulevard, Sandy Pointe Drive, Grand Isle Drive, and Morris Bridge Road) and the unsignalized intersection (East Meadows Road) are

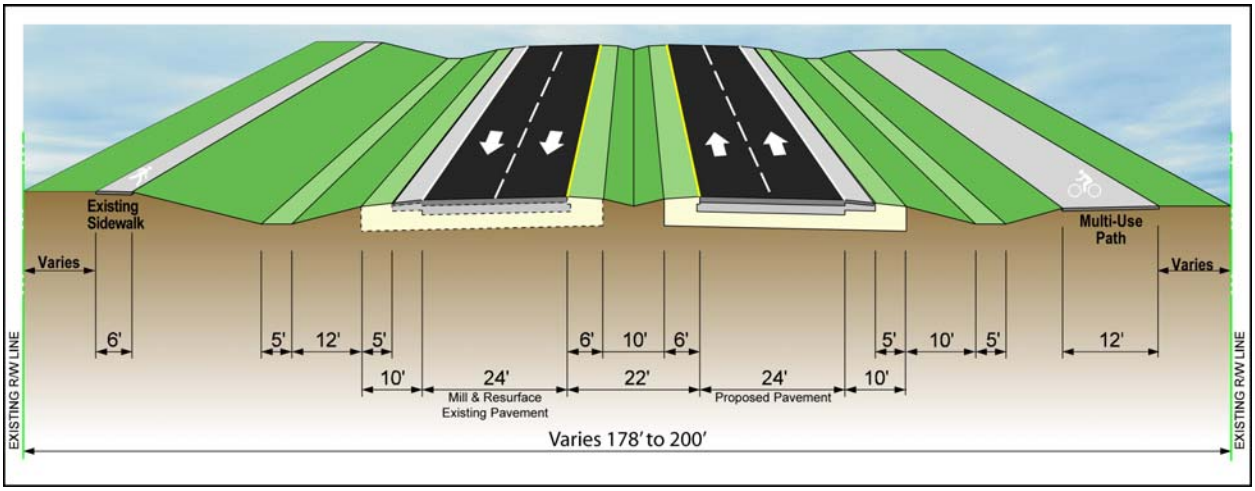
anticipated to operate at acceptable overall LOS D or better in both the a.m. and p.m. peak hours.

Design Year (2033) arterial LOS indicates LOS C or better.

1.3 PREFERRED ALTERNATIVE

The preferred alternative provides for a four-lane divided roadway consisting of adding two 12-foot travel lanes in the eastbound direction and milling and resurfacing the two existing 12-foot travel lanes in the westbound direction. The typical section includes a 22-foot depressed grass median with 6-foot inside stabilized grass shoulders and 10-foot outside shoulders with 5 feet paved. A 12-foot multi-use path on the south side of the roadway is being constructed, and the existing 6-foot sidewalk on the north side of the roadway will remain in place (see **Figure 1-3**). The preferred alternative can be constructed completely within the 178 to 200 feet of existing right-of-way. The speed limit on the facility will remain the same, 45 mph.

FIGURE 1-3
FOUR-LANE ROADWAY TYPICAL SECTION



The concept plans for the preferred alternative are shown in Appendix A.

1.3.1 PRODUCTION SCHEDULE

The information in District Seven's FDOT Five-Year Work Program (2008-2013) for Cross Creek Boulevard is summarized in **Table 1-1** (see Appendix C).

TABLE 1-1
FDOT FIVE-YEAR WORK PROGRAM
2008-2013

Cross Creek Boulevard Phase II	Phase	FY 2008/2009	FY 2009/2010	FY 2010/2011	FY 2011/2012	FY 2012/2013
West Cory Lake Boulevard to Morris Bridge Road	Design			$830,000		

The information in Hillsborough County's Capital Improvement Program (2008-2013) for Cross Creek Boulevard is summarized in **Table 1-2**.

TABLE 1-2
HILLSBOROUGH COUNTY CAPITAL IMPROVEMENT PROGRAM
2008-2013

Cross Creek Boulevard Phase II	Phase	FY 2008/2009	FY 2009/2010	FY 2010/2011	FY 2011/2012	FY 2012/2013
West Cory Lake Boulevard to Morris Bridge Road	Construction				$1,500,000*	

* Funded from the Hillsborough County FY 2007 Capital Improvement Program; OR Book 18367, Pgs. 1623-1631. Construction funding anticipated in 2012.

The information in the City of Tampa's proposed Capital Improvement Plan (2010-2015) for Cross Creek Boulevard is summarized in **Table 1-3** (see Appendix C).

TABLE 1-3
CITY OF TAMPA CAPITAL IMPROVEMENT PLAN
2010-2015

Cross Creek Boulevard Phase II	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
West Cory Lake Boulevard to Morris Bridge Road	Impact Fees			$12,829,480			

Source: City of Tampa FY 2010-2015 Recommended Capital Improvement Plan (CIP).
Funding Source: Transportation Impact Fee Fund.

1.3.2 PROJECT COST ESTIMATES

The estimated project costs were determined for the preferred alternative and are summarized in **Table 1-4**. Construction costs were estimated using the FDOT Long Range Estimate (LRE) program for Year 2009. The LRE is provided in Appendix D. Preliminary engineering (design) costs were estimated at 11 percent of the estimated construction costs and Construction Engineering and Inspection (CEI) costs were estimated at 10 percent of the estimated construction costs.

TABLE 1-4
PREFERRED ALTERNATIVE ESTIMATED COSTS

Project Phase	Cross Creek Boulevard West Cory Lake Boulevard to Morris Bridge Road
CONSTRUCTION[1]	$7.89
ENGINEERING @ 11% OF CONSTRUCTION	$0.87
CONSTRUCTION ENGINEERING AND INSPECTION @ 10% OF CONSTRUCTION	$0.79
RIGHT-OF-WAY[2]	$0.00
WETLAND MITIGATION[3]	$0.00
TOTAL COSTS (in millions)	**$9.55**

[1] Based on FDOT LRE 06/09.
[2] Right-of-way acquisition and relocations are not anticipated for the proposed widening of Cross Creek Boulevard.
[3] No mitigation is proposed for the possible temporary and/or *de minimus* impacts to the ditches and swales within the existing right-of-way since the initial construction included construction of the stormwater management facilities for the ultimate build-out of Cross Creek Boulevard. Stormwater runoff will be directed to the existing stormwater management facilities located adjacent to Cross Creek Boulevard. Therefore, new stormwater management facilities will not be required for the proposed project.

1.3.3 ENVIRONMENTAL CONSIDERATIONS

The impacts on the natural environment, cultural resources, and community are summarized below.

1.3.3.1 Natural Environment

Contaminated sites
A Level 1 Contamination Screening Evaluation Report (CSER) was conducted for the Cross Creek Boulevard project. The results of the individual site investigations are presented in Appendix A of the CSER. Of the eight (8) sites identified, one (1) was ranked "No," four (4) were ranked "Low," two (2) were ranked "Medium," and one (1) was ranked "High."

- Site No. 2 - BP Cross Creek (Medium)
- Site No. 4 - Bulk Liquid Transport (High)
- Site No. 8 - Former Skeet Range/Gun Club (Medium)

Based on the conclusions of the study and the risk ratings noted above, it was recommended that for those locations with a risk ranking of "Medium" or "High," Level II field screening should be conducted. A soil and groundwater sampling plan will be developed for each site. The results of the Level II screening will be used to determine what corrective action, if any, may be warranted for potential impacts to the project. Any corrective action efforts including the Level II screening, if warranted, will be implemented by the City of Tampa.

Based on the results of the CSER, the environmental impact for contaminated sites has been determined to be Not Significant.

Floodplains

Using the most current information on floodplain acreage and elevation, the City of Tampa verified and quantified potential impacts to these floodplain areas and evaluated compensation opportunities for any floodplain encroachment and lost floodplain storage areas. The hydrology of the project area was analyzed and documented in the Location Hydraulic Report (LHR), published separately.

A review of Flood Insurance Rate Maps revealed one regulatory floodplain, Clay Gully East, was located within the project limits. According to the City Maintenance personnel, no reports of significant flooding within the project corridor have been reported.

Since all proposed improvements to Cross Creek Boulevard will be completed within the existing right-of-way, no further encroachment into established flood zones outside of the existing right-of-way will occur. The Cross Creek Boulevard corridor within the project limits was previously permitted by Southwest Florida Water Management District (SWFWMD) through various permits with the Cross Creek Boulevard development by Heidt & Associates. The roadway improvements were divided into various segments and permitted with adjacent housing developments. Stormwater runoff from the roadway and any floodplain or wetland impacts associated with the additional two-lane roadway were included in the previous permits.

Based on the results of the LHR, the environmental impact to floodplains has been determined to be Not Significant.

Infrastructure

SWFWMD noted that construction of the Cross Creek Boulevard improvements may cause the potential loss of valuable data from an existing monitoring well station considered necessary to properly regulate regional water resources. Should relocation of the well station be necessary, it will be done at the expense of the City and with the cooperation and direction of SWFWMD.

FDOT noted that the intent of the project is to add additional lanes to the roadway within existing right-of-way. All right-of-way, drainage, and mitigation areas were conveyed to the City by developers and the right-of-way was dedicated on or before December 13, 2002. One private school is located within the 200-foot project buffer area.

The City will take measures to minimize impacts to any school facilities in the area and to the monitoring well station, referenced in SWFWMD comments. The environmental impact on infrastructure is determined to be Not Significant.

Water Quality and Quantity

SWFWMD noted that the proposed project is located within the SWFWMD-designated Northern Tampa Bay Water Resources Assessment Project (NTBII) and SWFWMD has established minimum levels for four wetlands in the vicinity of Morris Bridge Well Field (MBWF). These wetlands are located within 0.75 mile of the project.

The United States Environmental Protection Agency (USEPA), Florida Department of Environmental Protection (FDEP), and SWFWMD commented with concerns on potential water quality impacts to the Lower Hillsborough River, Hillsborough Bay, and the MBWF.

The City of Tampa will take measures to not adversely affect state water quality standards as well as special standards for OFW when the project is implemented. For this project, the proposed stormwater facility design will include, at a minimum, the requirements for stormwater treatment as required by SWFWMD in Chapter 40D-4, FAC. Based on the Water Quality Impact Evaluation (WQIE), the environmental impact is determined to be Not Significant.

Wetlands

National Marine Fisheries Service (NMFS) staff noted that it does not appear that the project will directly impact resources under their review; however, the project's eastern terminus lies within 0.25 mile of Basset Branch, which drains directly into the Hillsborough River, which in turn drains to Hillsborough Bay. SWFWMD noted that most of the wetlands in the immediate project area have been disturbed to accommodate the construction of Cross Creek Boulevard and extensive residential development adjacent to the project. The U.S. Army Corps of Engineers (USACE) noted that a site visit showed that most of the existing right-of-way has been cleared. National Wetlands Inventory (NWI) reports 2.7 acres (4.89% of the project corridor) of palustrine wetlands within the 100-foot buffer area. Within the 200-foot buffer area, there are 5.9 acres (5.28% of the project corridor) of palustrine wetlands.

A Wetlands Evaluation Biological Assessment Report (WEBAR) was prepared for the Cross Creek Boulevard project. The project study area was evaluated to assess potential wetland impacts that may be associated with the proposed improvements. Based on this evaluation, temporary and/or *de minimus* impacts to the ditches and swales on the south side of Cross Creek Boulevard are anticipated as a result of construction of the project.

The initial construction of Cross Creek Boulevard was permitted and successfully mitigated for right-of-way to right-of-way by SWFWMD, USACE, and the Environmental Protection Commission of Hillsborough County (EPCHC). It is anticipated that the environmental permits previously issued by SWFWMD and the USACE will require modification for the proposed widening of the roadway.

Based on the evaluation summarized above, the environmental impact for wetlands is determined to be Not Significant.

Wildlife and Habitat

The project was evaluated for potential impacts to threatened and endangered plant and animal species in accordance with 50 CFR 402.12; Section 7(c) of the Endangered Species Act of 1973 as amended; by Rules 68A-27.003, 68A-27.004, and 68A-27.005 FAC; and Part 2, Chapter 27 of the FDOT PD&E Manual.

According to the Florida Natural Area Inventory (FNAI), no federally or state listed plant species have been documented within the project study area. Based on this information, it has been determined that this project will not affect any listed plant species.

The **eastern indigo snake** (*Drymarchon couperi*) is listed as threatened by the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC). Low quality habitat for this species is present within the project study area; however, this species was not observed during field reviews. It has been determined that the project "may affect, is not likely to adversely affect" the eastern indigo snake.

The **wood stork** (*Mycteria americana*), listed as endangered by USFWS and FFWCC, was not observed within the project study area during the field review. Based on information provided by USFWS, FFWCC, and FNAI, the project study area is located within the 15-mile radius core foraging area of sixteen (16) active wood stork nesting colonies. However, it has been determined that this project will have "no effect" on the wood stork.

The **limpkin** (*Aramus guarauna*), **little blue heron** (*Egretta caerula*), **reddish egret** (*Egretta rufescens*), **snowy egret** (*Egretta thula*), **tricolored heron** (*Egretta tricolor*), and **white ibis** (*Eudcimus albus*) were documented by FNAI as occurring within, or are likely to occur within the project study area. All of these species are listed as species of special concern by the FFWCC. During the field review of the project study area, five adult and one juvenile **Florida sandhill cranes** (*Grus canadensis pratensis*), listed as threatened by FFWCC, were observed foraging among roadside ditches and swales within the project study area. Wetlands do not exist within the project study area and impacts to the ditches and swales are anticipated to be temporary and *de minimus*. It has been determined that the project will not affect these species.

The **gopher tortoise** (*Gopherus polyphemus*) is listed as threatened by FFWCC. Gopher tortoise burrows may harbor a number of state listed species of special concern, such as the **Florida mouse** (*Podomys floridanus*), the **Florida pine snake** (*Pituophis melanoleucus mugitis*), and the **gopher frog** (*Rana capito*). No gopher tortoises, Florida mice, Florida pine snakes, or gopher frogs have been documented within the project study area and no burrows were observed during the field review. During the design and permitting phase of the project, the City of Tampa will commit to resurveying the project study area for gopher tortoise burrows. It has been determined that the project will not affect the gopher tortoise, the Florida, mouse, the Florida pine snake, or the gopher frog.

Though the **bald eagle** (*Haliaeetus leucocephalus*) has been removed from federal and state lists, it is still protected by the Bald and Golden Eagle Protection Act in accordance with 16 USC 668. No nest sites are documented within one mile of the project study area. If a bald eagle nest is found within 660 feet of the project area during the design and permitting phase, the City of Tampa will coordinate with FFWCC to secure any and all approvals regarding this species. With the above commitment, it has been determined that this project will not affect the bald eagle.

The Sherman's fox squirrel is listed as a species of special concern by FFWCC. No Sherman's fox squirrels were observed during field reviews and FNAI does not report any occurrences of this species within one mile of the project. For these reasons, it has been determined that the project will not affect the Sherman's fox squirrel.

The project study area was also evaluated for the occurrence of listed species Critical Habitat designated by Congress in 17 CFR 35.1532. No designated Critical Habitat for any federally listed species occurs within the project study area.

Based on the information presented above, no impacts to state and federally listed species are anticipated as a result of the proposed project improvements.

A copy of the Draft WEBAR was provided to the USFWS for their concurrence with the determinations presented herin. In a letter dated November 30, 2009, USFWS concurred with the findings that no impacts to Federally-listed species will occur as a result of the proposed action. A copy of the USFWS letter of concurrence is located in Appendix C.

The environmental impact for wildlife and habitat is determined to be Not Significant.

1.3.3.2 Other Impacts

Noise

A Noise Study Report (NSR) was prepared as a part of the PD&E Study to evaluate capacity improvement alternatives for Cross Creek Boulevard located in Hillsborough County, Florida. The analysis was performed following Florida Department of Transportation (FDOT) procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise). The prediction of existing and future traffic noise levels with and without the proposed improvements was performed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM), Version 2.5.

Seventy-four (74) noise-sensitive sites were identified as having the potential to be affected by traffic-related noise adjacent to the Cross Creek Boulevard corridor from West Cory Lake Boulevard to Morris Bridge Road. Included in this total are the outdoor play area of the Primrose School (private daycare center) and Branchton Park, a county-owned park located at the southwest corner of Cross Creek Boulevard and Morris Bridge Road.

The results of the analysis indicated that the existing (2008) exterior traffic noise levels are predicted to range from 53.7 decibels (dB) on the "A" weighted scale (dBA) to 63.2 dBA at the 74 sites evaluated for exterior traffic noise. None of the sites are predicted to approach, meet, or exceed the FHWA's Noise Abatement Criteria (NAC).

In the future (2033) without the proposed improvements (Future No-Build), exterior traffic noise levels are predicted to range from 53.7 dBA to 63.2 dBA at the 74 sites evaluated with none of the sites predicted to approach, meet, or exceed the NAC.

In the future (2033) with the proposed improvements, the predicted exterior traffic noise levels along Cross Creek Boulevard range from 57.8 to 65.9 dBA with none of the sites predicted to approach, meet, or exceed the NAC. None of the residences along the corridor exceeded the NAC. The predicted exterior traffic noise levels at the Primrose School, a private daycare center (61.0 dBA) and at the nearest point to the noise source of the walking path in Branchton Park (61.5 dBA), were also below the NAC.

Future Build traffic noise levels are predicted to increase from 2.2 to 7.2 dBA when compared to the existing condition with none of the sites predicted to experience a substantial increase in noise levels (15 dBA or greater) as a result of the proposed improvements.

Noise abatement measures were not considered because none of the sites were predicted to experience traffic noise levels that approach, meet, or exceed the NAC.

Construction

Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impacts will be minor and short-term in the form of dust from earthwork and unpaved roads. These impacts will be minimized or controlled by adherence to all state and local regulations, and any special provisions in the construction contract.

Noise and vibration impacts will be from heavy equipment movement and construction activities. This will be minimized by adherence to noise control measures, and any special provisions in the construction contract.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current standard specifications for road construction, and through the use of Best Management Practices. All oil, chemicals, fuel, etc., used in construction will be disposed of in an acceptable manner consistent with local, state, or federal regulations, and will not be dumped on the ground in drainage ways.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Because the improvements will be constructed on right-of-way adjacent and parallel to the existing facilities, impacts related to maintenance of traffic are expected to be minimal. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and businesspersons can plan travel routes accordingly.

For the residents living along the project, some of the materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem.

Section 2.0
COMMITMENTS AND RECOMMENDATIONS

2.1 COMMITMENTS

The City of Tampa (City) will adhere to the following commitments with regard to the proposed improvements to Cross Creek Boulevard in the City of Tampa in Hillsborough County.

1. The City will take measures to not adversely affect state water quality standards as well as special standards for Outstanding Florida Waters (OFW) when the project is implemented.

2. To ensure the project will not adversely affect listed plant or animal species, the City has committed to the following:

   - Resurvey suitable habitat within the project study area for gopher tortoises during the design and permitting phase of the project.

   - If a bald eagle nest is found within the project area during the design and permitting phase of the project, the City commits to coordinate with the appropriate agencies to secure any and all approvals regarding this species.

   - The City commits to implementing the U.S. Fish and Wildlife Services' (USFWS) standard eastern indigo snake precautions during construction of the project.

3. The City will coordinate with the Hydrologic Data Section at the Southwest Florida Water Management District (SWFWMD) office regarding the potential relocation of the well station adjacent to Cross Creek Boulevard. Should relocation of the monitoring well station be necessary, the City commits to relocate the well at their expense.

2.2 RECOMMENDATIONS

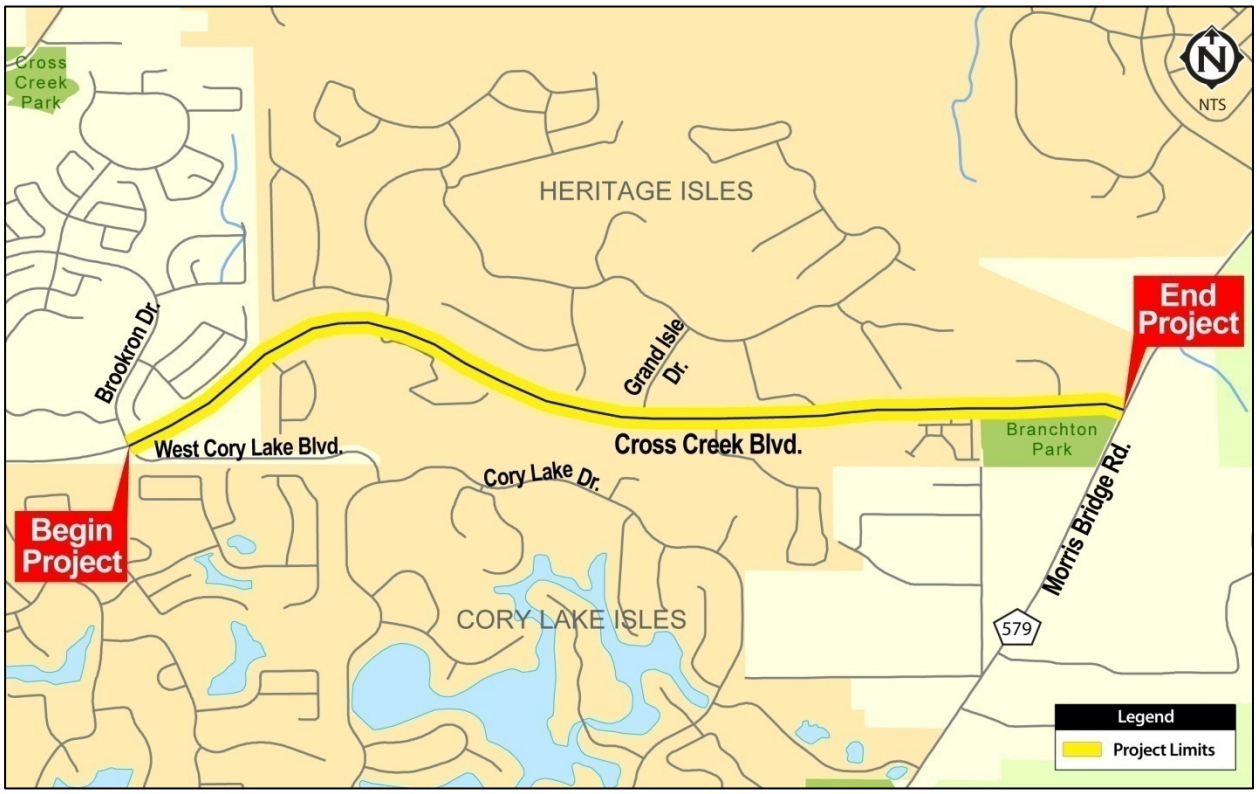
It is recommended that the Preferred Alternative be implemented as identified in this report.

Section 3.0
INTRODUCTION

3.1 STUDY PURPOSE AND PD&E PROCESS

The City of Tampa (City), in cooperation with the Florida Department of Transportation (FDOT), Hillsborough County (County), and the Federal Highway Administration (FHWA), conducted a Project Development and Environment (PD&E) Study to evaluate capacity and operational improvements for the eastern portion of Cross Creek Boulevard in the New Tampa area of Hillsborough County. The study limits extend from West Cory Lake Boulevard to Morris Bridge Road, a distance of approximately 2.3 miles (see **Figure 3-1**).

FIGURE 3-1
PROJECT LOCATION MAP



Within the study limits today, Cross Creek Boulevard is an east/west, two-lane undivided collector roadway. The proposed improvements include adding an additional two lanes to Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road to create a four-lane divided facility, as well as signalization and additional turn lanes, where warranted, at various intersection locations. The proposed project constitutes Phase II of an ongoing roadway widening project initiated by the City, where the western portion of Cross Creek Boulevard has previously been widened to four lanes.

This PD&E Study investigated the need for capacity improvements and provided documented environmental and engineering analyses to assist the City, County, and FHWA in reaching a decision on the location and conceptual design for improvements to Cross Creek Boulevard. This PD&E Study complies with the requirements of the National Environmental Policy Act (NEPA) and other federal and state laws to qualify the proposed project for federal-aid funding.

3.2 PROJECT DESCRIPTION

Cross Creek Boulevard, from West Cory Lake Boulevard to Morris Bridge Road, is currently a two-lane undivided collector roadway. From Bruce B. Downs Boulevard to West Cory Lake Boulevard, Cross Creek Boulevard is a four-lane divided roadway. Cross Creek Boulevard provides the only east-west route in New Tampa between Bruce B. Downs Boulevard and Morris Bridge Road. It provides an important connection in the regional transportation network linking the northeastern area of the City of Tampa/Hillsborough County to I-75 via Bruce B. Downs Boulevard.

The eastern two-lane portion of Cross Creek Boulevard is heavily congested during peak traffic periods. As a result of the congestion and the continual development pressures along the corridor and the immediate area, the City is concerned with preserving the operational integrity of Cross Creek Boulevard and improving the mobility between northeast Tampa and eastern Hillsborough County. The improvements will enhance system mobility and accommodate projected future travel demand generated by approved development in the project area. Traffic in the corridor is projected to increase given the population growth projected to occur within the county and the region.

The dedication of sufficient right-of-way for a four-lane Cross Creek Boulevard roadway was required as part of the Development Orders for several large Developments of Regional Impact (DRIs) along the corridor. The right-of-way and all the necessary drainage and mitigation required for a four-lane roadway were developed and conveyed to the City in 2002 by the original developers of the area.

3.3 PROJECT PURPOSE AND NEED

Cross Creek Boulevard is located in the New Tampa area of Hillsborough County. New Tampa has seen an increase in population and employment in recent years and growth is expected to continue into the future. A review of historical traffic growth patterns in the project vicinity has shown a significant increase in traffic over the past two decades. Both the City and the Hillsborough County Metropolitan Planning Organization (MPO) have long recognized the need for capacity improvements on Cross Creek Boulevard and have made those improvements a priority.

The proposed improvements documented by this PD&E Study are identified in the Hillsborough County MPO's 2035 Cost Affordable Long Range Transportation Plan (LRTP) adopted in December 2009. The MPO's 2025 LRTP Interim Plan (2010 to 2015) identified Cross Creek Boulevard as a four-lane divided roadway with new and improved multi-modal facilities. The proposed improvements are also consistent with the City of Tampa Comprehensive Plan adopted in February 2009. In addition, the project is included in the Fiscal Year (FY) 08/09-12/13 Hillsborough County MPO's Transportation Improvement Program (TIP), the FY 09-14 City of Tampa Capital Improvement Plan (CIP), the FY 09-13 Hillsborough County Capital Improvement Element (CIE) of the Comprehensive Plan, and the FY 2010 FDOT State Transportation Improvement Program (STIP) (see Appendix C).

The results of the existing traffic conditions analysis conducted for this project (documented in the Traffic Technical Memorandum, published separately) showed that some segments and intersections along the corridor were operating at or near capacity (Level of Service [LOS] E to F), indicating the need for capacity and operational improvements. In addition, the No-Build traffic analysis revealed the potential for capacity, safety, and operational deficiencies in future years, including excessive cross-street delays and deteriorating LOS along the corridor if no capacity and operational improvements are made.

The proposed improvements are anticipated to enhance overall transportation operations and minimize right-of-way and environmental impacts while addressing the identified transportation needs. The proposed improvements are projected to adequately accommodate future traffic demand and will provide an acceptable LOS throughout the corridor, which is LOS D, the City's Minimum LOS Standard for roadways and intersections within the study limits of the project.

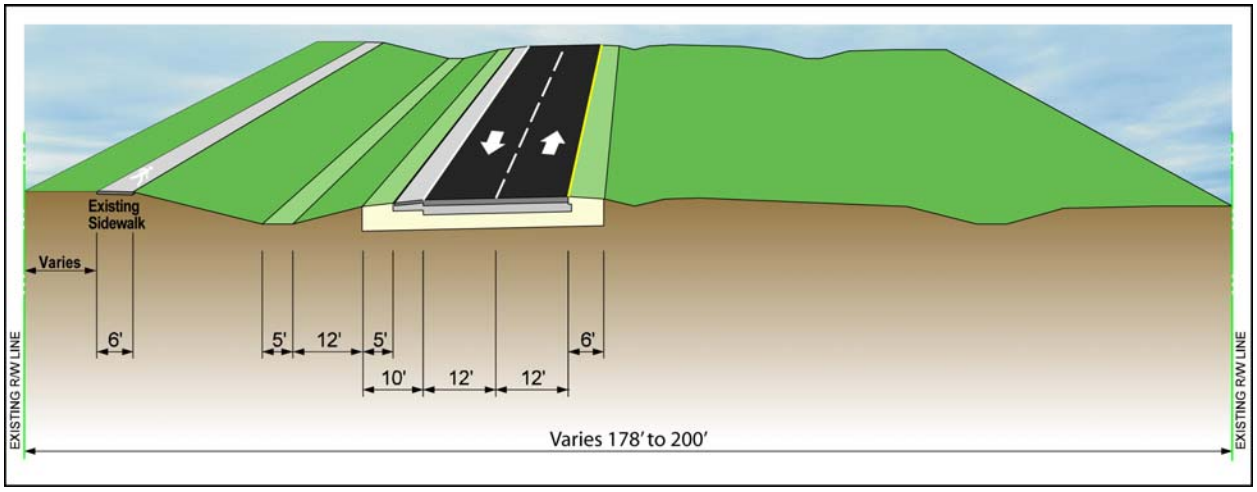
Section 4.0
ALTERNATIVE DEVELOPMENT

4.1 EXISTING CONDITIONS

The existing Cross Creek Boulevard facility is a two-lane collector from West Cory Lakes Boulevard to Morris Bridge Road.

Within the study limits, the existing roadway typical section consists of two 12-foot travel lanes (one in each direction), a 10-foot shoulder (5 feet paved), and a 6-foot concrete sidewalk on the north side, and a 6-foot grass shoulder on the south side. The existing pavement is offset to the north side within a 178- to 200-foot existing right-of-way section (see **Figure 4-1**). The posted speed limit is 45 miles per hour (mph).

FIGURE 4-1
EXISTING TWO-LANE ROADWAY TYPICAL SECTION



The Cross Creek Boulevard profile is relatively flat with profile grade line (at the edge of pavement adjacent to the proposed median) elevations ranging from 61.50 feet to 49.35 feet National Geodetic Vertical Datum (NGVD) 29. The existing horizontal alignment was obtained from the Record Drawings prepared for the existing roadway by Heidt & Associates, Inc. Cross Creek Boulevard has eight deflections and nine curves along the existing facility. **Table 4-1** summarizes the existing horizontal alignment.

TABLE 4-1
EXISTING HORIZONTAL ALIGNMENT

PI Station	Bearing Back	Bearing Ahead	Radius (feet)
121+13.74		N 67º 19’ 07” E	3,200.00
133+15.44	N 67º 19’ 07” E	N 44º 31’ 01” E	N/A
150+56.10	N 44º 31’ 01” E	N 84º 30’ 31” E	1,500.00
158+91.77	N 84º 30’ 31” E	S 55º 30’ 00” E	N/A
175+71.70	S 55º 30’ 00” E	S 72º 45’ 00” E	3,800.00
186+79.90	S 72º 45’ 00” E	East	N/A
202+99.61	East	N 86º 00’ 00” E	4,000.00
205+78.41	N 86º 00’ 00” E	N 82º 00’ 00” E	N/A
211+62.40	N 82º 00’ 00” E	N 85º 59’ 45” E	4,000.00
214+40.91	N 85º 59’ 45” E	N 89º 59’ 30” E	N/A
223+74.38	N 89º 59’ 30” E	S 88º 57’ 45” E	5,500.00
224+74.76	S 88º 57’ 45” E	S 87º 55’ 00” E	N/A
227+87.64	S 87º 55’ 00” E	S 89º 02’ 37” E	5,500.00
228+95.81	S 89º 02’ 37” E	S 89º 49’ 45” E	N/A
232+07.28	S 89º 49’ 45” E	S 85º 34’ 45” E	1,500.00
233+18.34	S 85º 34’ 45” E	N 81º 19’ 45” E	N/A
236+80.71	N 81º 19’ 45” E	S 88º 44’ 58” E	1,500.00

A total of five (5) cross drains are located within the existing 2.3-mile Cross Creek Boulevard project limits. The cross drains vary in size from 19-inch by 30-inch to 38-inch by 60-inch diameter elliptical reinforced concrete pipes (ERCPs) and a concrete CONSPAN arch culvert of 14-foot by 6-foot. **Table 4-2** summarizes these cross drains. In general, surface drainage in the right-of-way of Cross Creek Boulevard flows into existing detention pond areas located within the various Cross Creek developments. Discharge from these ponds outfall to various wetland areas and ultimately discharge to Clay Gully and the Hillsborough River. Crossings 1 through 5 have been designed and constructed to accommodate the future widening and will not be affected by the proposed improvements to Cross Creek Boulevard.

TABLE 4-2
CROSS DRAINS AND STRUCTURES

Cross Drain No.	Station	Location	Dimension	Existing Length (feet)	Qty	Shape
1	148+77	At Wetland Conservation Area “1-CB”	14’-0” x 6’-0”	188	1	CONSPAN Arch
2	173+00	At Wetland Conservation Area “24-I”	38”x60”	240	2	ERCP
3	182+00	At Pond 25-IA	34”x53”	212	1	ERCP
4	190+40	At Wetland Conservation Area “26-I”	34”x53”	220	1	ERCP
5	224+24	Flatwoods Park Off-Site Drainage Area	19”x30”	177	2	ERCP

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) 12057C0090H and 12057C0095H were reviewed for this study. A review of these FIRM maps revealed regulatory floodplains within the project limits. The project resides in the Clay Gully East regulatory floodway with a base flood elevation of 53.3 feet NAVD.

City of Tampa Maintenance personnel were contacted to acquire information related to past problems due to flooding along the project corridor. According to the City Maintenance personnel, no reports of significant flooding within the project corridor have been reported.

4.1.1 EXISTING CONDITIONS TRAFFIC OPERATIONS ANALYSIS

Prior to conducting the existing traffic operations analysis, peak hour traffic volumes were determined as described in the Traffic Technical Memorandum, published separately. Traffic operations for existing conditions within the Cross Creek Boulevard corridor were determined by inputting the peak hour traffic volumes, as well as bicycle and pedestrian movements, into Synchro, Version 7.0, for all signalized and unsignalized intersections studied.

The Cross Creek Boulevard corridor was coded in Synchro using roadway geometric layouts from field reviews and recent aerial photographs. Turn-lane storage lengths were also field measured and input into the Synchro network at all intersections. Existing traffic signal phasing and timing was obtained from the City for the signalized intersection at Morris Bridge Road and was utilized in the analysis. Subsequent sections of this document summarize the results of the traffic operations analysis.

4.1.1.1 Existing Conditions Intersection Analysis

The City has developed Minimum LOS Standards for roadways under its jurisdiction. Cross Creek Boulevard has been given a minimum standard of LOS D on the roadway and intersections within the study limits of the project.

Signalized intersection LOS analysis was conducted for the intersection of Cross Creek Boulevard and Morris Bridge Road, which is the only existing signalized location at this time. The intersection geometry depicted on **Figure 4-2** and the peak hour volumes depicted on **Figures 4-3 and 4-4** were input into the software and existing signal phasing and timing were obtained from the City, as mentioned above. An overall intersection peak hour factor (PHF) was calculated for each individual intersection using the a.m. and p.m. peak hour turning movement count data. A corridor-wide PHF was developed by averaging each individual intersection PHF. Corridor-wide average PHFs for the a.m. and p.m. peak hours are 0.92 and 0.90, respectively.

Table 4-3 summarizes the results of the a.m. and p.m. peak hour signalized intersection analysis, including average delay and overall LOS. Unsignalized intersection analyses were conducted for the four unsignalized intersections where turning movement counts were conducted. **Table 4-4** summarizes these results. Detailed Synchro analyses output sheets for the existing signalized and unsignalized intersections are provided in Appendix B of the Traffic Technical Memorandum, published separately.

FIGURE 4-2
EXISTING (2008) INTERSECTION GEOMETRY

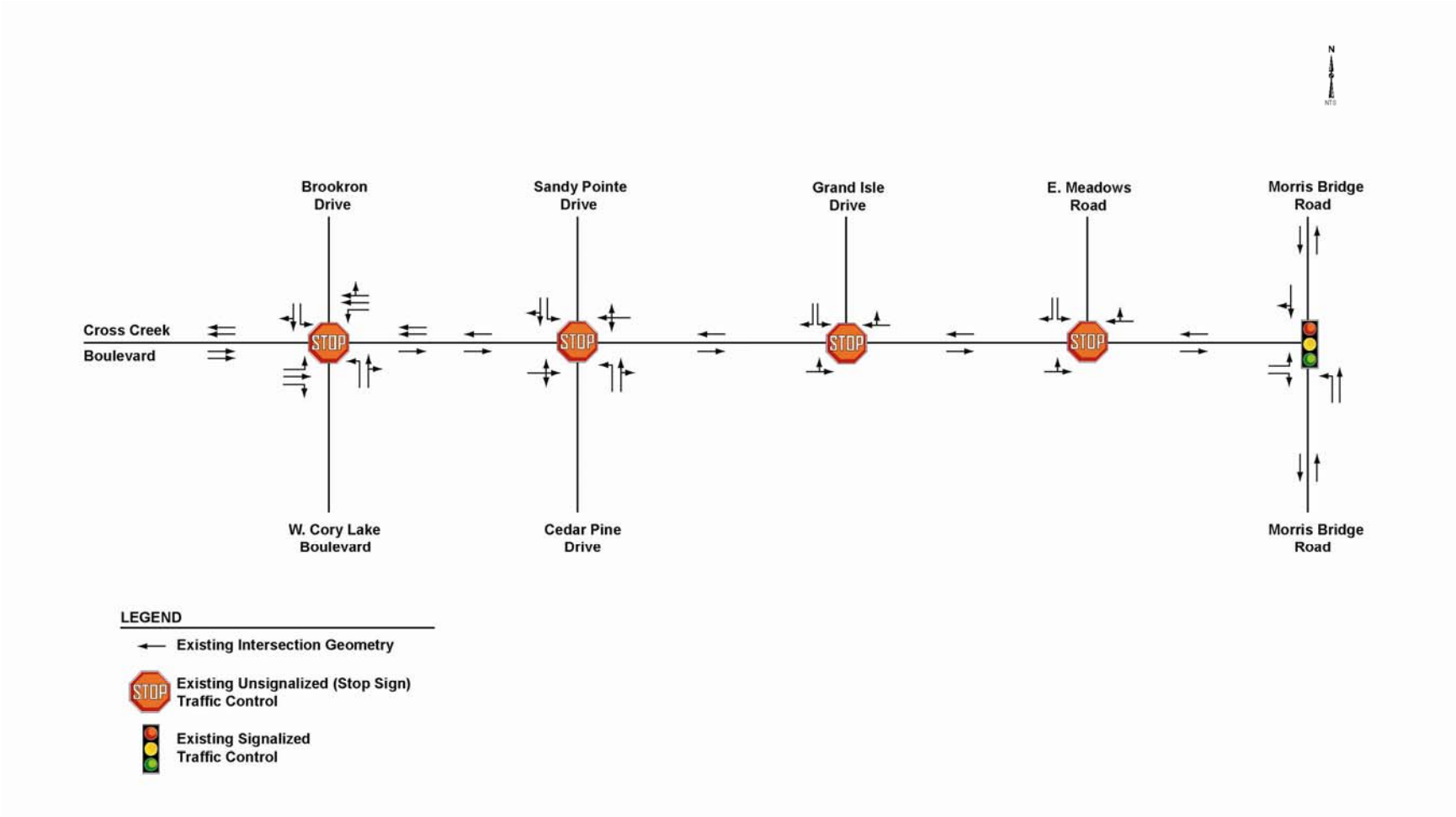
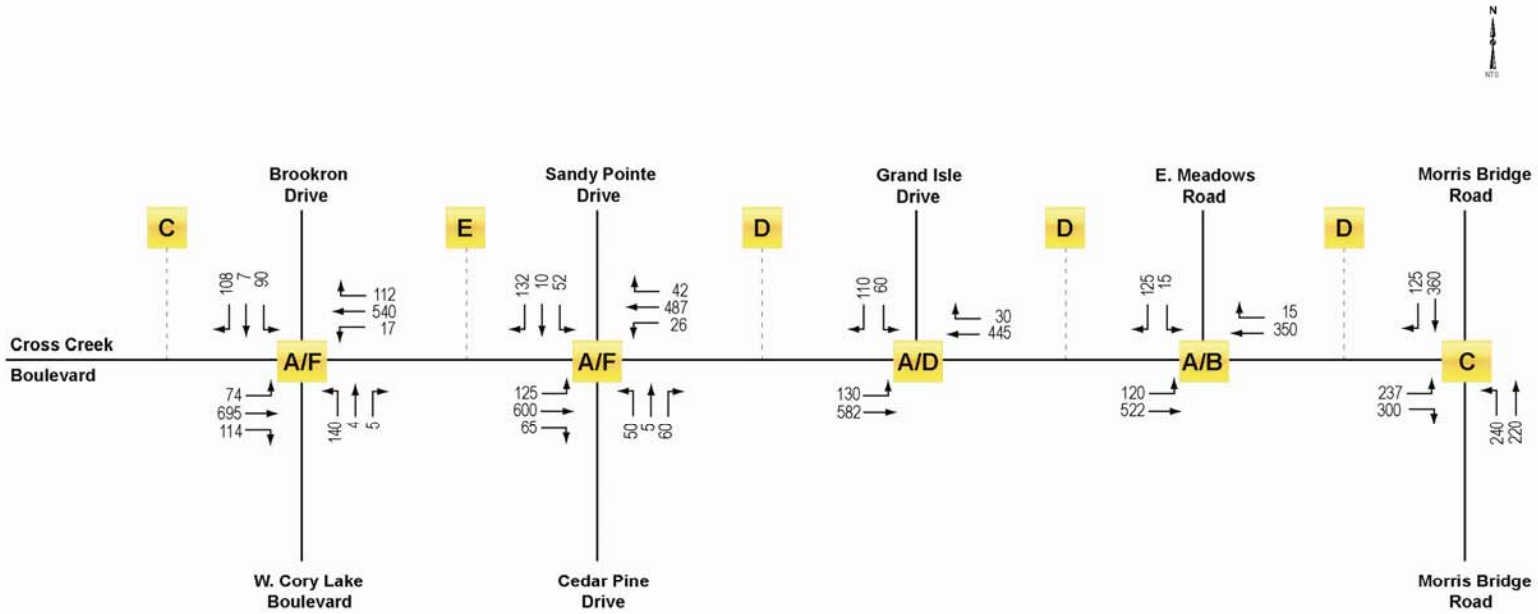


FIGURE 4-3
EXISTING (2008) A.M. PEAK HOUR VOLUMES
(INTERSECTION TURNING MOVEMENTS)



LEGEND

XXX **AM Peak Hour Traffic Volumes**

C **Level of Service**

Note: Major street left / minor street approach LOS for Unsignalized Intersections.

FIGURE 4-4
EXISTING (2008) P.M. PEAK HOUR VOLUMES
(INTERSECTION TURNING MOVEMENTS)

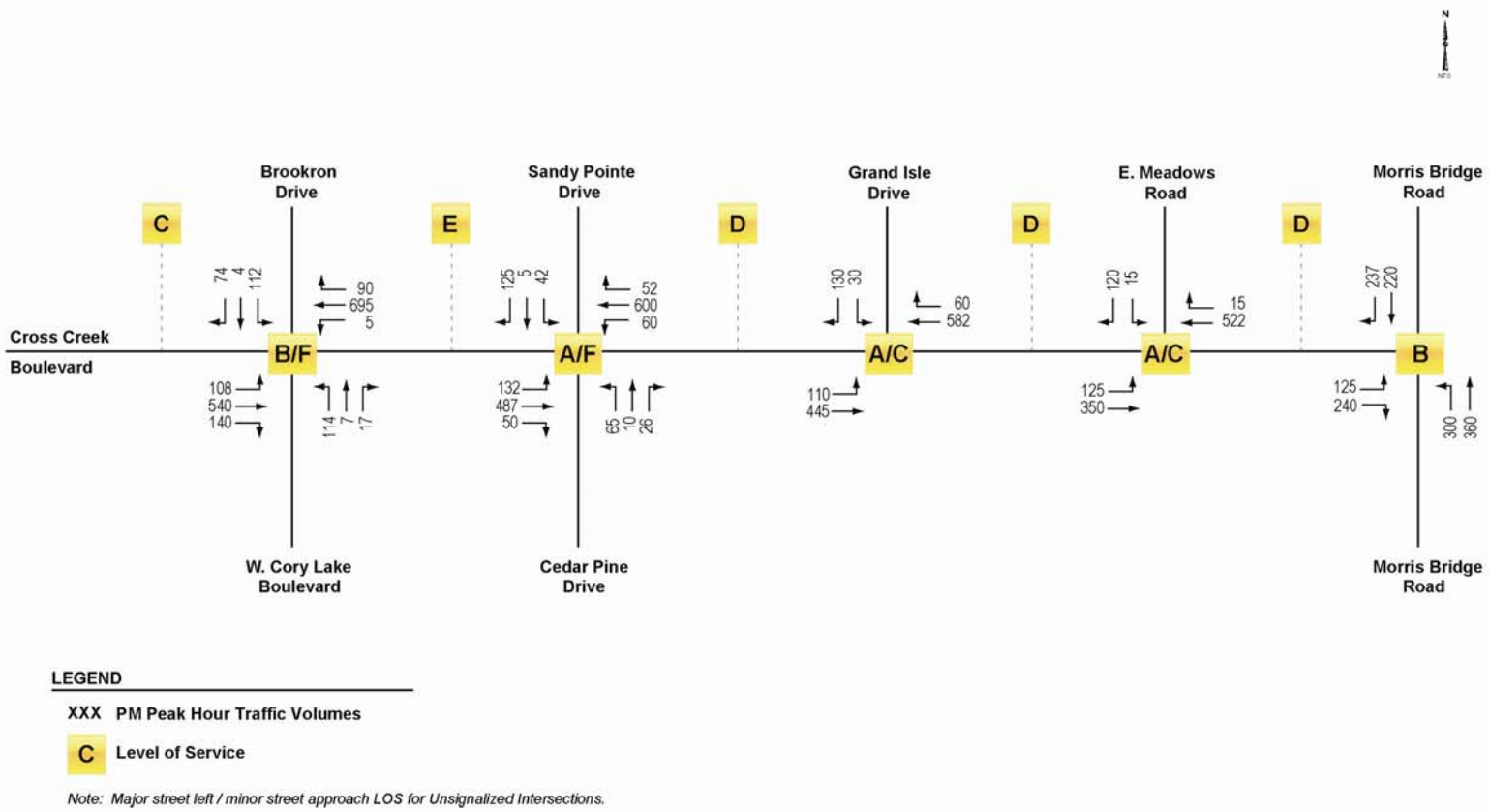


TABLE 4-3
EXISTING (2008)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Approach	Lane Group	A.M. Peak Hour Average Delay (in sec/veh)	A.M. Peak Hour LOS	P.M. Peak Hour Average Delay (in sec/veh)	P.M. Peak Hour LOS
Morris Bridge Road	Eastbound	Left	47.2	D	40.8	D
		Right	31.5	C	30.5	C
		Overall	38.4	D	34.0	C
	Northbound	Left	9.0	A	7.9	A
		Through	5.9	A	5.5	A
		Overall	7.5	A	6.6	A
	Southbound	Through/Right	18.6	B	15.9	B
		Overall	18.6	B	15.9	B
	Overall		**22.3**	**C**	**16.2**	**B**

TABLE 4-4
EXISTING (2008)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Approach (Movement)	A.M. Peak Hour Control Delay (in sec/veh)	A.M. Peak Hour LOS	P.M. Peak Hour Control Delay (in sec/veh)	P.M. Peak Hour LOS
West Cory Lake Boulevard	Eastbound (Left)	9.7	A	10.8	B
	Westbound (Left)	10.0	A	9.3	A
	Northbound (Left)	846.9	F	474.0	F
	Northbound (Through/Right)	34.5	D	30.1	D
	Southbound (Left)	646.6	F	*	F
	Southbound (Through/Right)	18.2	C	17.6	C
Sandy Pointe Drive	Eastbound (Left/Through/Right)	3.5	A	4.1	A
	Westbound (Left/Through/Right)	0.9	A	1.8	A
	Northbound (Left)	555.2	F	985.0	F
	Northbound (Through/Right)	19.4	C	31.0	D
	Southbound (Left)	309.5	F	288.5	F
	Southbound (Through/Right)	21.9	C	22.1	C
Grand Isle Drive	Eastbound (Left/Through)	3.3	A	3.5	A
	Southbound (Left/Right)	32.0	D	22.1	C
East Meadows Road	Eastbound (Left/Through)	2.8	A	3.7	A
	Southbound (Left/Right)	13.9	B	16.5	C

* = Delay not reported in Synchro; level of failure too high to accurately measure.

Application of Synchro utilizing the Highway Capacity Manual (HCM) methodology indicated that the signalized intersection at Morris Bridge Road is operating at an acceptable overall LOS C in the a.m. peak hour and acceptable overall LOS B in the p.m. peak hour. As indicated in Table 4-4, two of the four two-way stop controlled intersections analyzed have one or more movements currently operating at LOS F during the a.m. and p.m. peak hours. The intersections at Grande Isle Drive and East Meadows Road show acceptable operation (LOS D or better) in the a.m. and p.m. peak hours. All of the movements that were operating at LOS F are cross-street movements, which must wait for gaps in the traffic flow on Cross Creek Boulevard prior to safely entering the traffic stream.

4.1.1.2 Existing Conditions Arterial Analysis

An arterial LOS analysis was conducted using the capacities provided in the *2007 FDOT Quality/LOS Generalized Tables*. Note that because there was only one signalized intersection within the study limits, Synchro will not adequately assess the arterial LOS; rather, the arterial LOS would be based solely on the delay at the signalized intersection of Morris Bridge Road and applied to the entire segment. Thus, the generalized tables were used for this scenario. **Table 4-5** shows the results based on the generalized table capacities using an urban, non-state roadway classification.

TABLE 4-5
EXISTING (2008)
ARTERIAL LEVEL OF SERVICE

Segment	Existing No. Lanes	Peak Hour Two-Way Capacity	Peak Hour Two-Way Traffic Volumes and LOS[1]	
			Volume	LOS
Just West of West Cory Lake Boulevard	4D	2,950	1,684	C
West Cory Lake Boulevard to Sandy Pointe Drive	2U	1,390	1,463	E
Sandy Pointe Drive to Grand Isle Drive	2U	1,390	1,242	D
Grand Isle Drive to East Meadows Road	2U	1,390	1,131	D
East Meadows Road to Morris Bridge Road	2U	1,390	883	D

Source: FDOT Quality/LOS Handbook Generalized Tables, Table 4-4, Non-State Roadways.

[1] Volume along referenced segment based on the directional design hourly volumes prior to traffic balancing to represent a worst-case analysis; volumes are within ten percent of balanced turning movement traffic.

As seen in Table 4-5, the existing two-lane undivided segment of Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road was operating over capacity (LOS E) from West Cory Lake Boulevard to Sandy Pointe Drive and was nearing maximum capacity (LOS D) from Sandy Pointe Drive to Morris Bridge Road.

4.2 CORRIDOR ANALYSIS

The proposed improvements documented by this PD&E Study are identified in the Hillsborough County MPO's 2035 Cost Affordable LRTP adopted in December 2009. The MPO's 2025 LRTP Interim Plan (2010 to 2015) identified Cross Creek Boulevard as a four-lane divided roadway with new and improved multi-modal facilities. The proposed improvements are also consistent with the City of Tampa Comprehensive Plan adopted in February 2009. The need for improvements to Cross Creek Boulevard in the study area was established based on:

- The results of the Existing Conditions Traffic Analysis showed that some segments and intersections along the corridor are operating at or near capacity (LOS E to F), indicating the need for capacity and operational improvements.
- The 2033 No-Build traffic analysis revealed the potential for capacity, safety, and operational deficiencies in future years, including excessive cross-street delays and deteriorating LOS along the corridor if no capacity and operational improvements are made.

The development of a new corridor was not considered a viable alternative since the dedication of sufficient right-of-way for an ultimate four-lane Cross Creek Boulevard roadway was required as part of the Development Orders for several large DRIs along the corridor. The right-of-way as well as all the necessary drainage and mitigation required for a four-lane roadway was developed and conveyed to the City in 2002 by the original developers of the area.

4.3 NO-BUILD ALTERNATIVE

The No-Build Alternative presented a worst-case scenario and assumed that traffic volumes continue to increase in the future while no capacity, turn-lane, or operational improvements are made to Cross Creek Boulevard. Only routine maintenance would continue along the roadway. While the No-Build Alternative does not achieve the goal of accommodating increasing traffic volumes on Cross Creek Boulevard, it requires no capital outlay for construction, causes no substantial increase in operation and maintenance of the existing roadway, and results in minimal environmental impacts. However, with no future improvements to Cross Creek Boulevard, costs to society will increase in terms of congestion and associated increases in traffic accidents, travel times, and other related issues.

Analysis of the No-Build Alternative helped to identify the capacity, safety, and operational deficiencies along Cross Creek Boulevard in future years, including excessive cross-street delays and deteriorating LOS along the corridor if no capacity and operational improvements are made. The No-Build analysis helped to determine the improvements needed to be addressed by the Build Alternative.

Future levels of service under a No-Build scenario were determined using analysis procedures consistent with the Existing and Design Year scenarios. This analysis assumed that traffic volumes continue to increase (to Design Year 2033) and no capacity, turn-lane, or operational improvements are made to Cross Creek Boulevard. **Tables 4-6 through 4-8** show the LOS resulting from this analysis.

TABLE 4-6
DESIGN YEAR (2033) NO-BUILD
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Approach	Lane Group	A.M. Peak Hour Average Delay (in sec/veh)	A.M. Peak Hour LOS	P.M. Peak Hour Average Delay (in sec/veh)	P.M. Peak Hour LOS
Morris Bridge Road	Eastbound	Left	176.3	F	59.2	E
		Right	30.3	C	25.4	C
		Overall	93.1	F	35.8	D
	Northbound	Left	66.3	E	86.2	F
		Through	7.2	A	9.3	A
		Overall	40.4	D	44.1	D
	Southbound	Through/Right	167.6	F	139.3	F
		Overall	167.6	F	139.3	F
	Overall		**101.0**	**F**	**69.8**	**E**

TABLE 4-7
DESIGN YEAR (2033) NO-BUILD
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Approach (Movement)	A.M. Peak Hour Control Delay (in sec/veh)	A.M. Peak Hour LOS	P.M. Peak Hour Control Delay (in sec/veh)	P.M. Peak Hour LOS
West Cory Lake Boulevard	Eastbound (Left)	14.3	B	20.9	C
	Westbound (Left)	14.4	B	12.8	B
	Northbound (Left)	*	F	*	F
	Northbound (Through/Right)	605.6	F	*	F
	Southbound (Left)	*	F	*	F
	Southbound (Through/Right)	*	F	*	F
Sandy Pointe Drive	Eastbound (Left/Through/Right)	13.5	B	18.4	C
	Westbound (Left/Through/Right)	4.3	A	6.5	A
	Northbound (Left)	*	F	*	F
	Northbound (Through/Right)	510.0	F	*	F
	Southbound (Left)	*	F	*	F
	Southbound (Through/Right)	*	F	*	F
Grand Isle Drive	Eastbound (Left/Through)	11.1	B	12.5	B
	Southbound (Left/Right)	*	F	*	F
East Meadows Road	Eastbound (Left/Through)	7.8	A	10.2	B
	Southbound (Left/Right)	57.0	F	78.9	F

* = Delay not reported in Synchro; level of failure too high to accurately measure.

TABLE 4-8
DESIGN YEAR (2033) NO-BUILD
ARTERIAL LEVEL OF SERVICE

Segment	Existing No. Lanes	Peak Hour Two-Way Capacity	Peak Hour Two-Way Traffic Volumes and LOS[1]	
			Volume	LOS
Just West of West Cory Lake Boulevard	4D	2,950	2,908	D
West Cory Lake Boulevard to Sandy Pointe Drive	2U	1,390	2,521	F
Sandy Pointe Drive to Grand Isle Drive	2U	1,390	2,144	F
Grand Isle Drive to East Meadows Road	2U	1,390	1,965	F
East Meadows Road to Morris Bridge Road	2U	1,390	1,527	F

Source: FDOT Quality/LOS Handbook Generalized Tables, Table 4-4, Non-State Roadways.

[1] Volume along referenced segment based on the directional design hourly volumes prior to traffic balancing to represent a worst-case analysis; volumes are within 10 percent of balanced turning movement traffic.

Cross Creek Boulevard is currently operating at or above capacity on certain segments of the project corridor, as previously shown in Table 4-5. As traffic approaches Design Year forecast volumes, forced-flow traffic conditions will continue to worsen, and traffic delays, the duration of breakdown traffic flow conditions and safety deficiencies throughout the corridor will continue to increase. If capacity and operational improvements are not constructed, traffic operations will continue to deteriorate in the future. As provided in Table 4-8, all of the roadway segments in the PD&E Study area, from West Cory Lake Boulevard to Morris Bridge Road, are expected operate at LOS F in the future with the existing two-lane roadway configuration. Note that because there is currently only one signalized intersection within the study limits, Synchro will not adequately assess the arterial LOS; rather, the arterial LOS would be based solely on the delay at the signalized intersection of Morris Bridge Road and applied to the entire segment. Thus, the generalized tables were used for this scenario.

Advantages and limitations associated with the No-Build Alternative include the following:

Advantages

- No major design and construction costs;
- No disruption to existing land uses, the traveling public, or property owners due to construction activities;
- No disturbance to natural resources.

Limitations

- Increase in traffic congestion and user costs associated with increased travel times,

- Potential increase in crashes due to increased traffic congestion,
- Not consistent with the MPO's 2035 LRTP and the City of Tampa's Comprehensive Plan,
- Increase in emergency vehicle response times, and
- Increase in roadway maintenance costs.

It is important to note that the No-Build Alternative remained under consideration until after the Public Hearing.

4.4 TRANSPORTATION SYSTEM MANAGEMENT MULTI-MODAL IMPROVEMENTS

The objective of Transportation System Management (TSM) multi-modal improvements was to identify strategies that reduce existing traffic congestion and prevent its occurrence in areas that are currently not congested. These strategies are designed to modify travel behavior and increase system efficiency without costly infrastructure improvements. TSM strategies are implemented when one or more of the following occurs:

- Insufficient funds available to meet system improvement needs,
- Increased construction costs for new roadways and transit facilities,
- Increased need to improve operational efficiency, and
- Changes in travel patterns.

TSM options generally include traffic signal and intersection improvements, access management, and transit improvements. The additional capacity required to meet the projected traffic volumes along Cross Creek Boulevard in the Design Year 2033 cannot be provided solely through the implementation of TSM improvements.

4.5 BUILD ALTERNATIVE

4.5.1 DESIGN CRITERIA

This facility is Phase II of the construction plans originally published by Heidt & Associates. It is proposed to generally utilize the alignment presented within these plans. The typical section proposed matches the four-lane segment already constructed west of this project. Please refer to the attached CD for copies of the four plan sets prepared by Heidt & Associates for this project.

Table 4-9 presents the roadway design criteria established for the initial phase of the project. The design criteria are based on design parameters outlined in the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (Florida Greenbook). When criteria were not designated in the Florida Greenbook, the American Association of State Highway and Transportation Officials (AASHTO) was utilized. When criteria were not designated in either the Florida Greenbook or AASHTO, the FDOT Plans Preparation Manual (PPM), Design Criteria and Process Volume 1 (January 2009 Update) was utilized.

TABLE 4-9
DESIGN CRITERIA

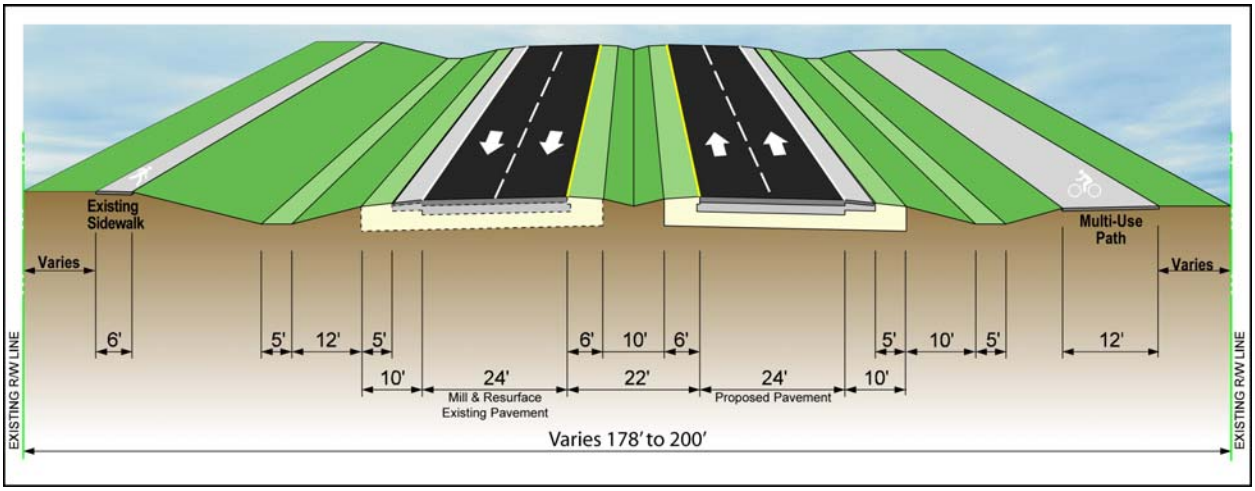
Design Element	Design Standard	Source
Type of Facility	Collector	
Design Speed	45 mph	Table 3-1
Lane Width	11 feet (minimum)	Table 3-7
Median Width*	22 feet (minimum)	Table 3-11 (Rural)
Outside Shoulder Width*	10 feet (minimum)	Table 3-9 (Rural Divided Highways)
Inside Shoulder Width*	6 feet (minimum)	Table 3-9 (Rural Divided Highways)
Shared Use Path	12 feet desirable 10 feet minimum	Chapter 9, Section C.2
Maximum Degree of Curve (e max = 0.05)	8° 15’ 00”	Table 3-3
Length of Horizontal Curve (15v)	675 feet	AASHTO, Page 229
Maximum Deflection w/o Curve	0° 45’ 00”	PPM, Table 2.8.1a
Stopping Sight Distance	360 feet	Table 3-6
Superelevation Transition Tangent Curve	80% desirable, 50% minimum 20% desirable, 50% minimum	PPM Vol.1, Section 2.9
Maximum Superelevation	0.05 ft/ft	Figure 3-2, Section C.4.b
Maximum Profile Grade	8%	Table 3-4
Maximum Change in Grade w/o Vertical Curve	0.7%	Table 3-5
Minimum Length of Vertical Curve L = KA	135 feet	Table 3-6
Crest Vertical Curve K Value	98	Table 3-6
Sag Vertical Curve K Value	79	Table 3-6
Recoverable Terrain	18 feet	Table 3-12
Cross Slopes	1:4 or flatter	Chapter 3, Section C.7.f.2

* Since the City of Tampa is proposing a continuation of an existing facility with shoulders, the criteria used is for a rural divided facility since there is no criteria with shoulders for an urban facility.

4.5.2 TYPICAL SECTION

The recommended Build Alternative provides for a four-lane divided roadway consisting of adding two 12-foot travel lanes in the eastbound direction and milling and resurfacing the two existing 12-foot travel lanes in the westbound direction. The typical section includes a 22-foot depressed grass median with 6-foot inside stabilized grass shoulders and 10-foot outside shoulders with 5 feet paved. A 12-foot multi-use path on the south side of the roadway will be constructed and the existing 6-foot sidewalk on the north side of the roadway will remain in place (see **Figure 4-5**). The Build Alternative can be constructed completely within the 178 to 200 feet of existing right-of-way. The speed limit on the facility will remain the same, 45 mph.

FIGURE 4-5
FOUR-LANE ROADWAY TYPICAL SECTION



Upon completion, the proposed four-lane facility will match the existing four-lane section of Cross Creek Boulevard from Bruce B. Downs Boulevard to West Cory Lake Boulevard. Additionally, the recommended Build Alternative improvements include:

- The proposed widening improvements to the Cross Creek Boulevard corridor, consisting of the widening to four lanes between West Cory Lake Boulevard and Morris Bridge Road;
- Signalization, when warranted, at three intersections: West Cory Lake Boulevard, Sandy Pointe Drive, and Grand Isle Drive;
- The addition of exclusive eastbound and westbound left-turn lanes at the intersection of Sandy Pointe Drive;
- The addition of an exclusive eastbound left-turn lane at the intersection of Grand Isle Drive;

- The addition of an exclusive eastbound left-turn lane at the intersection of East Meadows Road;

- The addition of an exclusive southbound right-turn lane, including signal timing and phasing optimization at the intersection of Morris Bridge Road; and

- The addition of a flashing (emergency) signal at the future access point for the new City of Tampa Fire/Rescue Station No. 22 to be located on the south side of Cross Creek Boulevard immediately east of the existing Cross Creek Plaza/ Hess Gasoline Station, and located approximately 1,350 feet west of the Morris Bridge Road intersection.

4.5.3 SELECTION OF RECOMMENDED ALTERNATIVE

Based on the coordination with the City, agencies, and the public, the Build Alternative, shown in Appendix A, was presented at the Public Hearing. This alternative enhances the overall transportation operations and minimizes right-of-way and environmental impacts within the corridor while addressing the identified transportation needs. In addition, the roadway widening constitutes Phase II of an ongoing project that was previously initiated by the City, where the western portion of the corridor has previously been widened to four lanes. An evaluation matrix identifying the impacts associated with the Build Alternative is shown in **Table 4-10**.

TABLE 4-10
EVALUATION MATRIX SUMMARY

EVALUATION FACTORS	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE
POTENTIAL BUSINESS AND RESIDENTIAL IMPACTS		
NUMBER OF BUSINESS RELOCATIONS	0	0
NUMBER OF RESIDENTIAL RELOCATIONS	0	0
POTENTIAL RIGHT-OF-WAY IMPACTS (ACRES)		
AREA OF RIGHT-OF-WAY ANTICIPATED TO BE ACQUIRED	0.00	0.00
NATURAL/PHYSICAL ENVIRONMENTAL EFFECTS		
ARCHAEOLOGICAL/HISTORICAL SITES	0	0
SECTION 4(f) SITES	0	0
NOISE SENSITIVE SITES	0	0
WETLANDS (ACRES)	0	0
FLOODPLAINS (ACRES)	0	0
SURFACE WATERS (ACRES)	0	2.77
THREATENED AND ENDANGERED SPECIES	None	Low
PETROLEUM & HAZARDOUS MATERIAL SITES	0	0
ESTIMATED PROJECT COSTS (PRESENT DAY COSTS IN MILLIONS)		
CONSTRUCTION[1]	$0.00	$7.89
ENGINEERING @ 11% OF CONSTRUCTION	$0.00	$0.87
CONSTRUCTION ENGINEERING AND INSPECTION @ 10% OF CONSTRUCTION	$0.00	$0.79
RIGHT-OF-WAY	$0.00	$0.00
WETLAND MITIGATION[2]	$0.00	$0.00
TOTAL COSTS (in millions)	**$0.00**	**$9.55**

[1] Based on FDOT Long Range Estimate (LRE) 06/09.

[2] No mitigation is proposed for the possible temporary and/or *de minimus* impacts to the ditches and swales within the existing right-of-way since the initial construction included construction of the stormwater management facilities for the ultimate build-out of Cross Creek Boulevard. Stormwater runoff will be directed to the existing stormwater management facilities located adjacent to Cross Creek Boulevard. Therefore, new stormwater management facilities will not be required for the proposed project.

Section 5.0
RECOMMENDED ALTERNATIVE

Section 5.0 describes in detail the components associated with the Recommended Alternative.

5.1 TYPICAL SECTION AND DESIGN CRITERIA

The Recommended Alternative provides for a four-lane divided roadway consisting of adding two 12-foot travel lanes in the eastbound direction and milling and resurfacing the two existing 12-foot travel lanes in the westbound direction. The typical section includes a 22-foot depressed grass median with 6-foot inside stabilized grass shoulders and 10-foot outside shoulders with 5 feet paved. A 12-foot multi-use path on the south side of the roadway will be constructed, and the existing 6-foot sidewalk on the north side of the roadway will remain in place (see **Figure 5-1**). The Build Alternative can be constructed completely within the 178 to 200 feet of existing right-of-way. The speed limit on the facility will remain the same, 45 mph.

FIGURE 5-1
FOUR-LANE ROADWAY TYPICAL SECTION

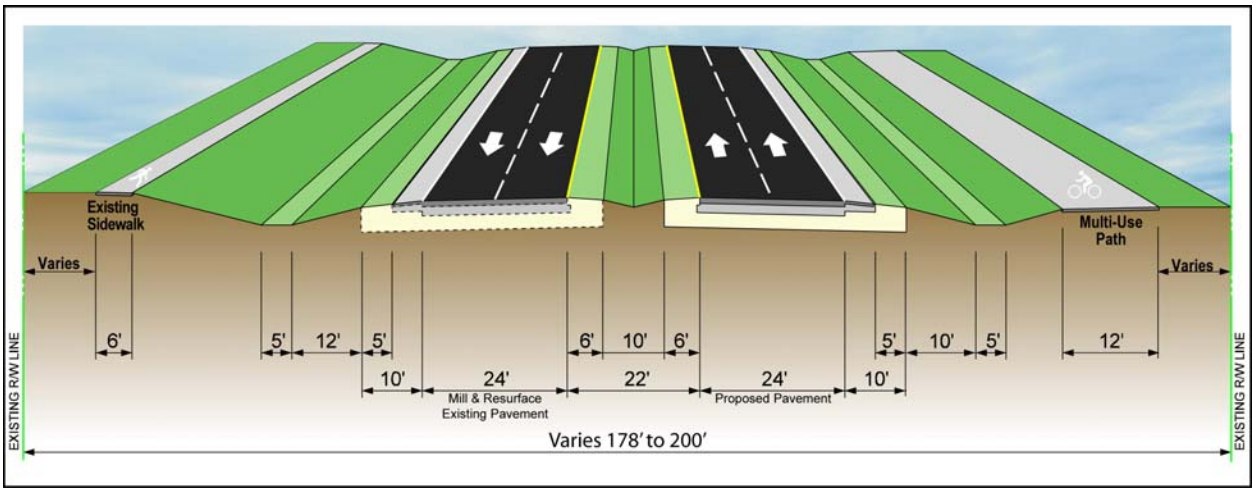


Table 4-6 presents the roadway design criteria used in the development of the Recommended Alternative. The design criteria are based on design parameters outlined in the Florida Greenbook. When criteria were not designated in the Florida Greenbook, AASHTO was utilized. When criteria were not designated in either the Florida Greenbook or AASHTO, the FDOT PPM, Design Criteria and Process Volume 1 (January 2009 Update) was utilized.

5.2 HORIZONTAL AND VERTICAL ALIGNMENT

Appendix A includes concept plan sheets illustrating the Recommended Alternative. This alternative will be constructed within the existing 178- to 200-foot right-of-way and the improvements will follow the existing horizontal and vertical alignment. The proposed improvements will utilize the typical section described in Section 5.1 and shown in Figure 5-1. The improvement being recommended for Cross Creek Boulevard includes expanding the existing two-lane roadway to a four-lane divided roadway, matching the existing four-lane section from West Cory Lake Boulevard to Bruce B. Downs Boulevard. No variations or exceptions are anticipated with this improvement.

5.3 DRAINAGE

5.3.1 LOCATION HYDRAULICS

In general, surface drainage in the right-of-way of Cross Creek Boulevard flows into existing detention pond areas located within the various Cross Creek developments. Discharge from these ponds outfall to various wetland areas and ultimately discharge to Clay Gully and the Hillsborough River.

In accordance with the requirements set forth in 23 Code of Federal Regulations (CFR) 650A, the project corridor was evaluated to determine the effects, if any, of the proposed roadway improvements on the hydrology and hydraulics of the area. Hydraulic improvements required as part of the roadway project are divided into seven categories based on the type of hydraulic improvement proposed and the estimated floodplain effects. The effects on the Cross Creek Boulevard corridor include:

- Within the project corridor, the improvements to the existing Cross Creek Boulevard roadway represent transverse encroachments on the floodplain. This encroachment should remain at existing levels for the proposed alternatives.
- The proposed drainage structure improvements will not significantly increase the potential for risks or damages.
- Interruption of emergency services and emergency evacuation routes due to roadway flooding should not change significantly from existing levels.
- Cut and fill activities required as part of the roadway improvements are not expected to significantly impact the fauna, flora, and open space environments along the corridor.
- Additionally, local groundwater and surface water systems, flow patterns, and water quality will experience no significant impacts.

Under the categorization scheme mentioned above, the potential impacts to existing cross drains were classified as Category 3.

Category 3: Projects Involving Modifications to Existing Drainage Structures

This category applies to those activities that modify existing structures (e.g., extending cross drains, adding headwalls, or relocating manholes and inlets). An analysis of individual cross drains has not yet been completed, but it is assumed that several cross drains may require modifications such as extension of piping or relocation of inlets due to modifications of the existing roadway pavement edge areas and multi-use trail.

The following conclusion applies to Category 3 structures:

> *"The modifications to drainage structures included in this portion of the project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases to flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any 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."*

5.3.2 FLOODPLAIN ENCROACHMENT AND COMPENSATION

The proposed improvements to Cross Creek Boulevard will be completed within the existing Cross Creek Boulevard right-of-way; therefore, no further encroachment into established flood zones outside of the existing right-of-way will occur. The Cross Creek Boulevard corridor within the project limits was previously permitted by the Southwest Florida Water Management District (SWFWMD) through various permits with the Cross Creek Boulevard development by Heidt & Associates. The roadway improvements were divided into various segments and permitted with adjacent housing developments. Stormwater runoff from the roadway and any floodplain or wetland impacts associated with the additional two-lane roadway were included in the previous permits.

5.3.3 POND SITING

The drainage system for this project will be designed in accordance with the City of Tampa and FDOT drainage standards and procedures to carry stormwater runoff away from the roadway in the natural flow directions of that particular basin. All of the improvements proposed for the project will be completed within the existing right-of-way.

The project was previously permitted by SWFWMD through various permits with the Cross Creek development by Heidt & Associates. Stormwater runoff from the roadway and any floodplain or wetland impacts associated with the additional two-lane expansion were included in the previous permits.

These permits were obtained from SWFWMD for Cross Creek Boulevard from Cory Lakes Boulevard to Morris Bridge Road. The following is a summary of the information obtained from these permits.

Cross Creek Boulevard 4th Extension, Phase 2

This permit was for construction of a surface water management system serving a 9.2-acre roadway project. The 1,975-linear-foot roadway expansion shall discharge to Pond 24, as approved in the conceptual plan. Pond 24 will provide attenuation for the stormwater discharge resulting from a 25-year, 24-hour storm event. Water quality treatment for the contributing drainage area will be met through wet detention treatment of the stormwater runoff.

- SWFWMD Permit # 492012.23.
- Included Cross Creek Boulevard Station 119+00 to Station 139+50.
- Cory Lakes Entrance Drive to Heritage Isles.
- Roadway drains to roadside swales to ditch bottom inlets to Pond 24 (north of Cory Lakes entrance drive).

Cross Creek Boulevard 5th Extension

The construction of the Cross Creek Boulevard project is approximately one mile (23.03 acres) that will serve the Heritage Isles development. Attenuation for the stormwater discharge resulting from a 25-year, 24-hour rainfall event and water quality treatment for the roadway will be provided within the surface water management system permitted with the Heritage Isles Phase I project. Also, the Cross Creek Boulevard project was included within the Heritage Isles 100-year floodplain encroachment and compensation analysis submitted with the Heritage Isles Phase I permit. Portions of three wetlands totaling 2.46 acres will be impacted. To compensate for the loss, 2.87 acres of wetlands will be created from uplands.

- SWFWMD Permit # 4317055.12.
- Included Cross Creek Boulevard Station 139+50 to Station 195+60.
- Station 139+50 to Station 160+00 - Roadway drains to roadside swales to ditch bottom inlets to Pond H (Heritage Isles).
- Crosses Wetland Conservation Area 1-C with 14’ x 6’ CONSPAN culvert.
- Station 160+00 to Station 172+85 -Roadway drains to roadside swales to ditch bottom inlets to Pond K (Heritage Isles).
- Crosses Wetland Conservation Area 24-1 with 2-38” x 60” elliptical reinforced concrete pipe (ERCP).

- Station 172+85 to Station 182+00 - Roadway drains to roadside swales to ditch bottom inlets to Pond W (Heritage Isles).
- Station 182+00 to Station 190+50 - Roadway drains to roadside swales to ditch bottom inlets to Pond X (Heritage Isles).
- Crosses Wetland Conservation Area 26-1 with 34" x 53" ERCP.
- Station 190+50 to Station 195+60 - Roadway drains to roadside swales to ditch bottom inlets to Pond Z (Heritage Isles).

Cross Creek Boulevard 6th Extension

The construction of the 6th extension is approximately 0.51 miles. The proposed four-lane roadway will discharge to the approved surface water management system constructed with the Heritage Isles, Phase I permit.

- SWFWMD Permit # 4317055.19 (Letter Modification).
- Included Cross Creek Boulevard Station 195+60 to Station 222+73.
- Constructed with Heritage Isles Phase I permit.
- Station 195+60 to Station 203+00 - Roadway drains to roadside swales to ditch bottom inlets back into to Pond Z (Heritage Isles).
- Station 203+00 to Station 222+73 - Roadway drains to roadside swales to ditch bottom inlets back into to Pond CC (Heritage Isles).

Cross Creek Boulevard East Access

This permit authorizes construction of the Cross Creek East Access four-lane divided highway. A wet detention pond will provide attenuation of the 25-year, 24-hour rainfall event and water quality treatment for the contributing drainage area.

- SWFWMD Permit # 4420291.00.
- Included Cross Creek Boulevard Station 222+73 to Morris Bridge Road.
- Roadway drains to roadside swales to ditch bottom inlets into to Pond A (Heritage Isles).
- Crosses Wetland Conservation Area A with 2-19" x 30" ERCP.
- Included Mitigation Area A.

The master drainage systems were designed and constructed to provide water quality treatment and attenuation for the future expansion of Cross Creek Boulevard. These facilities have been approved by SWFWMD. Therefore, additional ponds are not required or proposed for the widening of Cross Creek Boulevard from West Cory Lakes Boulevard to Morris Bridge Road.

5.4 DESIGN TRAFFIC VOLUMES

Prior to undertaking the Draft Traffic Technical Memorandum, URS conducted model runs using recent versions of the Tampa Bay Regional Planning Model (TBRPM), including Versions 5.1, 5.2, 6.0, and 6.1 of the 2025 Cost Affordable network. Results of these runs indicated that the model's traffic projections on the majority of Cross Creek Boulevard east of West Cory Lake Boulevard, especially near Morris Bridge Road, are consistently less than the existing traffic volumes obtained from tube counts conducted by URS in October 2007 for the proposal effort, and more recently in August and December of 2008. This information was presented to the City and FDOT for consideration and it was determined that the model would not be an appropriate tool for use in the traffic projections for this PD&E Study. Therefore, an alternate forecasting approach was discussed and agreed upon via coordination with the City and FDOT through submittal of an approved methodology entitled *"Revised/Approved Traffic Forecasting Methodology"* dated September 26, 2008. The purpose of the memorandum was to document the areawide growth rate and K_{30}- and D_{30}-factors proposed to be utilized in the Cross Creek Boulevard PD&E Study traffic forecasts prior to submitting the Draft Traffic Technical Memorandum for City and FDOT review. Through this coordination, it was determined that the PD&E Study traffic forecasts for the Design Year (2033) would be based upon applying an areawide growth rate of 2.9 percent per year to the existing (2008) AADT volumes. Detailed information on the procedure used to obtain the growth rate is provided in Section 3.1.2 of the Traffic Technical Memorandum, published separately.

Documentation of the approved K_{30}- and D_{30}-factors of 9.2 and 55.7 percent, respectively, are provided in Section 3.1.3 and summarized in Section 3.1.4 of the Traffic Technical Memorandum. These factors were applied to the AADT forecasts to determine the Directional Design Hour Volumes (DDHVs) for use in the traffic analysis.

The referenced approved forecasting methodology, including all information pertaining to the areawide growth rate, traffic factors, and coordination/correspondence with FDOT, is provided in Appendix H of the Traffic Technical Memorandum.

5.4.1 AREAWIDE GROWTH RATE DETERMINATION

Major roadways were chosen based on proximity to the project corridor and availability of annual data and included Bruce B. Downs Boulevard, Morris Bridge Road, and Cross Creek Boulevard. In order to assess growth patterns based on both past and future conditions of the study area, the following methods were used:

- Historical AADT count data for the last five years (2003-2007) was obtained from Hillsborough County and the average growth rate of each roadway was determined. **Table 5-1** shows the average growth rate for each individual roadway, as well as the average areawide growth rate using the historical data.

- Socioeconomic (SE) data for the years 2000, 2006, and 2025 was obtained from the six TAZs directly accessing Cross Creek Boulevard and growth rates were calculated from 2000 to 2025 and 2006 to 2025. The growth rates from 2000 to 2025 were not deemed appropriate for use in this study due to the fact that the majority of developments along Cross Creek Boulevard have previously been constructed within the last five years. Therefore, growth rates determined from using more recent 2006 SE data to the year 2025 were deemed more appropriate. For this scenario, a separate growth rate was determined for the number of dwelling units and population and then averaged to obtain an SE data areawide annual growth rate of 2.31 percent, as shown in **Table 5-2**.

TABLE 5-1
HISTORICAL AREAWIDE ANNUAL GROWTH RATE (2003-2007)

Roadway	Section	Annual Growth Rate Percentage
Bruce B. Downs Boulevard	Fowler Avenue to County Line Road	1.45
Morris Bridge Road	I-75 to the Pasco County Line	4.34
Cross Creek Boulevard	Bruce B. Downs Boulevard to Morris Bridge Road	4.63
Historical Areawide Growth Rate		**3.48**

TABLE 5-2
SOCIOECONOMIC DATA AREAWIDE ANNUAL GROWTH RATE (2006-2025)

TAZ No.	Development	2006		2025	
		Dwelling Units	Population	Dwelling Units	Population
69	Hunter's Green	1,658	4,580	2,073	5,748
70	Arbor Greene	1,988	4,800	2,005	4,892
71	Cory Lake Isles	861	2,310	2,175	6,007
471	K-Bar Ranch	257	680	2,210	5,910
472	Pebble Creek	1,522	3,830	1,712	4,332
473	Cross Creek & Heritage Isles	2,397	5,530	2,584	3,710
Total		**8,683**	**21,730**	**12,759**	**30,599**
Annual Growth Rate		**2.47% (Dwelling Units); 2.15% (Population)**			
Average Annual Growth Rate		**2.31%**			

The areawide growth rates derived from each method (historical and socioeconomic) were then averaged in order to account for both the historical rapid increase in development that has occurred within the last five years and the model's socioeconomic data increases between the years 2006 and 2025, which produced a steadier rate of development. Results indicated that an areawide growth rate of 2.9 percent annually would be applied to the existing (2008) AADT volumes in the study to obtain the Design Year (2033) AADT traffic forecasts. Note that this percentage has been applied using a 'simple' and not 'compound' annual growth rate technique, consistent with the approved methodology.

5.4.2 K_{30}- AND D_{30}-FACTORS

A review of the historical K_{30}- and D_{30}-factors was conducted using available data from the 2007 Florida Traffic Information (FTI) CD provided by the FDOT Statistics Office. The closest permanent traffic count location to Cross Creek Boulevard is located along Fowler Avenue, east of 15th Street. The K_{30}-factor varied from 8.85 percent in 2004 to 9.11 percent in 2007, with an average of 8.97 percent. In addition, the 72-hour counts conducted in August 2008 by URS were used to determine an average peak to daily ratio of 8.86 percent. Note that because these values are less than the minimum acceptable K_{30}-factor based on FDOT standards for an urban arterial roadway, a K_{30}-factor of 9.2 percent has been used in the DDHV determinations.

The historical D_{30}-factor varied from 56.19 percent in 2004 to 54.29 percent in 2007, with an average of 55.51 percent. Additionally, the FDOT FTI CD's *200 Highest Hour Report* provided a D_{30}-factor of 56.19 percent. Based on the 72-hour counts conducted by URS, the existing p.m. peak hour directional distribution is 55.48 percent. An average of all sources yields a D_{30}-factor of 55.7 percent. This value is greater than the minimum D_{30}-factor acceptable to FDOT for urban arterial roadways, and has, therefore, been used in the forecasts.

5.4.3 SUMMARY OF TRAFFIC FACTORS

The following summarizes the approved traffic factors used in the development of the Design Year (2033) traffic forecasts:

- Areawide growth rate of 2.9 percent annually applied to 2008 AADT volumes,
- K_{30}-factor of 9.2 percent applied to AADT forecasts,
- D_{30}-factor of 55.7 percent applied to peak hour forecasts, and
- T-factor of 2.0 percent.

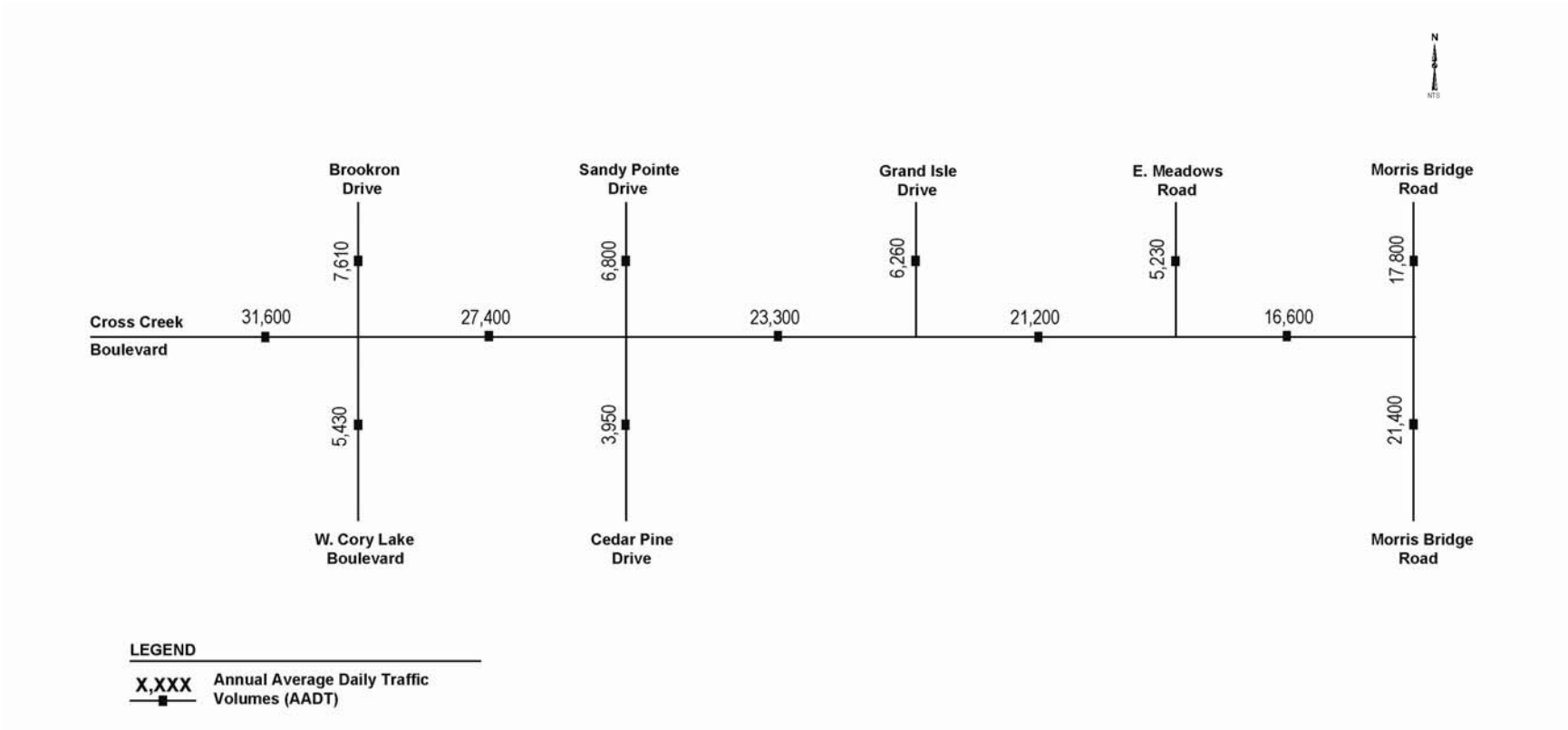
Note that while the truck percentage on Cross Creek Boulevard was generally less than 2.0 percent in the peak hours, it was recommended as a minimum standard in order to provide a conservative traffic analysis.

5.4.4 TRAFFIC PROJECTIONS

Daily traffic projections were based on applying the simple areawide growth rate of 2.9 percent/year to the existing 2008 AADT volumes. Projections were based on increases from 2008 to the Design Year (2033) (for twenty-five years). Design Year (2033) AADT volumes for the Cross Creek Boulevard PD&E Study area are illustrated on **Figure 5-2**.

Development of Design Year (2033) peak hour traffic volumes incorporated the use of the K_{30}-and D_{30}-factors described in the previous section, as well as the peak hour turning movement patterns obtained from existing traffic counts. DDHV forecasts for the portion of Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road were derived by multiplying the 2033 AADT volumes by a K_{30}-factor of 9.2 percent and a D_{30}-factor of 55.7 percent, which were approved through coordination with FDOT and the City, as described in the previous section.

FIGURE 5-2
DESIGN YEAR (2033) BUILD
AADT VOLUMES



Consistent with the procedure requested by FDOT and used in determination of the existing peak hour traffic volumes, intersection turning movement percentages were obtained from existing counts and applied to the DDHV forecasts to obtain initial forecast turning movement volumes. The forecasted turning movements were then adjusted at each of the intersections to balance traffic throughout the corridor. The resulting balanced intersection turning movement volumes were reviewed to ensure that variation from the calculated DDHVs along the corridor were not greater than ten percent.

The existing peak directions on Cross Creek Boulevard (i.e., eastbound in the morning peak hour and westbound in the evening peak hour) were assumed to continue in the future. Peak directions on the cross streets/driveways were generally assumed to be outbound (towards Bruce B. Downs Boulevard or Morris Bridge Road) in the a.m. peak hour and inbound (from Bruce B. Downs Boulevard or Morris Bridge Road) in the p.m. peak hour if the primary land use adjacent to the cross streets/driveways was residential. If the primary land uses adjacent to the cross streets/driveways are non-residential in nature (e.g., retail, office, or school), the peak directions were generally assumed to be inbound in the a.m. peak hour and outbound in the p.m. peak hour. **Figures 5-3 and 5-4** illustrate the Design Year (2033) a.m. and p.m. peak hour volumes for the Cross Creek Boulevard PD&E Study area.

5.4.5 FUTURE LEVELS OF SERVICE

A traffic operations analysis using Synchro was completed utilizing the 2033 forecasted traffic volumes and roadway geometry, including the four-lane widening of Cross Creek Boulevard, as well as all turn-lane improvements and traffic control devices required in order to achieve acceptable operations and LOS in the Design Year on the corridor and at study area intersections. The results of these analyses are discussed in the following paragraphs. **Figure 5-5** illustrates the ultimate improvements proposed in the PD&E Study for the Design Year, including lane configurations and traffic control devices at the intersections.

5.4.5.1 Signalized Intersections

Several intersections along the project corridor will have excessive delays on the cross-street movements if they continue to operate under an unsignalized condition in the Design Year. Therefore, the intersections at West Cory Lake Boulevard, Sandy Pointe Drive, and Grand Isle Drive may require signalization in the future, when warranted. Consideration was given to the FDOT minimum spacing standards for signals based upon specific roadway access classifications. Signalized traffic control devices proposed at all intersections meet the minimum signal spacing standard for access classification five (1,320 feet). As seen in **Table 5-3** all of the existing and proposed signalized intersections are expected to operate at acceptable LOS with the required turn-lane improvements.

FIGURE 5-3
DESIGN YEAR (2033) BUILD
A.M. PEAK HOUR VOLUMES
(INTERSECTION TURNING MOVEMENTS)

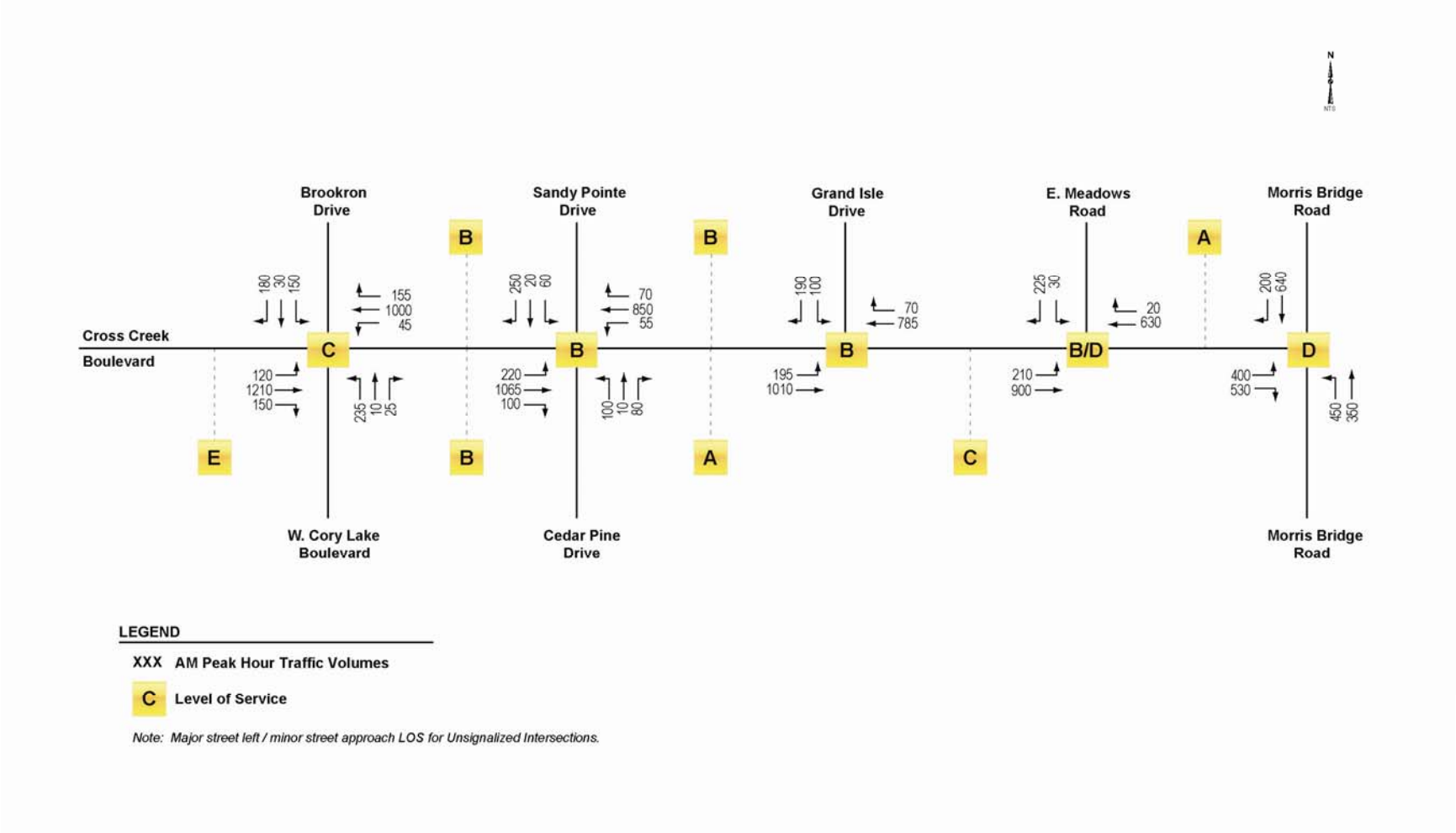


FIGURE 5-4
DESIGN YEAR (2033) BUILD
P.M. PEAK HOUR VOLUMES
(INTERSECTION TURNING MOVEMENTS)

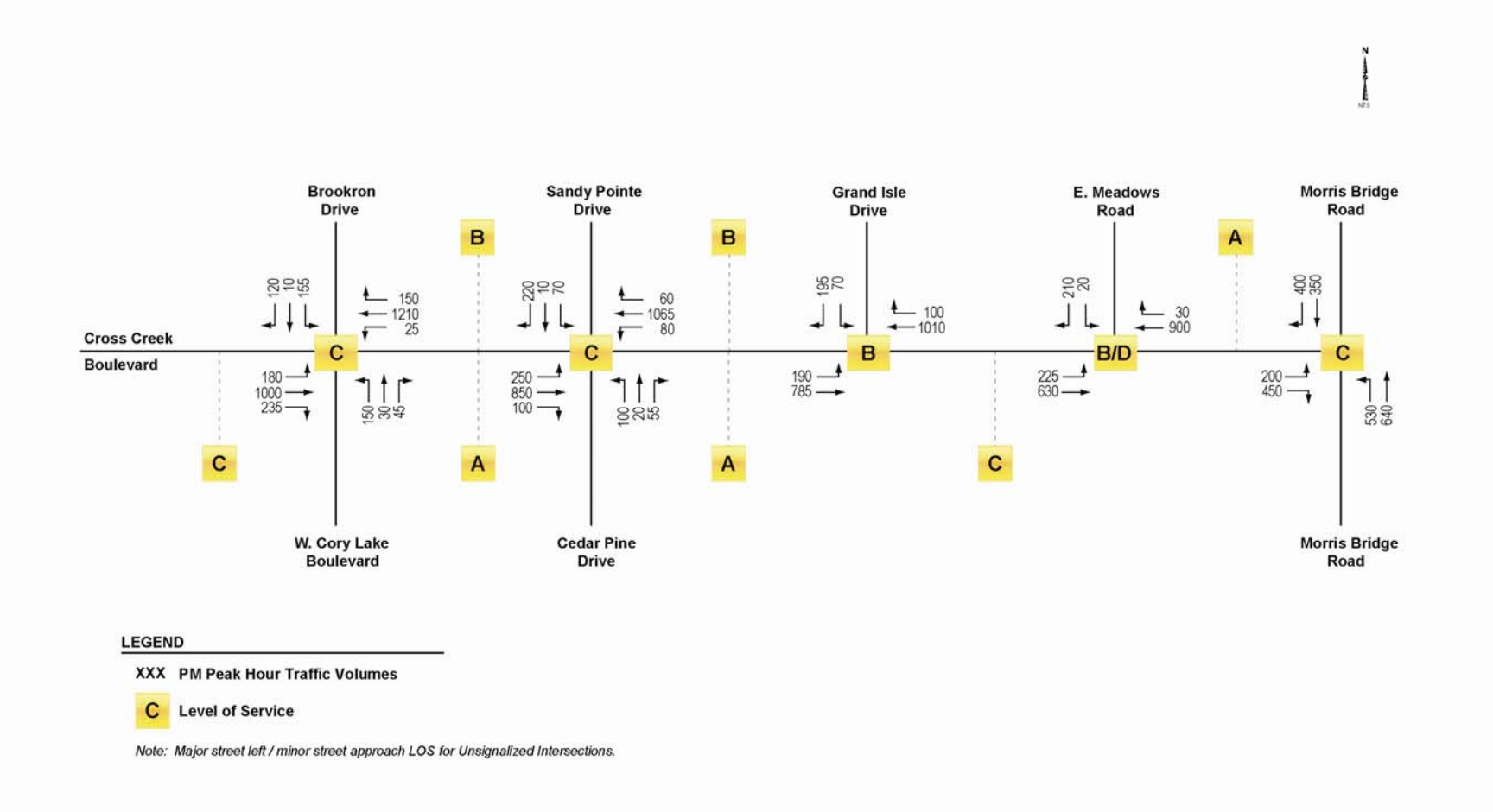


FIGURE 5-5
RECOMMENDED DESIGN YEAR (2033) INTERSECTION GEOMETRY

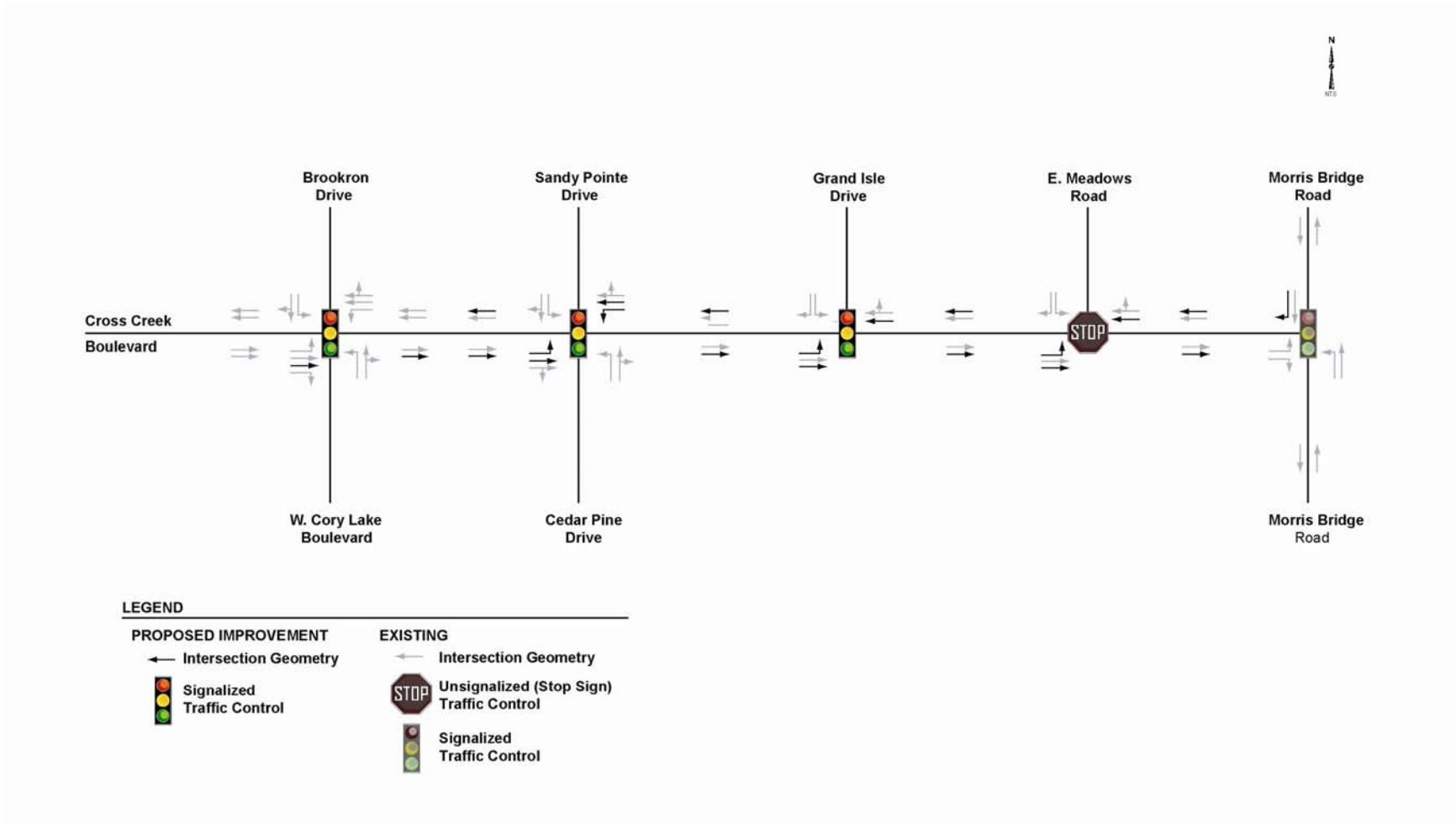


TABLE 5-3
DESIGN YEAR (2033) BUILD
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Approach	Lane Group	A.M. Peak Hour Average Delay (in sec/veh)	A.M. Peak Hour LOS	P.M. Peak Hour Average Delay (in sec/veh)	P.M. Peak Hour LOS
West Cory Lake Boulevard	Eastbound	Left	17.8	B	27.5	C
		Through	20.3	C	9.8	A
		Right	12.3	B	7.5	A
		Overall	19.3	B	11.7	B
	Westbound	Left	16.6	B	10.9	B
		Through/Right	26.9	C	24.3	C
		Overall	26.5	C	24.1	C
	Northbound	Left	31.6	C	43.5	D
		Through/Right	31.9	C	43.9	D
		Overall	31.6	C	43.6	D
	Southbound	Left	34.7	C	41.6	D
		Through/Right	41.9	D	43.2	D
		Overall	38.9	D	42.4	D
	Overall		**25.0**	**C**	**21.7**	**C**
Sandy Pointe Drive	Eastbound	Left	13.1	B	23.5	C
		Through/Right	14.5	B	11.4	B
		Overall	14.3	B	13.9	B
	Westbound	Left	12.4	B	12.9	B
		Through/Right	20.3	C	26.0	C
		Overall	19.9	B	25.1	C
	Northbound	Left	35.8	D	41.9	D
		Through/Right	27.8	C	33.6	C
		Overall	32.0	C	38.3	D
	Southbound	Left	29.7	C	35.2	D
		Through/Right	32.4	C	37.4	D
		Overall	32.0	C	36.9	D
	Overall		**19.4**	**B**	**22.5**	**C**
Grand Isle Drive	Eastbound	Left	6.1	A	8.1	A
		Through	4.2	A	3.0	A
		Overall	4.5	A	4.0	A
	Westbound	Through/Right	15.6	B	16.8	B
		Overall	15.6	B	16.8	B
	Southbound	Left	20.9	C	25.9	C
		Right	19.6	B	24.8	C
		Overall	20.1	C	25.1	C
	Overall		**10.4**	**B**	**12.4**	**B**
Morris Bridge Road	Eastbound	Left	70.8	E	49.6	D
		Right	20.7	C	15.3	B
		Overall	42.2	D	25.8	C
	Northbound	Left	73.0	E	22.9	C
		Through	10.2	B	9.0	A
		Overall	45.5	D	15.3	B
	Southbound	Through	52.1	D	39.7	D
		Right	7.9	A	15.9	B
		Overall	40.0	D	27.0	C
	Overall		**42.6**	**D**	**21.4**	**C**

5.4.5.2 Unsignalized Intersections

The 2033 unsignalized intersection analysis, as is shown in **Table 5-4**, indicates that acceptable operations will occur at the intersection of East Meadows Road if it remains unsignalized in the Design Year. Furthermore, it is important to note that this location does not meet the minimum signal spacing standard (1,320 feet) from the adjacent intersection of Morris Bridge Road.

TABLE 5-4
DESIGN YEAR (2033) BUILD
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Approach (Movement)	A.M. Peak Hour		P.M. Peak Hour	
		Control Delay (in sec/veh)	LOS	Control Delay (in sec/veh)	LOS
East Meadows Road	Eastbound (Left)	10.7	B	13.8	B
	Southbound (Left/Right)	27.0	D	33.3	D

5.4.5.3 Arterial Analysis

For overall arterial LOS, a comprehensive analysis was performed for Design Year (2033) conditions using the Synchro output. Because several signalized intersections are proposed along the corridor, Synchro is an acceptable operational tool to assess the arterial LOS. The results of this Synchro analysis are presented in **Table 5-5** for the a.m. and p.m. peak hours. LOS was based upon the urban speed thresholds listed on Exhibit 15-2, *"Urban Street LOS by Class,"* of the 2000 HCM. The Design Year (2033) Synchro arterial analysis results can be found in Appendix F of the Traffic Technical Memorandum, published separately.

As can be seen from the results of the arterial analysis, Cross Creek Boulevard is expected to operate at acceptable LOS throughout the study area corridor (West Cory Lake Boulevard to Morris Bridge Road) with the proposed improvements.

TABLE 5-5
DESIGN YEAR (2033) BUILD
ARTERIAL LEVEL OF SERVICE

Roadway Segment	A.M. Peak Hour				P.M. Peak Hour			
	Eastbound		Westbound		Eastbound		Westbound	
	Average Speed	LOS[1]	Average Speed	LOS[1]	Average Speed	LOS[1]	Average Speed	LOS[1]
West of West Cory Lake Blvd	16.0	E	N/A	N/A	22.2	C	N/A	N/A
West Cory Lake Blvd to Sandy Pointe Dr	33.8	B	28.3	B	36.6	A	29.3	B
Sandy Pointe Dr to Grand Isle Dr	40.9	A	30.2	B	42.0	A	28.3	B
Grand Isle Dr to Morris Bridge Rd	23.8	C	36.0	A	26.9	C	35.5	A
Corridor Total	**27.7**	**C**	**31.9**	**B**	**31.3**	**B**	**31.5**	**B**

[1] Based on Exhibit 15-2, "*Urban Street LOS by Class,*" of the 2000 HCM.

5.4.5.4 Storage Length Calculations

The recommended storage lengths for the exclusive left and right turn lanes were determined using the "red-time formula," which is:

$$L = \frac{(25)(DHV)(1-g/C)(T+1)(F)}{(3600/C)/N}$$

Where:

L	=	Storage Length	DHV	=	Design Hour Volume
g/C	=	Green/Cycle Ratio	T	=	Percent of Trucks
F	=	Arrival Factor (assumed 1.5)	N	=	Number of Lanes

The through movement queue lengths were also compared to the left and right turn queue lengths to help determine the most appropriate storage lengths. The queue length was also assessed for the proposed eastbound left-turn lane at the unsignalized intersection of East Meadows Road, where a minimum storage length of 200 feet is recommended due to school buses utilizing this turn lane to access Heritage Elementary School. The recommended ultimate (2033) turn-lane storage lengths are summarized in **Table 5-6**. These storage lengths reflect the intersection geometry shown in Figure 5-5 for the Design Year 2033.

TABLE 5-6
DESIGN YEAR (2033) BUILD
QUEUE LENGTH SUMMARY

Intersection	Movement	Required Storage (Feet)	Deceleration (Feet)	Total Calculated Length (Feet)	Recommended Length (Feet)
West Cory Lake Boulevard	EB Left	75	185	260	400
	EB Through	400	N/A*	400	
	EB Right	125	185	310	400
	WB Left	50	185	235	425
	WB Through	425	N/A*	425	
	NB Left[4]	225	145	370	315
	NB Through/Right	100	N/A*	100	
	SB Left[4]	175	145	320	155
	SB Through/Right	250	N/A*	250	
Sandy Pointe Drive	EB Left	125	185	310	350
	EB Through	350	N/A*	350	
	WB Left	75	185	260	425
	WB Through	425	N/A*	425	
	NB Left[5]	100	145	245	245
	NB Through/Right	100	N/A*	100	
	SB Left[4]	100	145	245	165
	SB Through/Right	325	N/A*	325	
Grand Isle Drive	EB Left	100	185	285	285
	EB Through	225	N/A*	225	
	SB Left[5]	125	145	270	270
	SB Right[5]	225	145	370	370

TABLE 5-6 (CONTINUED)
DESIGN YEAR (2033) BUILD
QUEUE LENGTH SUMMARY

Intersection	Movement	Required Storage (Feet)	Deceleration (Feet)	Total Calculated Length (Feet)	Recommended Length (Feet)
East Meadows Road[1]	EB Left[2]	200	185	385	385
	SB Left	100	145	245	
	SB Right[4]	100	145	245	180
Morris Bridge Road	EB Left	375	185	560	560
	EB Right	300	185	485	485
	NB Left	225	185	410	410
	NB Through	225	N/A*	225	
	SB Through	450	N/A*	450	
	SB Right[3]	250	185	435	450

* Not applicable to through movements; no deceleration distance necessary.

Footnotes:
[1] Unsignalized intersection; through movement queue not required.
[2] A minimum storage length of 200 feet is recommended to account for school bus traffic using turn lane.
[3] Recommended length based upon extending the exclusive southbound right-turn lane (currently access into the gas station) continuously to the signal.
[4] Recommended length limited by roadway constraints; therefore, length provided reflects the approximate existing length of the turn lane; note that movements are on local roadways that generally serve residential development and are not major arterials.
[5] Recommended length provided for informational purposes only; two dedicated southbound through lanes transitioning to left and right turn-lanes currently exist at Grand Isle Drive; at Sandy Pointe Drive, the northbound movements are part of an apartment complex driveway.

Additional General Notes:
- The longest queue storage length between the AM and PM Peak Hours is reported.
- Deceleration based on FDOT Index 301; assumes Cross Creek Boulevard = 45 mph, side-streets = 35 mph.

5.5 INTERSECTION REQUIREMENTS

The following summarizes the capacity and operational improvements recommended along the corridor for the Design Year (2033) based on traffic projections analyzed:

- The proposed widening improvements to the Cross Creek Boulevard corridor, consisting of the widening to four lanes between West Cory Lake Boulevard and Morris Bridge Road;
- Signalization, when warranted, at three intersections (West Cory Lake Boulevard, Sandy Pointe Drive and Grand Isle Drive);
- The addition of exclusive eastbound and westbound left-turn lanes at the intersection of Sandy Pointe Drive;
- The addition of an exclusive eastbound left-turn lane at the intersection of Grand Isle Drive;
- The addition of an exclusive eastbound left-turn lane at the intersection of East Meadows Road; and
- The addition of an exclusive southbound right-turn lane, including signal timing and phasing optimization at the intersection of Morris Bridge Road.

The following improvement is recommended to adequately address safety and/or operational concerns for future development and is being included as part of the PD&E Study for documentation purposes:

- The addition of a flashing (emergency) signal for the future access of the Fire Station to be located on the south side of Cross Creek Boulevard just east of the existing Post Office/Hess Station (approximately 3.0 miles east of Station 21).

5.6 ACCESS MANAGEMENT

An access management classification of 5 was utilized for this study with the spacing criteria shown in **Table 5-7**. **Table 5-8** illustrates the preliminary future access management plan developed for this study.

TABLE 5-7
ARTERIAL ACCESS MANAGEMENT CLASSIFICATION AND STANDARDS

Access Class	Median	Connection Spacing (feet) ≤ 45 mph	Median Opening Spacing (feet)		Signal Spacing (feet)
			Directional	Full	
5	Restrictive	245	660	1320	1320

TABLE 5-8
PRELIMINARY ACCESS MANAGEMENT PLAN

Location	Posted Speed (mph)	Type of Access Point		Distance to Access Point (feet)	Distance Between Full Openings (feet)	Meets FDOT Standards
		Directional	Full			
Brookron Drive 119+00	45		X	1st Intersection		
Primrose School 128+50	45		X	950	950	No
Villa Creek Drive 138+00	45		X	950	950	No
Sandy Pointe Drive 152+56	45		X		1,456	Yes
New Tampa Dance Theatre 175+50	45	X		2,294		Yes
Grand Isle Drive 184+80	45		X	930	3,224	Yes
Cross Creek Plaza/ Tampa Fire Rescue 209+00	45	X		2,420		Yes
Brittany Lynn 219+00	45	X		1,000		Yes
East Meadows Road 231+50	45	X		1,250		Yes
Morris Bridge Road 239+37	45		X	787	5,457	Yes

5.7 PEDESTRIAN AND BICYCLE FACILITIES

The 2035 LRTP identifies the need/cost affordable for bikeways to be built with roadway improvements on this segment of Cross Creek Boulevard (see **Figure 5-6**). In addition, the 2035 LRTP identifies the need/cost affordable for sidewalks to be built with the roadway improvements on this segment of Cross Creek Boulevard (see **Figure 5-7**). The Recommended Alternative incorporates all of the components identified in the 2035 LRTP. The proposed improvements include the addition of a 12-foot multi-use path on the south side of the facility. A 6-foot sidewalk on the north side of the facility is already in place. Per the Florida Greenbook, Chapter 9, Section B.1, paved shoulders should be at least 4 feet wide to accommodate bicycle travel, with 5 feet recommended.

FIGURE 5-6
MPO 2035 LRTP BICYCLE AND TRAILS COST AFFORDABLE PLAN

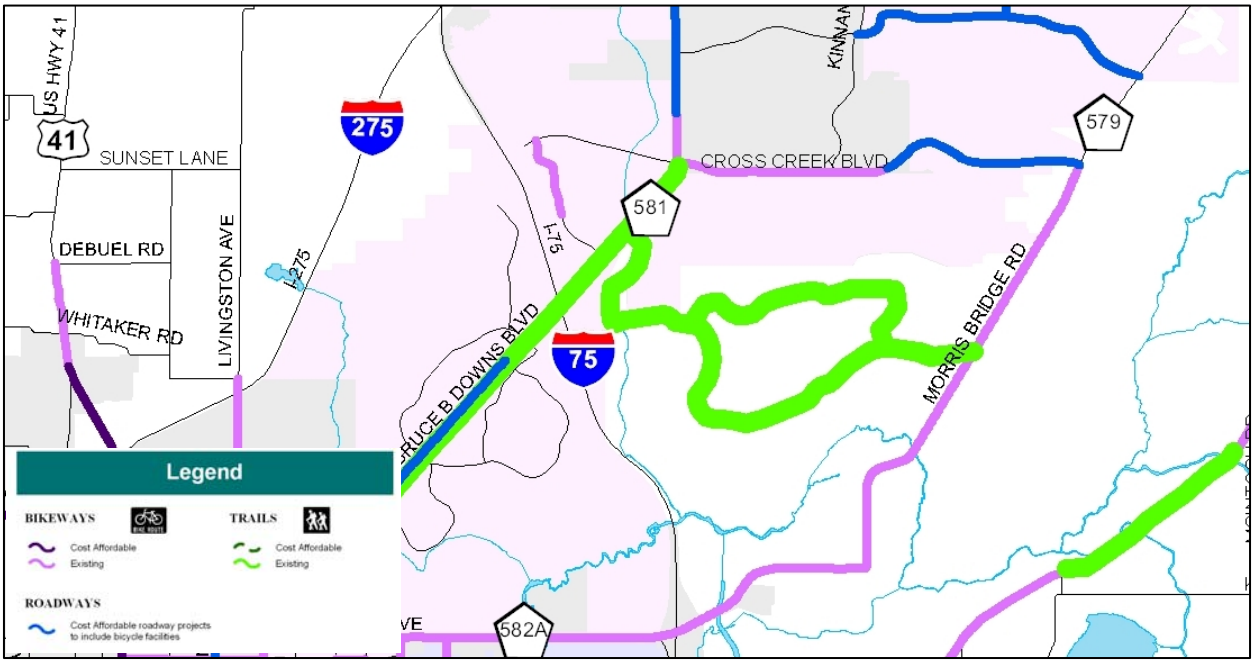
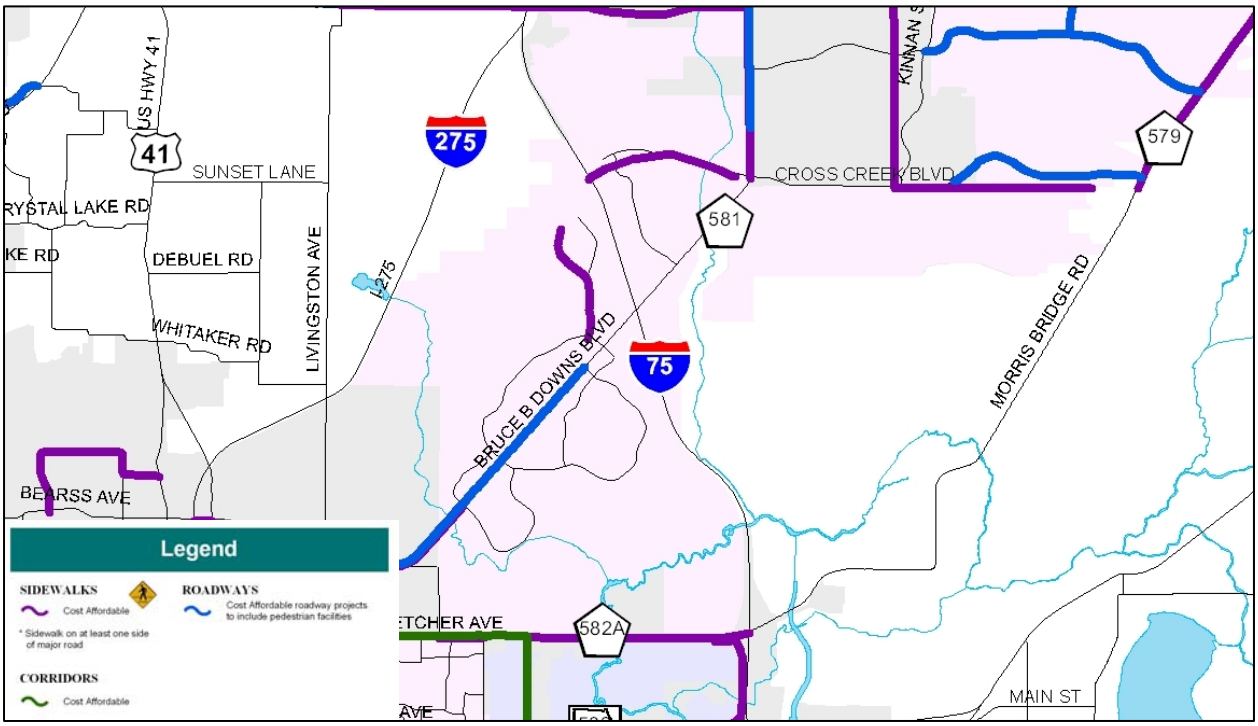


FIGURE 5-7
MPO 2035 LRTP PEDESTRIAN - SIDEWALK COST AFFORDABLE PLAN



5.8 RIGHT-OF-WAY REQUIREMENTS AND RELOCATIONS

The Hillsborough County Property Appraiser tax maps provided in Geographic Information System (GIS) format were reviewed to identify the existing right-of-way along Cross Creek Boulevard. The approximate existing right-of-way width on Cross Creek Boulevard varies between 178 feet and 200 feet. Right-of-way acquisition and relocations are not anticipated for the proposed widening of Cross Creek Boulevard between West Cory Lakes Boulevard and Morris Bridge Road.

5.9 UTILITIES AND LIGHTING

To evaluate potential surface and subsurface utility conflicts associated with the proposed alternatives, a list of utility owners within the project corridor was developed. The list is composed of those utility owners known to operate, or with plans to operate, utilities within the project corridor. The utility owners include:

- Bright House Networks,
- City of Tampa-Transportation,
- City of Tampa-Water,

- City of Tampa-Wastewater,
- Tampa Electric Company,
- TECO-Peoples Gas,
- Qwest Communications, and
- Verizon Florida, Inc.

Each utility owner was contacted by letter to verify ownership or operation of any utilities, existing or proposed, within the study corridor. The owners were provided with aerial photography depicting the project corridor and were asked to indicate their existing and proposed utilities. In is anticipated that no utility relocations will be required. Below is a brief discussion of the type of utilities per owner. The attached CD has aerial plan sheets identifying the location of these facilities.

5.9.1 BRIGHT HOUSE NETWORKS

Bright House Networks facilities are present throughout the project corridor. The underground cables are located at the north right-of-way between West Cory Lakes Boulevard and Morris Bridge Road. There is also cabling at the south right-of-way between Tropical Cove Drive and Brittany Lynn.

5.9.2 CITY OF TAMPA-TRANSPORTATION

The City of Tampa maintains the traffic signal on Cross Creek Boulevard at Morris Bridge Road. Two strain poles are located at the T intersection. Detector loops are used at each leg of the intersection.

5.9.3 CITY OF TAMPA-WATER

City of Tampa water mains are located on both sides of Cross Creek Boulevard. There are several crossings that interconnect the mains on either side of the existing pavement. Pipe sizes range from 8 to 24 inches in diameter. There is a 24-inch diameter pipe on the west right-of-way of Morris Bridge Road.

5.9.4 CITY OF TAMPA-WASTEWATER

The City of Tampa Wastewater Department maintains gravity lines and force mains within the project corridor. There is a gravity collection system located beneath the existing pavement between Villa Creek Drive and Brittany Lynn. The pipe sizes range between 8 and 12 inches in diameter. There is a 10-inch diameter force main between West Cory Lake Boulevard and the City-owned pump station near the New Tampa Dance Theatre. East of Brittany Lynn there is a six-inch diameter force main.

5.9.5 TAMPA ELECTRIC COMPANY

The Tampa Electric Company facilities include the street lighting located along the north edge of the existing pavement.

5.9.6 TECO-PEOPLES GAS

TECO-Peoples Gas maintains four-inch diameter gas lines between West Cory Lake Boulevard and East Meadows Road. The steel and polyethylene pipes overlap in front of the Heritage Pines Apartments. The piping is located on the south right-of-way and crosses north to the Publix Shopping Center.

5.9.7 QWEST COMMUNICATIONS

Qwest Communications maintains a buried cable along the east side of Morris Bridge Road.

5.9.8 VERIZON FLORIDA

Verizon Florida facilities are present throughout the project corridor. The underground system is located at the south right-of-way from east of West Cory Lakes Boulevard to Brittany Lynn. There is also buried copper cabling along the north right-of-way at the beginning of the corridor and from west of Brittany Lynn to Morris Bridge Road. Buried copper cabling is present along both sides of Morris Bridge Road.

5.10 TRAFFIC CONTROL PLAN

The proposed construction phasing for the widening of Cross Creek Boulevard from a two-lane undivided facility to a four-lane divided facility will utilize two phases. During the first phase, traffic will remain on the existing two-lane roadway (one lane in each direction) while the proposed eastbound lanes are constructed. In the second phase, westbound and eastbound traffic (one lane in each direction) will be shifted to the newly constructed eastbound lanes while the existing roadway is milled and resurfaced.

5.11 PRODUCTION SCHEDULE

The information in District Seven's FDOT Five-Year Work Program (2008-2013) for Cross Creek Boulevard is summarized in **Table 5-9** (see Appendix C).

TABLE 5-9
FDOT FIVE-YEAR WORK PROGRAM
2008-2013

Cross Creek Boulevard Phase II	Phase	FY 2008/2009	FY 2009/2010	FY 2010/2011	FY 2011/2012	FY 2012/2013
West Cory Lake Boulevard to Morris Bridge Road	Design			$830,000		

The information in Hillsborough County's Capital Improvement Program (2008-2013) for Cross Creek Boulevard is summarized in **Table 5-10**.

TABLE 5-10
HILLSBOROUGH COUNTY CAPITAL IMPROVEMENT PROGRAM
2008-2013

Cross Creek Boulevard Phase II	Phase	FY 2008/2009	FY 2009/2010	FY 2010/2011	FY 2011/2012	FY 2012/2013
West Cory Lake Boulevard to Morris Bridge Road	Construction				$1,500,000*	

* Funded from the Hillsborough County FY 2007 Capital Improvement Program; OR Book 18367, Pgs. 1623-1631. Construction funding anticipated in 2012.

The information in the City of Tampa's proposed Capital Improvement Plan (2010-2015) for Cross Creek Boulevard is summarized in **Table 5-11** (see Appendix C).

TABLE 5-11
CITY OF TAMPA CAPITAL IMPROVEMENT PLAN
2010-2015

Cross Creek Boulevard Phase II	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
West Cory Lake Boulevard to Morris Bridge Road	Impact Fees			$12,829,480			

Source: City of Tampa FY 2010-2015 Recommended Capital Improvement Plan (CIP).
Funding Source: Transportation Impact Fee Fund.

5.12 PROJECT COST ESTIMATES

The estimated project costs were determined for the Recommended Alternative and are summarized in **Table 5-12**. Construction costs were estimated using the FDOT Long Range Estimate (LRE) program for Year 2009. The LRE is provided in Appendix D. Preliminary engineering (design) costs were estimated at 11 percent of the estimated construction costs and Construction Engineering and Inspection (CEI) costs were estimated at 10 percent of the estimated construction costs.

TABLE 5-12
RECOMMENDED ALTERNATIVE ESTIMATED COSTS

Project Phase	Cross Creek Boulevard West Cory Lake Boulevard to Morris Bridge Road
CONSTRUCTION[1]	$7.89
ENGINEERING @ 11% OF CONSTRUCTION	$0.87
CONSTRUCTION ENGINEERING AND INSPECTION @ 10% OF CONSTRUCTION	$0.79
RIGHT-OF-WAY[2]	$0.00
WETLAND MITIGATION[3]	$0.00
TOTAL COSTS (in millions)	**$9.55**

[1] Based on FDOT LRE 06/09.

[2] Right-of-way acquisition and relocations are not anticipated for the proposed widening of Cross Creek Boulevard.

[3] No mitigation is proposed for the possible temporary and/or *de minimus* impacts to the ditches and swales within the existing right-of-way since the initial construction included construction of the stormwater management facilities for the ultimate build-out of Cross Creek Boulevard. Stormwater runoff will be directed to the existing stormwater management facilities located adjacent to Cross Creek Boulevard. Therefore, new stormwater management facilities will not be required for the proposed project.

Section 6.0
ENVIRONMENTAL IMPACTS SUMMARY

This section documents the environmental impacts of the project. The project was evaluated through the Efficient Transportation Decision Making (ETDM) process. As part of the screening process, FDOT initiated the Advance Notification to the Florida Clearinghouse using the Environmental Screening Tool (EST). The ETDM Programming Summary Report is provided in Appendix E. **Table 6-1** provides the summary table and topical categories used to evaluate the environmental impacts.

TABLE 6-1
SUMMARY OF ENVIRONMENTAL IMPACTS CHECKLIST
FOR TYPE 2 CATEGORICAL EXCLUSIONS

Topical Categories	S	NS	N	NI	Basis for Decision
A. NATURAL ENVIRONMENT					
1. Air Quality	[ ]	[ ]	[x]	[ ]	See Section 6.1.1
2. Coastal and Marine	[ ]	[ ]	[x]	[ ]	See Section 6.1.2
3. Contaminated Sites	[ ]	[x]	[ ]	[ ]	See Section 6.1.3
4. Farmlands	[ ]	[ ]	[ ]	[x]	
5. Floodplains	[ ]	[x]	[ ]	[ ]	See Section 6.1.5
6. Infrastructure	[ ]	[x]	[ ]	[ ]	See Section 6.1.6
7. Navigation	[ ]	[ ]	[ ]	[x]	
8. Special Designations	[ ]	[ ]	[x]	[ ]	See Section 6.1.8
9. Water Quality/Quantity	[ ]	[x]	[ ]	[ ]	See Section 6.1.9
10. Wetlands	[ ]	[x]	[ ]	[ ]	See Section 6.1.10 and Section 7.0
11. Wildlife and Habitat	[ ]	[x]	[ ]	[ ]	See Section 6.1.11
B. CULTURAL IMPACTS					
1. Historic/Archaeological	[ ]	[ ]	[x]	[ ]	See Section 6.2.1
2. Recreation Areas	[ ]	[ ]	[x]	[ ]	See Section 6.2.2
3. Section 4(f) Potential	[ ]	[ ]	[x]	[ ]	See Section 6.2.3
C. COMMUNITY IMPACTS					
1 Aesthetics	[ ]	[ ]	[x]	[ ]	See Section 6.3.1
2. Economic	[ ]	[ ]	[ ]	[x]	
3. Land Use	[ ]	[ ]	[x]	[ ]	See Section 6.3.3
4. Mobility	[ ]	[ ]	[x]	[ ]	See Section 6.3.4
5. Relocation	[ ]	[ ]	[ ]	[x]	
6. Social	[ ]	[ ]	[x]	[ ]	See Section 6.3.6
D. OTHER IMPACTS					
1. Noise	[ ]	[x]	[ ]	[ ]	See Section 6.4.1
2. Construction	[ ]	[x]	[ ]	[ ]	See Section 6.4.2

* S = Significant; NS = Not Significant; N = None; NI = No Involvement. Basis of decision will be a reference to the Programming Summary Report, or summary following this checklist that is included in the Project Development Summary Report.

6.1 NATURAL ENVIRONMENT

6.1.1 AIR QUALITY

The project is located in an area that is designated attainment for all of the National Ambient Air Quality Standards (NAAQS) under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project. As requested by the U.S. Environmental Protection Agency (USEPA), FDOT expects the City of Tampa to conduct an Air Quality Screening Analysis.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's screening model, CO Florida 2004 (released September 7, 2004) uses the latest USEPA-approved software (Mobile 6 and CAL3QHC) to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour NAAQS for CO that are 35 parts per million (ppm) and 9 ppm, respectively.

Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for the pollutant with either the No-Build or Build alternatives. As such, the project "passed" the screening model.

The project is located in an area which is designated Attainment for all of the NAAQS under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project; therefore, the environmental impact has been determined to be None.

6.1.2 COASTAL AND MARINE

SWFWMD indicated no involvement; however, the National Marine Fisheries Service (NMFS) noted that the project's eastern terminus lies within 0.25 miles of Basset Branch, which empties to the Hillsborough River. The Hillsborough River drains to Hillsborough Bay, which contains mangrove, seagrass, and salt marsh habitats used by managed fish species. NMFS also noted that increased use of the road could result in an increase in the amount of sediment, oil, and grease and other pollutants reaching estuarine habitats utilized by marine fishery resources in the Lower Hillsborough River and Hillsborough Bay and recommended that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the Lower Hillsborough River and Hillsborough Bay. NMFS indicated that it does not appear that the project will directly impact any NMFS trust resources.

The existing Cross Creek Boulevard right-of-way was evaluated for potential impacts to wetlands and other surface waters. The proposed project will be limited to the existing right-of-way. The Draft Location Hydraulics Report (LHR) noted that the existing culverts, swales, and ditches within the existing right-of-way were designed and constructed for the

ultimate build-out of Cross Creek Boulevard and degraded water is not expected to enter estuarine habitats. Additionally, Best Management Practices (BMPs) will be employed during road construction to prevent siltation and pollutants from reaching these habitats.

In a letter dated November 3, 2008, Florida Department of Environmental Protection (FDEP) concluded that the project is consistent with the Florida Coastal Management Program. Therefore, the environmental impact has been determined to be None.

6.1.3 CONTAMINATED SITES

The USEPA reviewed the following contaminated sites GIS analysis data for the project at buffer distances of 100 feet through 500 feet: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, and Toxic Release Inventory Sites. The USEPA determined that the widening of this segment of Cross Creek Boulevard should not have a significant impact on the above contaminated site features and/or businesses with onsite underground or above ground petroleum storage tanks. The USEPA recommended the corridor be surveyed to confirm the location of any current or past contaminated site features that are or may have been previously located along the corridor and whether environmental impact would result from construction or operation of the roadway.

In addition to reviewing the GIS data on the EST, SWFWMD staff conducted a site inspection of the project area on April 8 and 18, 2007. While not included in the GIS analysis, two gas stations and two dry cleaners were observed within the 100-foot project buffer area. No hazardous waste sites, brownfields, FDEP Superfund Hazardous Waste Sites, solid waste sites, nuclear sites, or National Priority List sites have been reported as occurring within the 100-foot buffer or between the 100-foot buffer area and the one-mile buffer. The project area is considered part of a high sinkhole hazard area, although there are no sinkholes reported within the 500-foot buffer area. There are approximately 0.46% agricultural uses, consisting of cropland and pastureland, within the 500-foot buffer area of the proposed project. SWFWMD commented that the surficial aquifer has a high vulnerability to pollution. The City must provide reasonable assurance that project activities will not degrade surface water quality below the applicable State Water Quality Standards (40D-4.301).

A Level 1 Contamination Screening Evaluation Report (CSER) was conducted for the Cross Creek Boulevard project. The results of the individual site investigations are presented in the CSER, Appendix A. Of the eight (8) sites identified, one (1) was ranked “No,” four (4) were ranked “Low,” two (2) were ranked “Medium,” and one (1) was ranked “High.”

- Site No. 2 - BP Cross Creek (Medium)
- Site No. 4 - Bulk Liquid Transport (High)
- Site No. 8 - Former Skeet Range/Gun Club (Medium)

Based on the conclusions of the study and the risk ratings noted above, it was recommended that for those locations with a risk ranking of "Medium" or "High," Level II field screening should be conducted. These sites have been determined to have potential contaminants, which may impact the Cross Creek Boulevard corridor. A soil and groundwater sampling plan will 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 will be prepared. Site No. 2 should have an updated regulatory file review to determine if field assessment is necessary. The results of the Level II screening will be used to determine what corrective action, if any, may be warranted for potential impacts to the project. Any corrective action efforts including the Level II screening, if warranted, will be implemented by the City of Tampa.

Based on the results of the CSER, the environmental impact has been determined to be Not Significant.

6.1.4 FARMLANDS

No involvement.

6.1.5 FLOODPLAINS

The USEPA reviewed the GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project. The USEPA indicated a small amount of acreage within the 100-year floodplain, as designated by Zones A and AE of the flood hazard zone designation.

SWFWMD determined that the project may cause impacts to the floodplain due to:

- The small portion of alignment identified within a Federal Emergency Management Agency (FEMA) floodplain and consideration that the roadway and adjacent developments were designed, permitted, and constructed together;
- The complex drainage system that occurs in the project area; and
- The design details and the actual footprint of the proposed improvements were not known at the time of the evaluation.

Eight percent (24.6 acres) of floodplains are located within the EST's 500-foot buffer zone and are located within Zone A or AE of the 100-year floodplain (Special Flood Hazard Area). These floodplains are associated with the Hillsborough River and Basset Branch. There is the potential for impacts to floodplains and their functions along the proposed roadway capacity improvement project.

Using the most current information on floodplain acreage and elevation, the City of Tampa verified and quantified potential impacts to these floodplain areas and evaluated compensation opportunities for any floodplain encroachment and lost floodplain storage areas.

The hydrology of the project area was analyzed and documented in the LHR, published separately. In general, surface drainage in the right-of-way of Cross Creek Boulevard flows into existing detention pond areas located within the various Cross Creek developments. Discharge from these ponds outfall to various wetland areas and ultimately discharge to Clay Gully and the Hillsborough River.

A total of five cross drains are located within the existing 2.3-mile Cross Creek Boulevard project limits. The cross drains vary in size from 19-inch by 30-inch to 38-inch by 60-inch diameter ERCPs and a concrete CONSPAN arch culvert of 14-foot by 6-foot.

A review of Flood Insurance Rate Maps (FIRMs) 12057C0090H and 12057C0095H revealed one regulatory floodplain, Clay Gully East, with a base flood elevation of 53.3 feet-NAVD was located within the project limits. City of Tampa Maintenance personnel were contacted to acquire information related to past problems due to flooding along the project corridor. According to the City Maintenance personnel, no reports of significant flooding within the project corridor have been reported.

Since all proposed improvements to Cross Creek Boulevard will be completed within the existing right-of-way, no further encroachment into established flood zones outside of the existing right-of-way will occur. The Cross Creek Boulevard corridor within the project limits was previously permitted by SWFWMD through various permits with the Cross Creek Boulevard development by Heidt & Associates. The roadway improvements were divided into various segments and permitted with adjacent housing developments. Stormwater runoff from the roadway and any floodplain or wetland impacts associated with the additional two-lane roadway were included in the previous permits.

In accordance with 23 CFR 650A, the project corridor was evaluated to determine the effects, if any, of the proposed roadway improvements on the hydrology and hydraulics of the area. Hydraulic improvements required as part of the roadway project were divided into seven categories based on the type of hydraulic improvement proposed and the estimated floodplain effects. Cross Creek Boulevard was determined to be a Category 3, Projects Involving Modifications to Existing Drainage Structures, because:

1. The improvements to the existing Cross Creek Boulevard roadway represent transverse encroachments on the floodplain. This encroachment should remain at existing levels for the proposed alternatives.
2. The proposed drainage structure improvements will not significantly increase the potential for risks or damages.
3. Interruption of emergency services and emergency evacuation routes due to roadway flooding should not change significantly from existing levels.

4. Cut and fill activities required as part of the roadway improvements are not expected to significantly impact the fauna, flora, and open space environments along the corridor.
5. Local groundwater and surface water systems, flow patterns, and water quality will experience no significant impacts.

The following conclusion applies to Category 3 structures:

> *"The modifications to drainage structures included in this portion of the project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases to flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any 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."*

All of the stormwater permitting (and wetland permitting) for the two-lane Cross Creek Boulevard roadway expansion have been provided in the previously issued permits. On April 8, 2009, a meeting was held with SWFWMD to discuss the proposed project's improvements and how to submit permits during the construction phase of the project. SWFWMD indicated that the existing stormwater and floodplain impacts for the proposed roadway improvements have already been accounted for in the previous Cross Creek Boulevard development permitting. The project may require a general construction permit since the City of Tampa will now be the applicant. The multi-use trail proposed for the south side of the roadway, which was not included in the original Cross Creek Boulevard roadway permits, will not require additional treatment, peak attenuation, or floodplain compensation.

Federal agencies that may require permits for the proposed Cross Creek Boulevard improvements are the U.S. Army Corps of Engineers (USACE), the USEPA, and FEMA. The USACE would be involved in permitting dredge and fill activities in the waters of the United States. In Florida, the National Pollutant Discharge Elimination System (NPDES) permit process is administered by the FDEP for stormwater discharges into Waters of the United States.

Based on the results of the LHR, the environmental impact to floodplains has been determined to be Not Significant.

6.1.6 INFRASTRUCTURE

SWFWMD noted that construction of the Cross Creek Boulevard improvements may cause the potential loss of valuable data from an existing monitoring well station considered necessary to properly regulate regional water resources. Should relocation of the well station be necessary, it will be done at the expense of the City and with the cooperation and direction of SWFWMD. The City will contact the Hydrologic Data Section at the SWFWMD office to obtain specific information on the data collection facilities in order to avoid adverse effects on SWFWMD's data collection.

FDOT noted that the intent of the project is to add additional lanes to the roadway within existing right-of-way. All right-of-way, drainage, and mitigation areas were conveyed to the City by developers and the right-of-way was dedicated on or before December 13, 2002. One private school is located within the 200-foot project buffer area.

The City of Tampa will coordinate with the Hydrologic Data Section at the SWFWMD office regarding the potential relocation of the well station. The project will not directly impact any school sites in the adjacent area. The City will take measures to minimize impacts to any school facilities in the area and to the monitoring well station, referenced in SWFWMD comments. The environmental impact is determined to be Not Significant.

6.1.7 NAVIGATION

No involvement.

6.1.8 SPECIAL DESIGNATIONS

The USEPA indicated that the Hillsborough River, listed as an Outstanding Florida Water (OFW), is located within 500 feet of the proposed project corridor. OFWs are provided the highest level of protection under Chapter 40D-4, Florida Administrative Code (FAC). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring an FDEP Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. The City should coordinate and consult with FDEP requiring specific permitting requirements relating to this OFW. Increased development in the area surrounding the project may also have indirect and cumulative impacts on the Hillsborough River and its tributaries.

SWFWMD indicated that the project has the potential to result in surface water pollution that might be transported by intermittent streams and wetlands to the Hillsborough River, which is an OFW within 500 feet of the project and a Class I water downstream of the project runoff from the project may reduce water quality in adjacent wetlands and intervening watercourses and possibly reach the Hillsborough River. There are additional OFW water quality criteria in accordance with the SWFWMD Basis of Review that will have to be met during construction.

The stormwater facilities design for this project include, at a minimum, the requirements for stormwater treatment as required by SWFWMD in Chapter 40D-4, FAC. A Water Quality Impact Evaluation (WQIE) checklist was completed and is contained in the project files. The WQIE, dated June 12, 2009, indicates that no Special Designation resources will be affected by the proposed improvements. Therefore, the environmental impact to designated waterways was determined to be None.

6.1.9 WATER QUALITY AND QUANTITY

The project is located within the Hillsborough River watershed, which includes two smaller drainage basins: the Hillsborough River and Basset Branch. The Hillsborough River, which is a designated OFW, is located within the 500-foot project buffer. The Hillsborough River flows into Hillsborough Bay, which is designated Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC. The project is 100% within the Floridian Aquifer System, which is designated a Principal Aquifer system.

SWFWMD noted that the proposed project is located within the SWFWMD-designated Northern Tampa Bay Water Resources Assessment Project (NTBII) and the SWFWMD has established minimum levels for four wetlands in the vicinity of Morris Bridge Well Field (MBWF), including MBWF entry dome, MBWF X-4, MBWF Clay Gully Cypress, and MBWF unnamed wetlands. These wetlands are located within 0.75 mile of the project.

The USEPA, FDEP, and SWFWMD commented with concerns on potential water quality impacts to the Lower Hillsborough River, Hillsborough Bay, and the MBWF.

The City of Tampa will take measures to not adversely affect state water quality standards as well as special standards for OFW when the project is implemented. To offset wetland impacts, the City expects to acquire an ERP that will be suitable to the type of project proposed.

For this project, the proposed stormwater facility design will include, at a minimum, the requirements for stormwater treatment as required by SWFWMD in Chapter 40D-4, FAC. A WQIE checklist was completed and is contained in the project files. Based on the WQIE, the environmental impact was determined to be Not Significant.

6.1.10 WETLANDS

NMFS staff noted that it does not appear that the project will directly impact resources under their review; however, the project's eastern terminus lies within 0.25 mile of Basset Branch, which drains directly into the Hillsborough River, which in turn drains to Hillsborough Bay. SWFWMD noted that most of the wetlands in the immediate project area have been disturbed to accommodate the construction of Cross Creek Boulevard and extensive residential development adjacent to the project. The USACE noted that a site visit showed that most of the existing right-of-way has been cleared. National Wetlands Inventory (NWI) reports 2.7 acres (4.89% of project corridor) of palustrine wetlands within the 100-foot buffer area. Within the 200-foot buffer area, there are 5.9 acres (5.28% of project corridor) of palustrine wetlands.

In compliance with Presidential Order 11990 and using assessment methodology, evaluation procedures, and document preparation guidance found in the FHWA's Technical Advisory T6640.8A, Title 23; CFR, Part 777; and Part 2, Chapter 18 of the FDOT PD&E Manual, revised April 14, 1999, consideration was given to the protection of wetland resources.

In accordance with this policy, a Wetlands Evaluation Biological Assessment Report (WEBAR) was prepared for the Cross Creek Boulevard project. The project study area was evaluated to assess potential wetland impacts that may be associated with the proposed improvements. A wetland or other surface water was considered impacted if it is located within the existing and/or proposed right-of-way and may be impacted by dredge and fill activities associated with the roadway widening. The proposed project will be limited to the existing right-of-way. Existing culverts, swales, and ditches within the existing right-of-way were designed and constructed for the ultimate build-out of Cross Creek Boulevard.

Based on this evaluation, temporary and/or *de minimus* impacts to the ditches and swales on the south side of Cross Creek Boulevard are anticipated as a result of construction of the project. No impacts to the ditches and swales on the north side of Cross Creek Boulevard are expected. No mitigation was proposed for the possible temporary and/or *de minimus* impacts to the ditches and swales within the existing right-of-way.

During the initial construction of Cross Creek Boulevard, impacts to wetlands were permitted for right-of-way to right-of-way. Impacts to areas that were previously designated as wetlands prior to the initial construction of Cross Creek Boulevard were permitted and have been successfully mitigated. There are no wetlands currently within the existing right-of-way. Therefore, there will be no wetland impacts as a result of the proposed widening.

Since the initial construction included construction of the stormwater management facilities for the ultimate build-out of Cross Creek Boulevard, stormwater runoff will be directed to the existing stormwater management facilities located adjacent to Cross Creek Boulevard. Therefore, new stormwater management facilities will not be required for the proposed project.

The initial construction of Cross Creek Boulevard was permitted and successfully mitigated for right-of-way to right-of-way by SWFWMD, USACE, and the Environmental Protection Commission of Hillsborough County (EPCHC). It is anticipated that the environmental permits previously issued by SWFWMD and the USACE will require modification for the proposed widening of the roadway. The EPCHC has reviewed the proposed project and has approved all surface water impacts within the existing corridor for the proposed widening of Cross Creek Boulevard. Therefore, no subsequent wetland impact authorization or mitigation will be required by EPCHC as long as the proposed corridor matches that corridor previously approved by EPCHC.

Based on the evaluation summarized above, the environmental impact for wetlands was determined to be Not Significant.

6.1.11 WILDLIFE AND HABITAT

Based on comments received from resource agencies during the ETDM screening of the project, the project's 100-foot buffer is within the USFWS scrub-jay consultation area, the FFWCC Strategic Habitat Conservation Area for wading birds, and the range of the rare and imperiled ironcolor shiner. Also approximately 682 acres of the Lower Hillsborough Flood Detention Area, designated as publicly owned lands, occur within one mile of the project.

The City evaluated and considered the recommendations from the commenting agencies, prepared a WEBAR during the project's PD&E Study phase, and will coordinate its review with the USFWS and the FFWCC.

The project was evaluated for potential impacts to threatened and endangered plant and animal species in accordance with 50 CFR 402.12; Section 7(c) of the Endangered Species Act of 1973 as amended; by Rules 68A-27.003, 68A-27.004, and 68A-27.005 FAC and Part 2, Chapter 27 of the FDOT PD&E Manual.

A WEBAR was prepared for Cross Creek Boulevard and is published separately. The potential effects of the proposed project on state and federally listed species were assessed by determining the natural habitats that would be affected by the project and determining the potential use of these habitats by listed species.

Scientists familiar with Florida natural communities conducted a field review of the project study area. The purpose of this review was to verify and/or refine preliminary habitat boundaries and classification codes established through in-office literature reviews and photo interpretation. During the field review, each upland and surface water community within the project study area was visually inspected and plant species composition, exotic plant infestations, shifts in historical plant communities, and any other disturbances such as soil subsidence, clearing, canals, power lines, etc. were noted. Wildlife and signs of wildlife usage in each upland and surface water community were also noted.

A review of federally and state listed plant and animal species that occur within Hillsborough County and their habitats was performed prior to field surveys.

According to the Florida Natural Area Inventory (FNAI), no federally or state listed plant species have been documented within the project study area. The vegetated portions of the project study area are routinely mowed and maintained and are not suitable habitat for the listed plants occurring in Hillsborough County. Based on this information, it was determined that this project will not affect any listed plant species.

The **eastern indigo snake** (*Drymarchon couperi*) is listed as threatened by the USFWS and the FFWCC. Low quality habitat for this species is present within the project study area; however, this species was not observed during field reviews. To ensure the project will not impact the eastern indigo snake, the City of Tampa will commit to implementing the USFWS's standard eastern indigo snake precautions during construction of the project. With this commitment, it has been determined that the project "may affect, is not likely to adversely affect" the eastern indigo snake.

The **wood stork** (*Mycteria americana*), listed as endangered by the USFWS and the FFWCC, was not observed within the project study area during the field review. Based on information provided by the USFWS, FFWCC, and FNAI, the project study area is located within the 15-mile radius core foraging area of sixteen (16) active wood stork nesting colonies. There are ditches and swales within the project study area, which offer low quality foraging habitat to the wood stork. However, since *de minimus* impacts are proposed for these ditches, it has been determined that this project will have "no effect" on the wood stork.

The **limpkin** (*Aramus guarauna*), **little blue heron** (*Egretta caerula*), **reddish egret** (*Egretta rufescens*), **snowy egret** (*Egretta thula*), **tricolored heron** (*Egretta tricolor*), and **white ibis** (*Eudcimus albus*) were documented by FNAI as occurring within, or are likely to occur within the project study area. All of these species are listed as species of special concern by the FFWCC. During the field review of the project study area, adult white ibises, a limpkin and a little blue heron were observed foraging within the project study area in the ditches and swales. Also during the field review of the project study area, five adult and one juvenile **Florida sandhill cranes** (*Grus canadensis pratensis*), listed as threatened by FFWCC, were observed foraging among roadside ditches and swales within the project study area. Wetlands do not exist within the project study area and impacts to the ditches and swales are anticipated to be temporary and *de minimus*. It has been determined that the project will not affect the limpkin, little blue heron, snowy egret, reddish egret, tricolored heron, white ibis, or the Florida sandhill crane.

The **gopher tortoise** (*Gopherus polyphemus*) is listed as threatened by the FFWCC. Gopher tortoise burrows may harbor a number of state listed species of special concern, such as the **Florida mouse** (*Podomys floridanus*), the **Florida pine snake** (*Pituophis melanoleucus mugitis*), and the **gopher frog** (*Rana capito*). Based on information from FNAI, gopher tortoise burrows, the Florida mouse, the Florida pine snake, or the gopher frog have not been documented within the project study area and no burrows were observed within the project study area during the field review. During the design and permitting phase of the project, the City of Tampa will commit to resurveying the project study area for gopher tortoise burrows. For these reasons, it has been determined that the project will not affect the gopher tortoise, the Florida mouse, the Florida pine snake, or the gopher frog.

Though the **bald eagle** (*Haliaeetus leucocephalus*) has been removed from Federal and state lists, it is still protected by the Bald and Golden Eagle Protection Act in accordance with 16 United States Code 668. The FFWCC website and FNAI indicate that there are no nest sites documented within one (1) mile of the project study area. No bald eagle nests were observed within or adjacent to the project study area during the field review. If a bald eagle nest is found within 660 feet of the project area during the design and permitting phase, the City of Tampa will coordinate with FFWCC to secure any and all approvals regarding this species. With the above commitment, it has been determined that this project will not affect the bald eagle.

The Sherman's fox squirrel is listed as a species of special concern by the FFWCC. Low quality habitat for the Sherman's fox squirrel occurs immediately adjacent to the project area near the eastern terminus of the project; however, no Sherman's fox squirrels were observed during field reviews and the FNAI does not report any occurrences of this species within one mile of the project. For these reasons, it has been determined that the project will not affect the Sherman's fox squirrel.

The project study area was also evaluated for the occurrence of listed species Critical Habitat designated by Congress in 17 CFR 35.1532. No designated Critical Habitat for any federally listed species occurs within the project study area.

A copy of the Draft WEBAR was provided to the USFWS for their concurrence with the determinations presented herein. In a letter dated November 30, 2009, USFWS concurrence with the findings that no impacts to Federally-listed species will occur as a result of the proposed action. A copy of the USFWS letter of concurrence is located in Appendix C.

The environmental impact was determined to be Not Significant.

6.2 CULTURAL ENVIRONMENT

6.2.1 HISTORIC AND ARCHAEOLOGICAL SITES

The Miccosukee Tribe noted that with the number of archeological sites located within ¼ mile of the project, there were probably more archeological sites present. A Cultural Resource Assessment Survey (CRAS) was recommended.

The Florida Department of State noted that the project corridor had not been subjected to a systematic CRAS. Although four archeological sites have been previously recorded within 500 feet of the project, all have been determined ineligible for listing. The FHWA and SWFWMD noted only three archeological sites within the buffer. SWFWMD also stated that the project has a low potential to adversely affect cultural resources of significance.

A CRAS was undertaken to comply with Chapter 267, FS; Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303); and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Historic Preservation Compliance Review Program* (November 1990), *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), FAC. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (*Archaeological and Historic Resources*) of the FDOT PD&E Manual (revised January 1999). All work conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

The purpose of the CRAS was to locate, identify, and aerially delimit any archaeological sites and historic resources (structures, buildings, bridges, cemeteries) located within the project Area of Potential Effect (APE), and to assess their significance in terms of the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The APE for the archaeological resources is defined as the land contained within the existing right-of-way and the historical APE consists of the land within and adjacent to the existing right-of-way.

A check of the summary report for Cross Creek Boulevard indicated an absence of reviews for the Historic and Archaeological Sites issue (FDOT, 2008). A review of the Florida Master Site File (FMSF) July 2008 digital database (the most current available), indicated that 16 archaeological sites have been recorded within one mile of the project APE. Five of the previously recorded sites are located adjacent or proximate to the existing right-of-way:

8HI6687, -6692, -6693, -6694, and -8365. None of the sites was considered eligible for listing in the NRHP by the State Historic Preservation Officer (SHPO).

In accordance with the recent predictive model for Hillsborough County (Janus Research 2004), and in view of the extent of modern development along the roadway, the project corridor was considered to have a generally low potential for precontact period archaeological site occurrence. Similarly, given the results of the historic research, no historic period archaeological sites, including nineteenth century homesteads, forts, trails, roads, or Indian encampments were expected. As a result of the field survey conducted in October 2008, no new archaeological resources were discovered. However, the boundaries of the previously recorded 8HI8365 were expanded to the south and an Archaeological Occurrence (AO) was reported. An AO is defined as "one or two non-diagnostic artifacts, not known to be distant from the original context, which fit within a hypothetical cylinder of thirty meters diameter, regardless of depth below surface" (FMSF 1999:10). The Cross Creek Scatter Site (8HI8365) was previously evaluated by the SHPO as ineligible for listing in the NRHP due to its low research potential. ACI concurred with that assessment. The AO, which consists of a single piece of lithic debitage, is not a significant resource.

No historic resources have been recorded previously within one mile of the Cross Creek Boulevard project corridor. Historical/architectural windshield survey conducted by ACI on August 29, 2008 indicated an absence of potential historic (50 years of age or older) buildings and structures.

In summary, no significant archaeological sites and historic resources are located within the Cross Creek Boulevard PD&E Study project APE. Therefore, the proposed road improvements will have no effect on any cultural resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further work is recommended. Based on the SHPO review of the CRAS, the environmental impact is determined to be None. In a letter dated July 15, 2009, SHPO concurred with the findings in the CRAS (see Appendix C).

6.2.2 RECREATION AREAS

FDEP and USEPA noted the potential for impacts to state and local recreational trails, conservation lands, wildlife management, FNAI Managed Lands, parks, and schools, etc. located nearby. SWFWMD identified Branchton Park, which shares its northern boundary with the right-of-way of Cross Creek Boulevard at the eastern terminus of the project. A day-use park, operated by Hillsborough County, offers a walking trail, basketball court, and playground area. Public access is from Morris Bridge Road at a point 400 feet south of the Cross Creek Boulevard and Morris Bridge Road intersection.

A Section 4(f) Determination of Applicability (DOA) was developed for Branchton Park. The City of Tampa requested and received a Statement of Significance from Hillsborough County. The letter of response from the Parks, Recreation and Conservation Director, dated July 1, 2009, states that while Branchton Park is considered a significant public resource to the recreational opportunities in Hillsborough County, any project contained within the existing right-of-way of

the vicinity of the park should not affect the use of this resource. In an email received August 24, 2009, FHWA concluded that there is no Section 4(f) use of Branchton Park (see Appendix C).

The environmental impact was determined to be None.

6.2.3 SECTION 4(f) LANDS

SWFWMD noted that there was a potential for loss of recreational lands as a result of direct encroachment for construction of roadway facilities, the potential for flooding of portions of Branchton Park property at a cross drain, and the reduced access to Cross Creek Park during construction of the project.

The City of Tampa will take all measures to minimize/avoid harming existing recreational areas, schools, and historic and archaeological resources. The intent of the project is to add additional lanes to the roadway within existing right-of-way. The appropriate ERP for this segment will be acquired based on the existing stormwater system.

The City of Tampa examined the project for potential Section 4(f) properties in accordance with Section 4(f) of the *Department of Transportation Act of 1966* (Title 49, USC, Section 1653 (f), amended and recodified in Title 49, USC, Section 303, in 1983). Branchton Park is a county-owned park that shares its northern boundary with the right-of-way of Cross Creek Boulevard, and is accessed from Morris Bridge Road, approximately 400 feet south of the Cross Creek Boulevard/Morris Bridge Road intersection. Future expansion of the park's facilities is in the planning and design phase, and will include additional parking facilities to support the additional planned activities (soccer fields).

A Section 4(f) DOA was developed for Branchton Park. The City of Tampa requested and received a Statement of Significance from Hillsborough County. The letter of response from the Parks, Recreation and Conservation Director dated July 1, 2009 states that while Branchton Park is considered a significant public resource to the recreational opportunities in Hillsborough County, any project contained within the existing right-of-way of the vicinity of the park should not affect the use of this resource. In an email received August 24, 2009, FHWA concluded that there is no Section 4(f) use of Branchton Park (see Appendix C).

As part of a Noise Study (see Section 6.4.1) conducted for the project corridor, a potentially noise-sensitive site on the walking/jogging path was selected as the nearest recreational location to the proposed improved roadway. The traffic noise level at the site did not approach, meet, or exceed the FHWA Noise Abatement Criteria (NAC) of 67 dBA. Experience has shown that because of limited usage, sites like these will not meet the cost criteria for special use facilities. As a result, the FDOT PD&E Manual states that noise barriers will not be considered for recreational uses such as golf courses, isolated picnic tables, outdoor basketball or tennis courts, sports fields, walking trails and similar areas of less frequent human use.

The environmental impact was determined to be None.

6.3 SOCIAL ENVIRONMENT

6.3.1 AESTHETICS

According to land use data from Florida Geographic Data Library (FGDL), the majority of the land use is open land, hardwood/conifer mixed, residential low density, and cypress. The existing land use has 3.61 acres (6.47%) of low-density residential use within the 100-foot project buffer area. Cross Creek Boulevard was planned as the principal roadway within the development at the time of the approval. The environmental impact was determined to be None.

6.3.2 ECONOMIC

No involvement.

6.3.3 LAND USE

The intent of the project is to add additional lanes to the roadway within the existing right-of-way. All right-of-way, drainage, and mitigation areas were conveyed to the City of Tampa by developers and the right-of-way was dedicated on or before December 13, 2002.

The land use in the project corridor is primarily single-family and multi-family residential with supporting neighborhood commercial properties. The proposed project is desired by the community as it will relieve congestion and improve safety along the corridor. Therefore, the environmental impact was determined to be None.

6.3.4 MOBILITY

Within the project's 100-foot buffer area, one school was identified, the Huntington Learning Center. Within the 500-foot buffer area, there is a medium density of Paddling Priority Trails. The FHWA noted that the project description indicates the roadway will be improved to a rural four-lane divided road. The report later describes the functional classification as Urban Collector.

The rural four-lane divided road is a design description of a road design that does not have a closed drainage system that includes curbs but rather has an open drainage system with overland sheet flow. The road is functionally classified as a collector within an urban environment due to the adjacent residential communities. The proposed improvements, consistent with adjacent roadway improvements, will include an open drainage system. The City will coordinate with transit and local government officials to also determine what multi-modal accommodations will be considered.

The MPO's 2035 Long-Range Transportation Cost Affordable Plan identifies Cross Creek Boulevard, east to Morris Bridge Road, as part of the future Tampa Palms Circulator, Transit Route 860, and the Cross Creek Connector as proposed future Transit Route 862. These future transit improvements, proposed within the study corridor, will likely include the installation of

bus shelters at needed locations. Any transit facilities required by Hillsborough Area Regional Transit (HART) for implementing future transit service along Cross Creek Boulevard will be the responsibility of HART and not the City of Tampa.

The project typical section includes the existing 6-foot concrete sidewalk along the north side of the corridor and a proposed 12-foot paved multi-use path on the south side to accommodate pedestrians and bicycles. Additionally, 5-foot paved shoulders are included in the proposed project that could also accommodate bicycles. These accommodations result in enhanced mobility for both pedestrians and bicyclists throughout the project corridor; therefore, the environmental impact was determined to be None.

6.3.5 RELOCATION

No involvement.

6.3.6 SOCIAL

FDOT evaluated the comments from the FHWA and noted that the intent of the project is to add additional lanes to the roadway within its existing right-of-way.

FHWA noted moderate density housing near the roadway that may be impacted due to increased noise. The USEPA noted the significant number of public comments supporting the need for this project. The comments focus on the need for congestion relief along the roadway, the need for turn lanes, traffic signal installation, proper intersection signaling, and overall safety issues. Several of the comments also expressed a strong desire to improve public transportation in the Tampa area.

The City conducted a Noise Study and determined that none of the 74 potentially affected sites along the corridor approached, met, or exceeded the FHWA NAC.

Social resources, within the 100-foot buffer area, include Children's Dentistry, Dental Health Group, Liberty Club Seniors, Inc., and two parcel derived social service facilities. Within the 500-foot buffer area is T L Batts Ministries (religious facility) and four additional parcel derived social service facilities.

There will be no right-of-way acquisition along the project corridor; therefore, no existing residential or commercial properties will be affected. No community focal points such as churches, schools, community centers, etc. are anticipated to be affected.

Title VI of the Civil Rights Act of 1964 provides that no person shall, on the grounds of race, color, national origin, age, sex, religion, disability, or family status, be excluded from participating in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state or local government. Title VIII of the Civil Rights Act of 1964 guarantees each person equal opportunity in housing. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

Since the project proposes improvements to an existing roadway, no splitting or isolation of neighborhoods will occur. The project was not anticipated to cause harm to elderly persons, handicapped individuals, non-drivers, transit-dependent individuals, or minorities. It was anticipated that the project improvements will not impact community cohesiveness. Therefore, the environmental impact was determined to be None.

6.4 OTHER

6.4.1 NOISE

Noise effects were not evaluated under ETDM; therefore, there are no agency comments.

A Noise Study Report was prepared by the City of Tampa in accordance with the FDOT procedures that comply with Title 23 CFR, Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise). A detailed description of the noise study methodology and results is contained in the Noise Study Report, published separately, and appended by reference.

Seventy-four (74) noise-sensitive sites were identified as having the potential to be affected by traffic-related noise adjacent to the Cross Creek Boulevard project corridor. Forty (40) are single-family residences and 32 are multi-family residences. Of the two noise-sensitive sites that are not residences, one is an outside playground at a private daycare center and the other is a county-owned park (Branchton Park). The single-family homes are all located on the north side of the project corridor while the multi-family sites, the daycare center, and the park are all located on the south side of the project corridor. No single-family or multi-family residences would be relocated as a result of the proposed improvements.

All of the noise-sensitive sites were evaluated as NAC Activity Category "B." For these sites, noise abatement was considered if the predicted exterior traffic noise levels with the proposed improvements were 66.0 dBA or higher, or if traffic noise levels were predicted to increase 15 dBA or more from existing levels.

There is an existing privacy wall located adjacent to the existing right-of-way line on the south side of Cross Creek Boulevard at Canterbury Trail Apartments. The wall is 6.0 feet in height, constructed of stucco over block with 6-foot-wide wood gate openings approximately every 40 feet. These openings reduce the wall's ability to attenuate traffic noise; therefore, the wall was not included in the analysis.

Primrose School is a private daycare center that is located 125 feet from the edge-of-pavement of the proposed improvements. It includes a small outdoor play area at the side of the facility within the line-of-sight of the roadway.

Branchton Park is located at the southwest corner of Cross Creek Boulevard and Morris Bridge Road. The northern park boundary is adjacent to the project right-of-way. Included in the park is a walking/jogging path that runs throughout the park and a small playground area approximately 400 feet south of the project corridor. For the purpose of the noise analysis, a point on the walking/jogging path was selected as the nearest location to the proposed improved roadway. It should be noted that according to the FDOT PD&E Manual, noise barriers will not be considered for recreational uses such as golf courses, isolated picnic tables, outdoor basketball or tennis courts, sports fields, walking trails and similar areas of less frequent human use. Experience has shown that because of limited usage, sites like these will not meet the cost criteria for special use facilities.

The potentially noise sensitive sites were evaluated using the FHWA Traffic Noise Model (TNM) version 2.5. Based on the results of the analysis, the existing (2008) exterior traffic noise levels are predicted to range from 53.7 to 63.2 dBA. As such, none of the noise-sensitive sites currently experiences traffic noise levels that approach, meet, or exceed the NAC. The Future (2033) No-Build traffic noise levels are also predicted to range from 53.7 to 63.2 dBA. Noise levels at none of the sites approach, meet, or exceed the NAC. The Future (2033) Build noise levels are predicted to range from 57.8 to 65.9 dBA. None of the sites are predicted to approach, meet, or exceed the NAC. When compared with existing levels, the predicted noise levels for the Future Build range from 2.2 to 7.2 dBA above exiting levels. None of the sites are predicted to experience traffic noise levels that substantially (15 dBA or greater) exceed existing levels.

Based on the analysis stated above, noise abatement measures are not required due to the proposed road improvements for Cross Creek Boulevard; therefore, the environmental impact was determined to be Not Significant.

6.4.2 CONSTRUCTION

Construction was not a screening element for this project under ETDM.

Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impacts will be minor and short-term in the form of dust from earthwork and unpaved roads. These impacts will be minimized or controlled by adherence to all state and local regulations, BMPs, and any special provisions in the construction contract.

Noise and vibration impacts will be from heavy equipment movement and construction activities. This will be minimized by adherence to noise control measures found in the most current edition of the BMPs, and any special provisions in the construction contract.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT Standard Specifications for Road and Bridge Construction, "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of BMPs. All oil, chemicals, fuel, etc., used in construction will be disposed of in an acceptable manner consistent with local, state, or federal regulations, and will not be dumped on the ground in drainage ways.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Because the improvements will be constructed on right-of-way adjacent and parallel to the existing facilities, impacts related to maintenance of traffic are expected to be minimal. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and businesspersons can plan travel routes accordingly. All provisions of the most current edition of FDOT Standard Specifications for Road and Bridge Construction will be followed.

For the residents living along the project, some of the materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem. Therefore, the environmental impact is determined to be Not Significant.

6.5 SECONDARY AND CUMULATIVE

The proposed improvements to Cross Creek Boulevard are part of State of Florida directed concurrency requirements related directly to previously master planned, approved, and completed development projects. The capacity improvements to Cross Creek Boulevard are in response to development activities and, therefore, do not result in any adverse cumulative effects within the reasonably foreseeable future.

Section 7.0
PERMITS AND MITIGATION SUMMARY

7.1 PERMITS

The initial construction of Cross Creek Boulevard was permitted and successfully mitigated for right-of-way to right-of-way by SWFWMD, USACE, and the Environmental Protection Commission of Hillsborough County (EPCHC). **Table 7-1** lists the environmental permits previously issued for the initial construction of Cross Creek Boulevard.

TABLE 7-1
ENVIRONMENTAL PERMITS PREVIOUSLY ISSUED
FOR THE CONSTRUCTION OF CROSS CREEK BOULEVARD

Issuing Agency	Environmental Permit	Permit Number	Issue Date	Segment
SWFWMD	Environmental Resource Permit	492012.23	10/24/1997	Cross Creek Boulevard 4th Extension, Phase 2
SWFWMD	Environmental Resource Permit	4317055.12	10/27/1998	Cross Creek Boulevard 5th Extension
SWFWMD	Environmental Resource Permit	4317055.19	05/27/1999	Cross Creek Boulevard 6th Extension (4317055.13 mod)
SWFWMD	Environmental Resource Permit	4420291.00	03/31/2000	Cross Creek Boulevard East Access
USACE	Section 404 Dredge and Fill Permit	1997059 33 IP-MN	02/18/1999	Cross Creek Boulevard from east of Bruce B. Downs Boulevard to just west of Morris Bridge Road
EPCHC	Director's Authorization to Impact Wetlands	NA	09/14/1998	Cross Creek Boulevard from Heritage Isles to Morris Bridge Road

It is anticipated that the environmental permits previously issued by SWFWMD and USACE will require modification for the proposed widening of the roadway. Please see the April 8, 2009 SWFWMD Pre-Application meeting minutes in Appendix C summarizing SWFWMD's anticipated permit requirements. The EPCHC has reviewed the proposed project and has approved all surface water impacts within the existing corridor for the proposed widening of Cross Creek Boulevard. Therefore, no subsequent wetland impact authorization or mitigation will be required by EPCHC as long as the proposed corridor matches that corridor previously approved by EPCHC.

A National Pollutant Discharge Elimination System (NPDES) permit, issued by FDEP, will also be required for the proposed project. 40 CFR Part 122 prohibits point source discharges of stormwater to waters of the U.S. without a NPDES permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites that will result in greater than one acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, FAC, or an individual permit issued pursuant to Chapter 62-620, FAC. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., best management practices) that will be used to reduce the pollutants.

Depending on the types of permits needed from the regulatory agencies, the permitting process typically ranges from 90 to 180 days.

7.2 AVOIDANCE/MINIMIZATION/MITIGATION

No mitigation is proposed for the possible temporary and/or *de minimus* impacts to the ditches and swales within the existing right-of-way.

Since the initial construction included construction of the stormwater management facilities for the ultimate build-out of Cross Creek Boulevard, stormwater runoff will be directed to the existing stormwater management facilities located adjacent to Cross Creek Boulevard. Therefore, new stormwater management facilities will not be required for the proposed project.

Section 8.0
SUMMARY OF PUBLIC INVOLVEMENT

8.1 PUBLIC INVOLVEMENT

A Public Involvement Plan was prepared for the project. This plan is in compliance with the FDOT PD&E Manual, FS 339.155, Executive Orders 11990 and 11988, CEQ Regulations for Implementing the Procedural Provisions of the Natural Environmental Policy Act, and FHWA Order 5610.1C.

8.2 ETDM SCREENING

The project was evaluated through the ETDM screening process:

- April 30, 2004: The Hillsborough County MPO and FDOT submitted the Cross Creek Boulevard project for an ETDM Programming Screen.
- August 28, 2008: The ETDM Programming Summary Report is published (see Appendix E).

The Class of Action for the Cross Creek Boulevard project was determined to be a Type II Categorical Exclusion (CE) via the ETDM EST and approved by FHWA (Appendix E).

8.3 ADVANCE NOTIFICATION

The Advance Notification (AN) package was distributed to the Florida State Clearinghouse and local and federal agencies on August 25, 2008, in accordance with Executive Order 95-359. Responses were received from:

- Federal Aviation Administration,
- Florida Department of Environmental Protection,
- Tampa Bay Regional Planning Council,
- Hillsborough County Environmental Protection Commission,
- Hillsborough County MPO,
- Hillsborough County Transportation & Development Review Division,
- Hillsborough County Sheriff's Office, and
- Seminole Nation.

A summary of the comments received through the AN process and responses to those comments are shown below:

Federal Aviation Administration (FAA)

Comment: The FAA has no objections to the project provided that any use of construction equipment that exceeds 150 feet AGL be coordinated with our agency.

Response: Comment noted.

Florida Department of Environmental Protection (FDEP)

Comment: An Environmental Resource Permit (ERP) will be required from the Southwest Florida Water Management District (SWFWMD). Every effort should be made to maximize the treatment of stormwater runoff from the proposed project, as area stormwater ultimately discharges to the Hillsborough River, designated Outstanding Florida Waters (OFW), and afforded a high level of protection. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs.

Response: Comment noted. Permitting for treatment of stormwater runoff will be in accordance with Rule 40D-4, FAC and SWFWMD Basis of Review for ERP Applications.

Tampa Bay Regional Planning Council

Comments: While our agency does find the proposal to be regionally significant, initial in-house review does not indicate the necessity for specific action by our Council. You will be notified if any local concerns are identified.

In accordance with the State's delegated IC&R review requirements, this project is considered to have met the local requirements of the IC&R process and no further review will be required by our agency.

Response: Comments noted.

Hillsborough County Environmental Protection Commission

Comments: Be aware that Hillsborough County has a noise rule, which includes guidelines relating to construction activity, specifically hours of operation and noise abatement measures.

The road-widening project should incorporate reasonable precautions to control unconfined emissions of particulate matter (dust).

Any open burning of debris in relation to the clearing for the widening of Cross Creek Boulevard is restricted to vegetative material generated during initial land clearing activities.

Please be aware that if the widening activities require the demolition of any structures, it may be subject to the National Emission Standards of Hazardous Air Pollutants, Subpart M, Asbestos.

All wetland impacts and mitigation were previously reviewed and approved, and no subsequent authorization or mitigation will be required if the proposed corridor matches the approved corridor.

Response: Comments noted. Construction impacts, including noise and air impacts, will be controlled in accordance with BMPs, as well as local ordinances and regulations.

Hillsborough County MPO

Comments: Pasco County has indicated that they are against a north/south connection at Kinnan Street at this time. This will cause an increase in traffic volumes on Cross Creek Boulevard.

The project provides an opportunity to connect existing bike lanes on Morris Bridge Road to Cross Creek Boulevard. Sidewalks are also critical to the mobility of the people living in this area.

Response: Comments noted. The proposed project will provide for 4-foot bike lanes on Cross Creek Boulevard as well as a 6-foot sidewalk on the north side and a 12-foot multi-use path on the south side.

Hillsborough County Transportation & Development Review Division

Comment: This department fully supports this project. There are currently maintenance agreements in place between Hillsborough County and the City of Tampa regarding maintenance of segments of this road. Please include the Hillsborough County Public Works Department on your mailing list for future correspondence and advance copies of the PD&E Study.

Response: Comment noted. The Hillsborough County Public Works Department is included in the project's mailing list.

Hillsborough County Sheriff's Office

Comments: Due to population growth and increased traffic volumes in the project area, it is my recommendation that the County and City Road Departments coordinate efforts to make improvements to Cross Creek Boulevard and Morris Bridge Road at the same time and that appropriate traffic control is considered.

Response: Comments noted.

Seminole Nation

Comment: The Seminole Nation of Oklahoma would like to defer further consultation on this site to the Seminole Tribe of Florida and/or the Miccosukee Tribe of Indians. We reserve the right to participate in future consultation should any significant resources be discovered.

Response: Comment noted.

The AN package and agency responses are included in Appendix B.

8.4 NEWSLETTERS

A project fact sheet/newsletter was mailed with the invitation letters for the public hearing. It provided a description of the project and the analyses that had been accomplished to date, a project schedule, and instructions about how to provide comments on the project. A second newsletter will be mailed when location design concept acceptance has been granted by the FHWA.

8.5 COMMUNITY INVOLVEMENT

On April 19, 2009, Cross Creek Boulevard project team members staffed a booth at the Taste of New Tampa. The event was held at 17302 Commerce Park Boulevard in Tampa from 1:00 p.m. to 4:00 p.m., and benefitted local schools, children's charities, and community groups. The event was attended by hundreds of local residents. Project team members answered questions about the project, and provided project fact sheets, comment forms, and the opportunity to sign up for the project mailing list. Over 200 project fact sheets were handed out during the three-hour event.

A project website was created (www.crosscreekwidening.com) for the public to obtain information about the project, provide comments, and request to be added to the project mailing list. The public was also provided the opportunity to provide comments on the City of Tampa's online Customer Service Center (www.tampagov.net/appl_Customer_Service_Center) see Appendix F.

8.6 PUBLIC HEARING

The City, in cooperation with Hillsborough County the FDOT, and the FHWA, conducted a public hearing for the Cross Creek Boulevard PD&E study on November 3, 2009. The hearing was held at the New Tampa Regional Library, 10001 Cross Creek Boulevard. It began with an informal open house from 5:30 p.m. to 6:30 p.m. The formal hearing began at 6:30 p.m. Mrs. Jean Dorzback, Transportation Manager for the City, presided at the hearing. She gave a presentation describing the project, its potential impacts, and how people could make comments for the public record. Twenty-three attendees registered their attendance on the sign in sheets at the hearing. Public participation was encouraged and solicited without regard to race, color, religion, sex, age, national origin, disability or family status. This information was provided in the project brochure, and other non-discrimination information and complaint forms were provided in a notebook displayed at the registration table.

Five written comments were received at the Cross Creek Boulevard public hearing, on the project website, and on the City's Customer Service Center. Following is a summary of the comments received and the responses sent:

Comment: A Public Records request was received for specific project documents, maps and schedule.

Response: Project documents, maps and graphics presented at the public hearing were uploaded to the project website where they could be reviewed and downloaded.

Comment: In the first phase of the Cross Creek widening, why were only two crosswalks put in at Arbor Greene Drive and Cross Creek Boulevard, a three-way intersection. It unnecessarily requires some people to cross Arbor Greene and then Cross Creek to reach the other side. It would be better to have two crossings on Cross Creek Boulevard.

Response: The original signal design left out the pedestrian crossing on the west side because this is a T intersection and the primary movement is the northbound left turn which directly conflicts with the installation of a pedestrian phase on the west side. The thought was to protect pedestrians as well as reduce vehicle delay as drivers would be required to yield to pedestrians.

Comment: Grant a full median cut at Primrose School and the Cory Lakes Professional Center to safely provide the customers of these facilities with a left turn exit to westbound Cross Creek. Since late 2000, I have met with various city staff and was assured that the final design would include a full median cut at this location.

Response: The project engineers have reviewed the issue regarding the request for a full median opening. As a result, the concept plans have been revised to provide for a left turn movement from the Primrose School/Cory Lakes Professional Center to westbound Cross Creek Boulevard.

Comment: From Heritage Isles Community Development District – Stormwater runoff from the Cross Creek widening may place significant stress on existing retention ponds located within Heritage Isles. We suspect that the ponds were sized for a two-lane road on Cross Creek Boulevard. We recommend that analysis be provided to the District advising of any impact. We also have concerns about potential impacts to the wildlife.

Response: The stormwater runoff from the widening of Cross Creek Blvd. will not increase the runoff that was proposed by the developer to drain into the existing stormwater ponds. These ponds were designed and permitted by the Southwest Florida Water Management District (SWFWMD) to treat and attenuate the runoff from a 4-lane Cross Creek Blvd. The as-built conditions were certified by the SWFWMD after construction which provides a significant measure of assurance that the ponds were constructed in accordance with the permits.

When the project moves into the design phase, a thorough verification of the adequacy of the stormwater ponds will be conducted.

Comment: Was there any noise control taken into consideration?

Response: During the Cross Creek Boulevard Project Development and Environment (PD&E) Study, a traffic noise analysis was performed. The analysis was performed following Florida Department of Transportation (FDOT) procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise) and were performed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM), Version 2.5.

Based on the results of the Cross Creek Boulevard traffic noise analysis, none of the noise sensitive sites adjacent to Cross Creek Boulevard were predicted to experience noise levels that approach, meet, or exceed the FHWA's Noise Abatement Criteria as a result of the proposed improvements. Therefore, noise abatement measures were not considered for this project.

Four people spoke during the formal testimony period of the public hearing. Two of the speakers had also provided written comments about the same issues which are summarized above. Following is a summary of the comments from and responses to the two other speakers:

Comment: Who is responsible for the cost of the proposed traffic signals.

Response: The City will install the required traffic signals when the roadway is widened. Certain developers are obligated per their development agreements to either install the traffic signals associated with their developments, when warranted, or to contribute the cost of the installation of necessary traffic signals to the City of Tampa.

Comment: Was the traffic that will eventually come down Kinnan Road incorporated into the project's traffic report?

Response: According to the Tampa Bay Regional Planning Model (TBRPM), the majority of future traffic using Kinnan Street to travel to and from Pasco County will travel to and from the west on Cross Creek Boulevard towards Bruce B. Downs Boulevard. The Cross Creek Boulevard PD&E Study assessed the traffic conditions on the existing two-lane portion of Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road and was not required to analyze any traffic conditions west of this segment. Since the intersection at Kinnan Street is west of the PD&E project study area, it is outside of the scope of study for this effort. Note, however, that the area-wide growth rate used in determining the future traffic volumes does account for potential traffic increases on Cross Creek Boulevard if and when Kinnan Street connects to Mansfield Boulevard in Pasco County, as described in the project's traffic technical memorandum.

Written responses were sent in answer to each of the comments received. A copy of the public hearing comments and responses, as well as the public hearing transcript and other public hearing materials are included in Appendix F.

Section 9.0
APPENDICES

Appendix A Conceptual Design Plans

Appendix B List of Supporting Documents

Appendix C Agency Coordination

Appendix D Long-Range Estimate

Appendix E ETDM Summary Report

Appendix F Public Hearing Materials

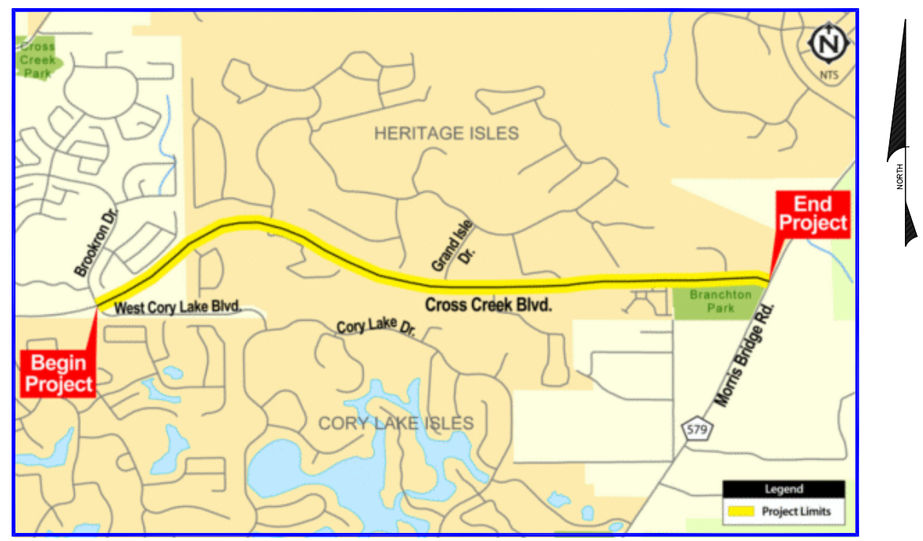
APPENDIX A

Conceptual Design Plans

CROSS CREEK BOULEVARD

WEST CORY LAKE BOULEVARD
TO
MORRIS BRIDGE ROAD
CITY OF TAMPA & HILLSBOROUGH COUNTY, FLORIDA

CONCEPT PLANS



INDEX OF DRAWINGS

NO.	TITLE
	COVER SHEET & INDEX OF DRAWINGS
I	TYPICAL SECTION
1-5	PLAN SHEETS

URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
C.A. No. 00000002

ENGINEER OF RECORD: TAMMY M. KREISLE, P.E.
P.E. No.: 61731

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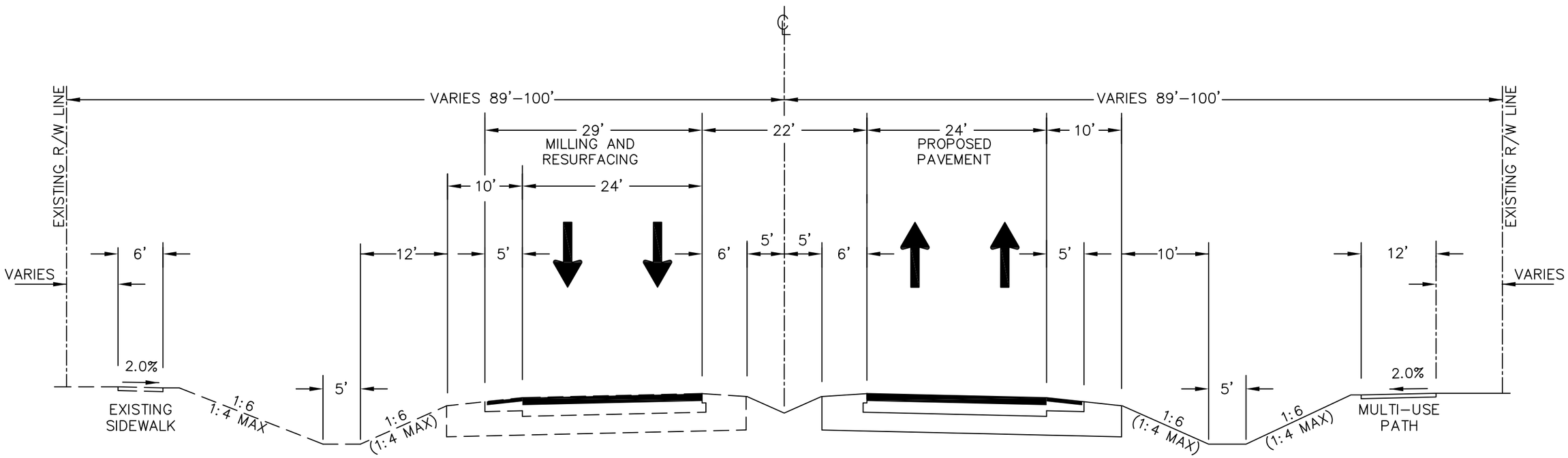
PW 4819	I



PROPOSED TYPICAL SECTION

CROSS CREEK BLVD.
FROM W. CORY LAKE BLVD TO MORRIS BRIDGE RD.

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
JUN. 09	RWG	Base Plan Set									
JULY 09	TMK	Concept Plans									

URS

URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, Fl. 33607-1462
C.A. No. 00000002
Tammy M. Kreisle, P.E. No. 61731

CITY OF
TAMPA

CROSS CREEK BOULEVARD
W. CORY LAKE BLVD. TO MORRIS BRIDGE RD.
CITY OF TAMPA & HILLSBOROUGH COUNTY, FLORIDA

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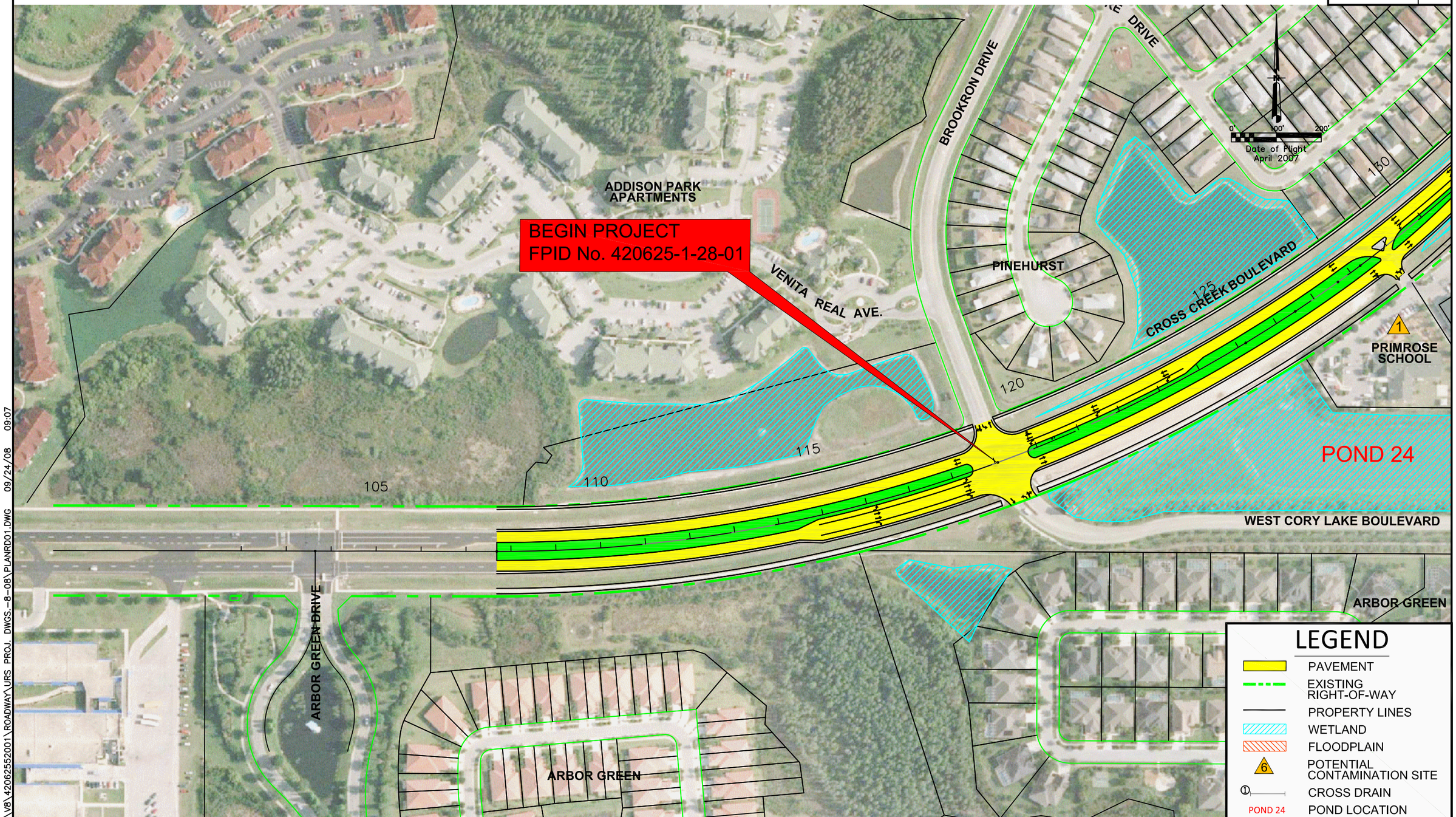

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
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URS

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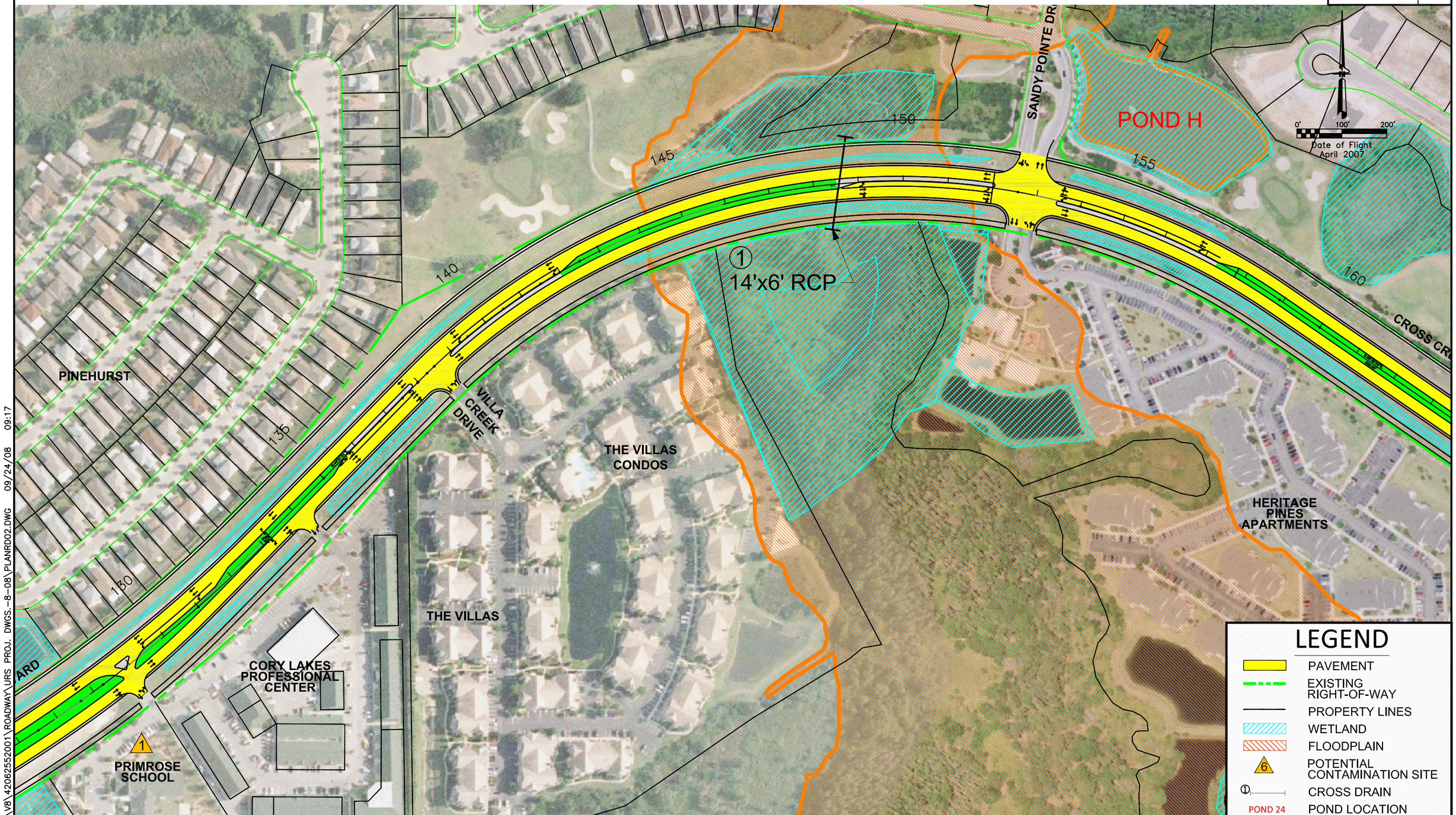
CITY OF TAMPA

CROSS CREEK BOULEVARD

W. CORY LAKE BLVD. TO MORRIS BRIDGE RD.

CITY OF TAMPA & HILLSBOROUGH COUNTY, FLORIDA

CITY PROJ. NO.	SHEET NO.
PW 4819	2



REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
JUN. 09	RWG	Base Plan Set									
JULY 09	TMK	Concept Plans									

URS

URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, Fl. 33607-1462
C.A. No. 00000002
Tammy M. Kreisle, P.E. No. 61731

CITY OF TAMPA

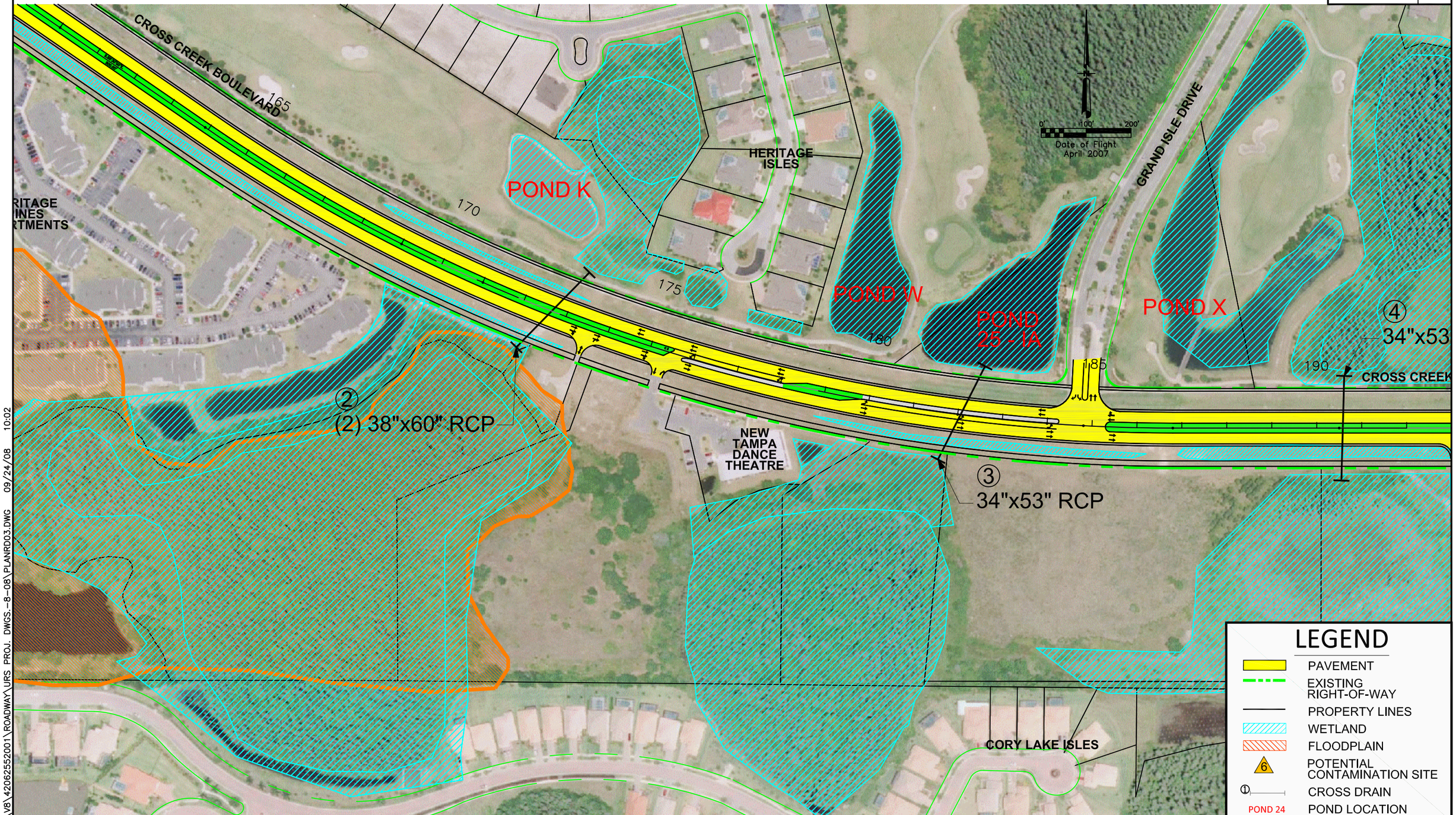
CROSS CREEK BOULEVARD

W. CORY LAKE BLVD. TO MORRIS BRIDGE RD.

CITY OF TAMPA & HILLSBOROUGH COUNTY, FLORIDA

G:\PROJFDOT\V8\42062552001\ROADWAY\URS PROJ. DWGS.-8-08\PLANRD02.DWG 09/24/08 09:17

CITY PROJ. NO.	SHEET NO.
PW 4819	3



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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
JUN. 09	RWG	Base Plan Set									
JULY 09	TMK	Concept Plans									

URS
URS Corporation Southern
7650 West Courtney Campbell Causeway
Tampa, Fl. 33607-1462
C.A. No. 00000002
Tammy M. Kreisle, P.E. No. 61731

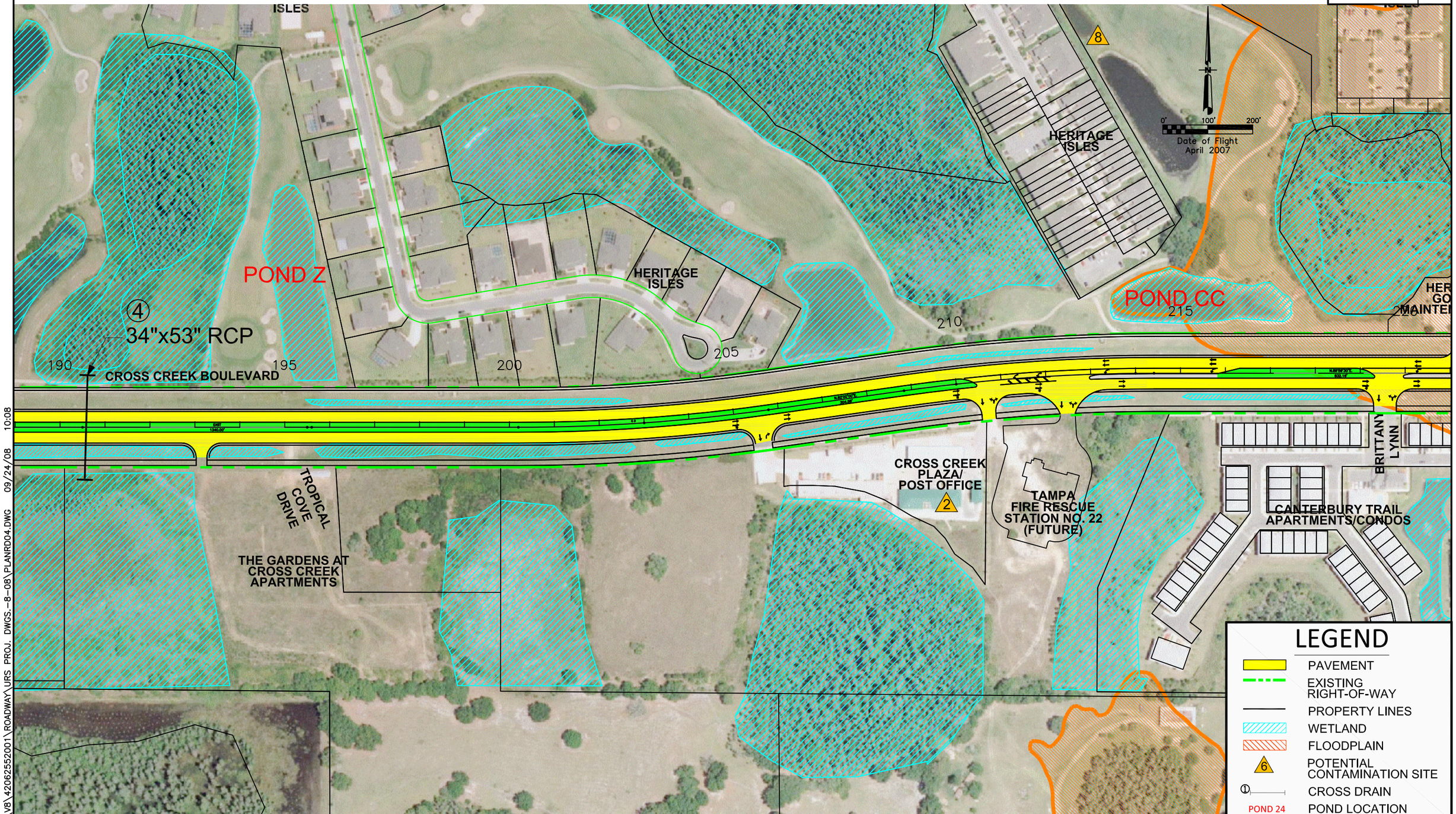
CITY OF TAMPA

CROSS CREEK BOULEVARD

W. CORY LAKE BLVD. TO MORRIS BRIDGE RD.

CITY OF TAMPA & HILLSBOROUGH COUNTY, FLORIDA

CITY PROJ. NO.	SHEET NO.
PW 4819	4



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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
JUN. 09	RWG	Base Plan Set									
JULY 09	TMK	Concept Plans									

URS

URS Corporation Southern
7650 West Courtney Campbell Causeway
Tampa, Fl. 33607-1462
C.A. No. 00000002
Tammy M. Kreisle, P.E. No. 61731

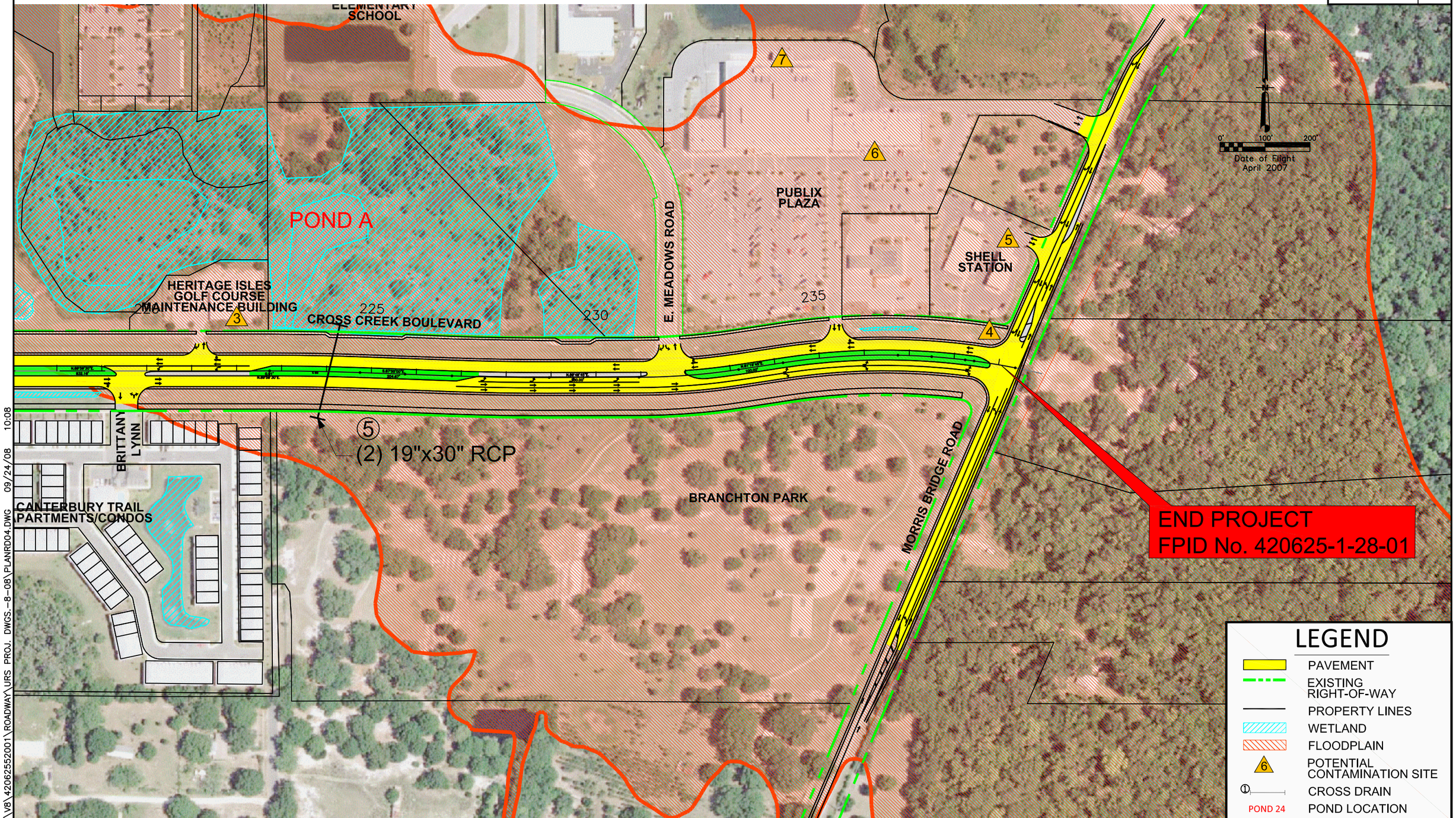
CITY OF TAMPA

CROSS CREEK BOULEVARD

W. CORY LAKE BLVD. TO MORRIS BRIDGE RD.

CITY OF TAMPA & HILLSBOROUGH COUNTY, FLORIDA

CITY PROJ. NO.	SHEET NO.
PW 4819	5



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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
JUN. 09	RWG	Base Plan Set									
JULY 09	TMK	Concept Plans									

URS

URS Corporation Southern
7650 West Courtney Campbell Causeway
Tampa, Fl. 33607-1462
C.A. No. 00000002
Tammy M. Kreisle, P.E. No. 61731

CITY OF TAMPA

CROSS CREEK BOULEVARD

W. CORY LAKE BLVD. TO MORRIS BRIDGE RD.

CITY OF TAMPA & HILLSBOROUGH COUNTY, FLORIDA

APPENDIX B

List of Supporting Documents

APPENDIX B
List of Supporting Documents

Advance Notification Package
Traffic Technical Memorandum
Cultural Resource Assessment Survey Report
Air Quality Technical Memorandum
Contamination Screening Evaluation Report
Location Hydraulics Report
Noise Study Report
Preliminary Pond Siting Report
Utilities Assessment Report
Wetlands Biological Assessment Report
Water Quality Impact Evaluation Checklist
Existing Utilities Plans
Construction Plans (Originally Published by Heidt & Associates)
- 4th Extension Phase 2, July 24, 1997
- 5th Extension, February 2, 1998
- 6th Extension, March 31, 1999
- East Access, November 22, 1999

APPENDIX C

Agency Coordination

420625-1-22-01
Robin File Copy

United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 41910-2010-I-0061

RECEIVED
PLANNING UNIT
2009 DEC -4 PM 1:36

November 30, 2009

Mr. Joseph Severson
Environmental Specialist
Florida Department of Transportation
11201 North McKinley Drive
Tampa, FL 33612

Dear Mr. Severson:

Our office has received your request for concurrence regarding endangered and threatened species and their habitats for the existing two-lane Cross Creek Boulevard capacity improvement project. The improvements include the addition of two travel lanes within the existing right-of-way from West Cory Lake Boulevard to Morris Bridge Road, an approximate distance of 2.3 miles. The proposed project is located in Hillsborough County, Florida.

Based on the project description and location, the Fish and Wildlife Service concurs that no impacts to Federally listed species will occur as a result of the proposed action. Should project plans change, or additional information on distribution of listed or proposed species become available, this determination may be reconsidered.

If you have any questions regarding this response, please contact Mr. Todd Mecklenborg at (727) 820-3705.

Sincerely,

for David L. Hankla
Field Supervisor

FILE: D7/HILLSBOROUGH COUNTY/ D7
CROSS CREEK BLVD fr. W. CORY LAKE BLVD. →
MORRIS BRIDGE ROAD.

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-7220

STEPHANIE C. KOPELOUSOS
SECRETARY

April 17, 2009

Ms. Nahir DeTizio
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: FPID No. 420625 1; City of Tampa No. PW 4819; FAP No. N/A
Cross Creek Boulevard PD&E Study from West Cory Lake Boulevard to Morris Bridge Road
Hillsborough County

Dear Ms. DeTizio:

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) Report (March 2009), one updated Florida Master Site File (FMSF) form (8HI8365) and a Survey Log Sheet for the above referenced Project Development and Environment (PD&E) Study.

The City of Tampa, in cooperation with the Florida Department of Transportation (FDOT), is conducting a PD&E Study to evaluate the widening of Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road in Hillsborough County, Florida. The total project length is approximately 2.27 miles. The proposed project involves widening the existing two-lane facility to a predominantly rural four-lane divided roadway, all within the existing right-of-way (ROW). No stormwater management facilities or floodplain compensation sites were included in this CRAS since existing on-site swales and off-site ponds were already designed and built to handle drainage for a four-lane facility.

As a result of background research and field survey, one previously recorded archaeological site (8HI8365) was expanded to the south and an Archaeological Occurrence (AO) was reported. Archaeological site 8HI8365, a lithic scatter site, was previously evaluated by the State Historic Preservation Officer (SHPO) as ineligible for listing in the National Register of Historic Places (NRHP). Archaeological Consultants Inc. (ACI) concurs with that assessment. The AO, which consists of a single piece of

APR20 09 9:43AM

lithic debitage, is not a significant resource. As a result of background research and field survey, no historic structures were identified. This proposed project will have no effect on any cultural resources, including archaeological sites and historic structures that are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

Provided your office concurs with the findings, please transmit one copy of the CRAS, the updated FMSF form and the Survey Log Sheet to the SHPO for their review and concurrence. If you have any questions, please do not hesitate to call me at 813-281-8308.

Sincerely,

Rebecca Spain Schwarz

Rebecca Spain Schwarz
Cultural Resource Coordinator

Enclosure
cc: Roberto Gonzalez (FDOT); Robin Rhinesmith (FDOT); Mark Jennings (URS); Nina Mabilleau (City of Tampa)

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and ✓ approves / ___ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

We note that Sites # BH16923, BH16924, and BH16926 (Table 4.1) appear to be mislabeled on Fig 4.1 but this does not affect our determination of no effect. Please address questions and send SHPO response to Linda Anderson, FHWA, 545 John Knox Rd, Ste. 200, Tallahassee, FL 32303; ph: 850-942-9650 x3053; e: linda.anderson@dot.gov. Please cc response to Rebecca Spain Schwarz and Roy Jackson, FDOT.

/s/ Linda K Anderson
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

5-11-09
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2009-2673.

Barbara E. Mattick, Interim SHPO
Frederick P. Gaske, Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

7/15/2009
Date

BOARD OF COUNTY COMMISSIONERS
Kevin Beckner
Rose V. Ferlita
Ken Hagan
Al Higginbotham
Jim Norman
Mark Sharpe
Kevin White

Hillsborough County
Florida

Office of the County Administrator
Patricia G. Bean

ADMINISTRATORS
Lucia E. Garsys
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Eric R. Johnson
Michael S. Merrill
Manus J. O' Donnell
Edith M. Stewart

RECEIVED
JUL 06 2009

July 1, 2009

Nina Mabilleau
City of Tampa
Department of Public Works
Transportation Division
306 E. Jackson Street, 290A4E
Tampa, FL 33602

Reference: **STATEMENT OF SIGNIFICANCE – BRANCHTON PARK**
Cross Creek Project Development and Environment (PD&E) Study
West Cory Lake Boulevard to Morris Bridge Road
Financial Project ID: 420625-1

Dear Ms. Mabilleau:

I am in receipt of your letter dated June 15, 2009, requesting a "Statement of Significance" with respect to Branchton Park. Please allow this letter to serve as the "Statement of Significance" regarding Branchton Park, located south of Cross Creek Boulevard and west of Morris Bridge Road in Hillsborough County.

Branchton Park is managed by the Hillsborough County Parks, Recreation and Conservation Department, and provides numerous recreational opportunities to all residents of the County, including a playground facility, basketball courts and covered picnic tales. There is a paved trail for walking, biking and skating around the Park. It should be noted additional land has been acquired for future sports complex development.

Branchton Park is considered as a significant public resource to the recreational opportunities in Hillsborough County. Based upon the information you provided regarding the Cross Creek Project Development and Environment (PD&E) Study, any project contained within the existing right-of-way in the vicinity of this resource may not have an effect on the use of this resource. However, we request that you consider the park will have soccer fields constructed along Cross Creek Boulevard and that appropriate safety improvements are included in your project to prevent a potential hazard to park users.

Should you have any questions, or require additional information concerning this matter, please do not hesitate to contact me at (813) 635-3500.

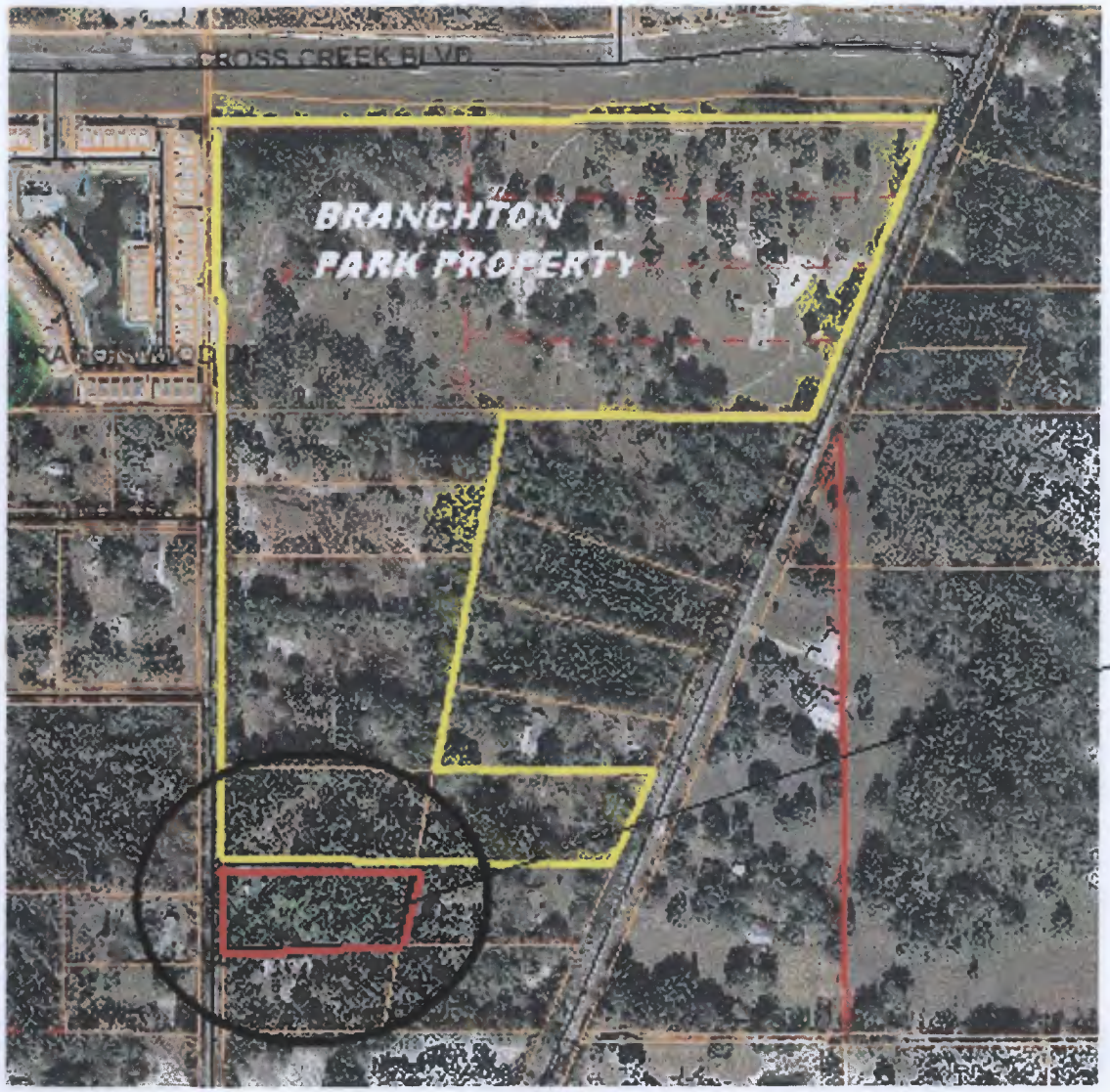
Sincerely,

Mark J. Thornton, Director
Parks, Recreation and Conservation Department

MT/kps

cc: Swati Bose, Manager, Architecture Services
Peter Fowler, Division Manager

Enclosure



Folio 59339.0500
Shoaf Parcel
1.63 Acres+-

From: Jorge.Rivera@dot.gov [mailto:Jorge.Rivera@dot.gov]
Sent: Monday, August 24, 2009 4:17 PM
To: Gonzalez, Roberto
Cc: George.Hadley@dot.gov; Cathy.Kendall@dot.gov; Linda.Anderson@dot.gov; Jorge.Rivera@dot.gov
Subject: Cross Creek Blvd. Hillsborough County Section 49f) Determination of Applicability

Hello Roberto:

The environmental team and I have reviewed the Section 4(f) DOA for Cross Creek Boulevard and found no proposed section 4(f) use of Branchton Park since there is not a proposed use of the park. Please inform the locals that there are to be **NO** contract provisions for staging and storing in the park. Furthermore, the locals are to deny any contractor request for any use of the park (with the exception of lunch breaks and/or rest of the workers) for construction of the project other than work at entrance connections.

Any questions feel free to contact me

Thank you

Jorge J. Rivera
Transportation Engineer
FHWA Florida Division Office
545 John Knox Rd, Suite 200
Tallahassee, FL 32303
Phone: 850-942-9650 ext 3111
Jorge.rivera@dot.gov

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:

Date:	4/8/09
Time:	1:00
Project Name:	Cross Creek Boulevard PD&E
Attendees:	David Kramer, Alberto Martinez, Robert Johnson, Tammy Kreisle, Ron Gregory, Mark Jennings (URS)

County:	Hillsborough	**Sec/Twp/Rge:**	7, 8, 9, 10, 17, 18/27/20
Total Land Acreage:	ROW	**Project Acreage:**	>10

Prior On-Site/Off-Site Permit Activity:
- Cross Creek and Cross Creek Boulevard - 40002012

Project Overview:
- Widening of Cross Creek Boulevard in between Morris Bridge and BB Downs – approx 2.3 miles.
- Will be adding an additional 2 lane section.
- Total of 4 lanes were included in the original design of the master planned stormwater system.
- Will also be adding a 12 foot pedestrian trail.

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.
- No new impacts proposed.
- Provide appropriate mitigation using UMAM for new impacts if applicable.
- Demonstrate elimination and reduction of wetland impacts.
- Maintain minimum 15 foot, average 25 foot wetland conservation area setback or address secondary impacts.

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)
- Existing roadway/intersections.
- Clay Gully Watershed.

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)
- Demonstrate consistency with master planned conditions.
- Provide equivalent compensating storage for all new 100-year, 24-hour riverine floodplain impacts if applicable.

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)
- Demonstrate consistency with master planned conditions.

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

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 property owner(s).
- Provide proof of ownership in the form of a deed or contract for sale.
- Demonstrate that all associated wetland mitigation and stormwater management facilities serving the proposed project are in compliance.
- Provide detailed construction surface water management plan.

Application Type and Fee Required:
- General Construction ERP – formal modification - $800.00 – Sections A, C and E of the ERP Application.

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

HIGHWAYS

ITEM NO OLD ITEM
********** DESCRIPTION **********

COUNTY RDWY ID PROJ LGTH FEDERAL AID NUMBER	TYPE OF WORK EXIST/IMPROVE/ADD (LANES) FISCALYR FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
	2010 DIH	0	0	0	69,677	0
	** ITEM TOTALS **	0	0	0	4,585,727	0
4206251 CROSS CREEK BLVD						
FROM CORY LAKES ISLES DR TO MORRIS BRIDGE RD						
HILLSBOROUGH	ADD LANES & RECONSTRUCT					
10000607 2.271 MI	2 2 2					
	2010 HPP	830,000	0	0	0	0
4206271 SR 583/56TH ST						
FROM HILLSBOROUGH RIVER TO TEMPLE HEIGHTS RD						
HILLSBOROUGH	SIDEWALK					
10330000 .913 MI	4 0 0					
SFTL-278-R	2010 HPP	0	0	0	8,013	0
4209272 HILLSBOROUGH COUNTY						
RESURFACING REPAIRS						
HILLSBOROUGH	RESURFACING					
10000000 .001 MI	2 2 0					
	2010 DIH	0	0	0	115	0
4212073 COUNTY WIDE						
SLOPE STABLIZATION PLANTING						
HILLSBOROUGH	LANDSCAPING					
.000	0 0 0					
	2010 DIH	0	0	0	3,461	0
4214802 SR 574 (MLK BLVD)						
FROM E OF HIMES AVE TO 350’ W OF BURDINES DR						
HILLSBOROUGH	SIDEWALK					
10340000 .302 MI	4 0 0					
4047-177-C	2010 HSP	0	0	0	137,836	0
4215241 US 92 (SR 600)						
FROM S CARMEN ST TO HILLSBOROUGH AVE RAMPS						
HILLSBOROUGH	RIGID PAVEMENT REHABILITATION					
10130000 3.049 MI	6 6 0					
	2010 DIH	7,000	0	0	0	0
	DS	1,398,000	0	0	0	0
	** ITEM TOTALS **	1,405,000	0	0	0	0

HILLSBOROUGH

Five Year Adopted Work Program
FY July 1, 2008 Through June 30, 2013
District Seven Florida Department of Transportation

July 1, 2008

Facility	Item No.	Phase	Fund	2008/09	2009/10	2010/11	2011/12	2012/13
CR 585A (40TH ST) FROM DIANA ST TO HANLON ST DESCRIPTION: ADD LANES & RECONSTRUCT PROJECT LENGTH: .865MI 2005 EARMARK, 2 TO 4 LANES, SEGMENT B	FPN: 2578092	LAR	ACSU	2,910,927	0	2,318,366	0	0
		LAR	DDRF	485,155	0	386,394	0	0
		Total:		3,396,082	0	2,704,760	0	0
CR 585A (40TH ST) FROM HANLON ST TO N OF YUKON DESCRIPTION: ADD LANES & RECONSTRUCT PROJECT LENGTH: .707MI 2 TO 4 LANES, SEGMENT C	FPN: 2578093	LAR	ACSU	0	0	1,495,324	3,811,977	0
		LAR	DDRF	0	0	249,221	635,329	0
		CST	DDRF	789,372	0	0	0	0
		CST	LFF	1,673,922	0	0	0	0
		CST	LFR	6,191,851	0	0	0	0
		CST	XU	4,736,231	0	0	0	0
		Total:		13,391,376	0	1,744,545	4,447,306	0
CROSS CREEK BLVD FROM CORY LAKES ISLES DR TO MORRIS BRIDGE RD DESCRIPTION: ADD LANES & RECONSTRUCT SAFETEA-LU EARMARK	FPN: 4206251	PE	HPP		830,000			
		Total:			830,000			

PDE-Project Development Environment; PE-Preliminary Engineering; ROW-Right of Way; CST-Construction; RRU-Rail Road/Utilities; INC-Incentive; ENV-Environmental Mitigation; CAP-Capital Grant; OPS-Operations Grant; LAR-Local Advance Reimbursement; DSB-Design Build; ADM-Administration

FY10-15 CAPITAL IMPROVEMENT PROJECT

PROJECT TITLE:
Gandy Boulevard and Westshore Boulevard Intersection Improvements

RESPONSIBLE DEPARTMENT:
Public Works

LOCATION:
Gandy Boulevard and Westshore Boulevard

FUNDING SOURCE:
Transportation Impact Fee Fund

PROJECT DESCRIPTION:
This project provides for the widening of Westshore Boulevard from Tyson Avenue to north of Gandy Boulevard. The project provides for additional left turn lanes at the intersection as well as additional through lanes to accept the new turn lanes. Construction will include roadway widening, sidewalk installation and signal adjustment / replacement. Bicycle use will also be accommodated from Tyson Avenue to Gandy Boulevard. The funding for this project includes survey, design, construction and land acquisition costs.

INDEX CODE:

PROJECT ID: PW-09-052

	FY10	FY11	FY12	FY13	FY14	FY15	TOTAL
FUNDING:		$56,676	$4,156,000	$4,520,000			$8,732,676

Land Acquisition							
Design							
Bid							
Award							
Construction							

FY10-15 CAPITAL IMPROVEMENT PROJECT

PROJECT TITLE:
Cross Creek II

RESPONSIBLE DEPARTMENT:
Public Works

LOCATION:
Cross Creek Boulevard: West Cory Lake Boulevard to Morris Bridge Road

FUNDING SOURCE:
Transportation Impact Fee Fund

PROJECT DESCRIPTION:
This project provides for widening of a two-lane rural section of roadway to a four-lane divided roadway along Cross Creek Boulevard from approximately the Cory Lake Isles entrance to Morris Bridge Road. It will include sidewalks, medians, possible bus turnouts, and upgraded signalization. Retention ponds may also be required.

INDEX CODE:

PROJECT ID: PW-08-031

	FY10	FY11	FY12	FY13	FY14	FY15	TOTAL
FUNDING:			$12,829,480				$12,829,480

Land Acquisition							
Design							
Bid							
Award							
Construction							

APPENDIX D

Long-Range Estimate

Date: 6/19/2009 3:31:13 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 420625-1-58-01 **Letting Date:** 01/2099

Description: Cross Creek Blvd from Larkbunting Dr. to Corey Lake Isles Dr.

District: 07 **County:** 10 HILLSBOROUGH **Market Area:** 08 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.000 MI

Project Manager: Theresa Farmer

Version 2 Project Grand Total **$7,893,024.40**

Description: 6/18/09 Version - Expand Cross Creek Blvd. from 2 lanes to 4 lanes from West Cory Lake Blvd. to Morris Bridge Road. Also adding a 12 ft. multi-purpose path on the S. side of the roadway. Also adding signalization at West Cory Lake Blvd. and Sandy Pointe Drive & a flashing (emergency) signal at City of Tampa Fire/Rescue Station No. 22. Also the existing WB Cross Creek Blvd. lanes will be milled and resurfaced.

Sequence: 1 NUR - New Construction, Undivided, Rural **Net Length:** 2.500 MI

Description: Construction of 2 new lanes on Cross Creek Blvd from W. Cory Lake Blvd. to Morris Bridge Rd.

Special Conditions: Includes adding signalization at West Cory Lake Blvd. and Sandy Pointe Dr.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	60.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.500
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	18.18	AC	$9,037.67	$164,304.84
120-6	EMBANKMENT	90,175.56	CY	$6.91	$623,113.12

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	163,963.56	CY	$4.71	$772,268.37
	Earthwork Component Total				$1,559,686.33

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00

Structural Spread Rate	330
Friction Course Spread Rate	160

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	58,666.67	SY	$3.95	$231,733.35
285-709	OPTIONAL BASE,BASE GROUP 09	36,168.00	SY	$14.69	$531,307.92
334-1-14	SUPERPAVE ASPHALTIC CONC, TRAFFIC D	5,808.00	TN	$111.65	$648,463.20
337-7-6	ASPH CONC FC, INC BIT/RUB, FC12.5, FC-6	2,816.00	TN	$115.00	$323,840.00

Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	338.00	EA	$4.00	$1,352.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	10.00	NM	$1,080.86	$10,808.60
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	5.00	GM	$437.64	$2,188.20
	Roadway Component Total				$1,749,693.27

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	6.00 / 5.00
Paved Outside Shoulder Width L/R	0.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	7,817.33	SY	$7.89	$61,678.73
334-1-14	SUPERPAVE ASPHALTIC CONC, TRAFFIC D	403.33	TN	$111.65	$45,031.79
337-7-6	ASPH CONC FC, INC BIT/RUB, FC12.5, FC-6	293.33	TN	$115.00	$33,732.95
570-1-1	PERFORMANCE TURF	16,133.33	SY	$2.27	$36,622.66

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	3.00	AC	$368.09	$1,104.27
104-10-2	SYNTHETIC BALES	7,920.00	LF	$8.94	$70,804.80

104-11	FLOATING TURBIDITY BARRIER	625.00 LF	$9.42	$5,887.50
104-12	STAKED TURBIDITY BARRIER	625.00 LF	$4.97	$3,106.25
104-13-1	STAKED SILT FENCE, TYPE III	26,400.00 LF	$0.98	$25,872.00
104-15	SOIL TRACKING PREVENTION DEVICE	3.00 EA	$3,046.92	$9,140.76
	Shoulder Component Total			$292,981.71

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	5.00	AS	$226.45	$1,132.25
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	50.00	AS	$630.10	$31,505.00
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	5.00	AS	$3,267.54	$16,337.70
	Signing Component Total				$48,974.95

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	4 Lane Mast Arm
Multiplier	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	1,500.00	LF	$5.42	$8,130.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	500.00	LF	$21.94	$10,970.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	2.00	PI	$4,630.98	$9,261.96
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	32.00	EA	$707.68	$22,645.76
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	2.00	AS	$2,290.63	$4,581.26
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	120.00	LF	$2.67	$320.40
649-415-003	M/ARM,F&I/HL,1ST-B5,2ND-0,POLE-Q3	8.00	EA	$23,544.64	$188,357.12
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	24.00	AS	$828.93	$19,894.32
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	16.00	AS	$400.00	$6,400.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	16.00	EA	$110.82	$1,773.12
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	2.00	EA	$900.34	$1,800.68
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	28.00	EA	$200.00	$5,600.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	28.00	AS	$848.81	$23,766.68
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	16.00	EA	$190.02	$3,040.32
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00	AS	$29,513.20	$59,026.40
700-48-19	SIGN PANELS, F & I, 16 - 100	8.00	EA	$2,785.30	$22,282.40

Signalization 2

Description	Value
Type	4 Lane Strain Pole
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	750.00	LF	$5.42	$4,065.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	200.00	LF	$21.94	$4,388.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	$4,630.98	$4,630.98
634-4-143	SPAN WIRE ASSEMBLY, F&I, SINGLE PT, BOX	1.00	PI	$5,032.44	$5,032.44
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	14.00	EA	$707.68	$9,907.52
639-1-12	SIGNAL,ELECTRICAL POWER SRV,OHD,FUR CONT	1.00	AS	$1,506.32	$1,506.32
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	30.00	LF	$2.67	$80.10
641-15-146	PREST CONC POLE, F&I,TYPE N-VI, 46'	4.00	EA	$7,036.74	$28,146.96
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	12.00	AS	$828.93	$9,947.16
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00	AS	$400.00	$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	12.00	EA	$110.82	$1,329.84
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00	EA	$200.00	$2,400.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00	AS	$848.81	$10,185.72
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00	EA	$190.02	$1,520.16
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$29,513.20	$29,513.20
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00	EA	$2,785.30	$11,141.20
	Signalizations Component Total				$514,845.02

Sequence 1 Total $4,166,181.28

Sequence: 3 MIS - Miscellaneous Construction **Net Length:** 2.500 MI
Description: Construct 12 foot wide Concrete Multi-Use Path on the S. side of Cross Creek Blvd from West Cory Lake Blvd. to Morris Bridge Rd.

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
522-2	SIDEWALK CONC, 6" THICK	17,623.00 SY	$45.42	$800,436.66
	Shoulder Component Total			$800,436.66

Sequence 3 Total $800,436.66

Sequence: 4 RSU - Resurfacing, Undivided **Net Length:** 2.500 MI
Description: Mill / Resurface Westbound Cross Creek Blvd. from W. Cory Lake Blvd. to Morris Bridge Rd.

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	0
Friction Course Spread Rate	110

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	35,200.00	SY	$1.55	$54,560.00
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	1,936.00	TN	$120.89	$234,043.04

Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	338.00	EA	$4.00	$1,352.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	10.00	NM	$1,080.86	$10,808.60
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	5.00	GM	$437.64	$2,188.20
	Roadway Component Total				$302,951.84

Sequence 4 Total $302,951.84

Sequence: 5 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.130 MI
Description: Add an exclusive southbound right-turn lane at the intersection of Morris Bridge Rd. and Cross Creek Blvd. Also upgrade the signalization.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.130
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.47	AC	$9,037.67	$4,247.70
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	1,096.97	CY	$12.87	$14,118.00
	Earthwork Component Total				$18,365.70

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Existing Roadway Pavement Width L/R	10.00 / 10.00
Structural Spread Rate	0
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	2.00 / 12.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,593.07	SY	$3.95	$10,242.63
285-709	OPTIONAL BASE,BASE GROUP 09	1,118.07	SY	$14.69	$16,424.45
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,525.33	SY	$1.55	$2,364.26
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	146.81	TN	$96.00	$14,093.76
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	61.01	TN	$120.89	$7,375.50
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	88.09	TN	$120.89	$10,649.20

Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.52	NM	$1,080.86	$562.05
	Roadway Component Total				$61,711.85

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	813.00	SY	$7.89	$6,414.57
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	762.67	SY	$1.55	$1,182.14
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	41.95	TN	$96.00	$4,027.20
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	62.92	TN	$120.89	$7,606.40
570-1-1	PERFORMANCE TURF	407.26	SY	$2.27	$924.48

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.16	AC	$368.09	$58.89
104-10-2	SYNTHETIC BALES	205.92	LF	$8.94	$1,840.92
104-11	FLOATING TURBIDITY BARRIER	13.00	LF	$9.42	$122.46
104-12	STAKED TURBIDITY BARRIER	13.00	LF	$4.97	$64.61
104-13-1	STAKED SILT FENCE, TYPE III	1,372.80	LF	$0.98	$1,345.34
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,046.92	$3,046.92
	Shoulder Component Total				$26,633.93

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	$226.45	$226.45
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	$630.10	$1,890.30
700-20-40	SINGLE POST SIGN, RELOCATE	1.00	AS	$103.02	$103.02
700-20-60	SINGLE POST SIGN, REMOVE	3.00	AS	$16.42	$49.26
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	$3,267.54	$3,267.54
700-21-60	MULTI- POST SIGN, REMOVE	1.00	AS	$327.93	$327.93
	Signing Component Total				$5,864.50

Sequence 5 Total $112,575.98

Date: 6/19/2009 3:31:14 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 420625-1-58-01 **Letting Date:** 01/2099

Description: Cross Creek Blvd from Larkbunting Dr. to Corey Lake Isles Dr.

District: 07 **County:** 10 HILLSBOROUGH **Market Area:** 08 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.000 MI

Project Manager: Theresa Farmer

Version 2 Project Grand Total **$7,893,024.40**

Description: 6/18/09 Version - Expand Cross Creek Blvd. from 2 lanes to 4 lanes from West Cory Lake Blvd. to Morris Bridge Road. Also adding a 12 ft. multi-purpose path on the S. side of the roadway. Also adding signalization at West Cory Lake Blvd. and Sandy Pointe Drive & a flashing (emergency) signal at City of Tampa Fire/Rescue Station No. 22. Also the existing WB Cross Creek Blvd. lanes will be milled and resurfaced.

Project Sequences Subtotal			**$5,382,145.76**
102-1	Maintenance of Traffic	10.00 %	$538,214.58
101-1	Mobilization	10.00 %	$592,036.03
Project Sequences Total			**$6,512,396.37**
Project Unknowns		20.00 %	$1,302,479.27
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$78,148.76	$78,148.76
Project Non-Bid Subtotal					**$78,148.76**
Version 2 Project Grand Total					**$7,893,024.40**

APPENDIX E

ETDM Summary Report

ETDM Summary Report

Project #8727 - Cross Creek Boulevard

Finalized Programming Screen - Published on 08/28/2008

Generated by Steve Love (on behalf of FDOT District 7)

Printed on: 11/07/2008

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

8727 - Cross Creek Boulevard			
District	District 7	**Phase**	Programming Screen
County	Hillsborough County	**From**	West Cory Lake Boulevard
Planning Organization	FDOT District 7	**To**	Morris Bridge Road
Plan ID		**Financial Management No.**	
Federal Involvement	Federal Permit Federal Action Federal Funding		
Contact Name / Phone	Steve Love (813) 975-6410	**Contact Email**	steve.love@dot.state.fl.us
Programming Screen Summary Report Re-published on 08/28/2008 by Steve Love			

Overview

Legend

N/A	N/A / No Involvement
0	None (after 12/5/2005)
1	Enhanced
2	Minimal (after 12/5/2005)
3	Moderate
4	Substantial
5	Dispute Resolution (Programming)

Evaluation of Direct Effects

	Natural											Cultural			Community						
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
ETAT Review Period From 4/3/2007 To 5/18/2007																					
Alternative #1 **From West Cory Lake Boulevard To Morris Bridge Road** *- Reviewed from 4/3/2007 to 5/18/2007* *- Re-Published: 8/28/2008*	2	2	2	0	2	2	N/A	2	2	2	2	2	2	2	2	2	0	2	0	2	2

Project Description Data

Description Statement

A Project Development and Environment (PD&E) Study is being initiated for the widening of the eastern 2.27 miles of Cross Creek Boulevard, from West Cory Lake Boulevard to Morris Bridge Road, in the City of Tampa. The proposed widening, operational improvements and potential multimodal enhancements, within the study corridor are needed to improve access and mobility within the rapidly growing New Tampa area. This area has grown, and continues to grow, at such an accelerated rate that the transportation system has not been able to expand accordingly. This has created unacceptable levels of congestion, approaching gridlock in certain areas, resulting in extreme driver frustration, heightened safety concerns and public dissatisfaction. This project falls under the jurisdiction of both the City of Tampa and Hillsborough County in north Tampa, and is located approximately 1.8 miles south of the Pasco County line. Both the Hillsborough County Metropolitan Planning Organization (MPO) and the City have long recognized the need for improvements in the New Tampa Area, and specifically to Cross Creek Boulevard. The existing 2-lane typical section will be improved to a predominately rural 4-lane divided roadway which will include bicycle accommodations, sidewalks and additional signalization. This improvement constitutes Phase II of an ongoing project that was initiated by the City in Fiscal Year (FY) 2002. Currently, Cross Creek Boulevard is functionally classified as a two-lane undivided collector roadway that is rapidly approaching Level-of-Service (LOS) D conditions. As a result, the City is concerned with preserving the operational integrity of Cross Creek Boulevard and improving mobility between northeast Tampa and eastern Hillsborough County. The City, therefore, programmed the PD&E in FY 2007 of their Capital Improvement Program (CIP), approved on September 21, 2006.

The right-of-way (R/W) for an ultimate 4-lane roadway was dedicated on or before 12/13/02. All R/W, drainage and mitigation areas, required for the 178 wide Cross Creek Boulevard corridor, were conveyed to the City of Tampa by developers. Also, Hillsborough County plans to contribute $1.5 million towards construction of this segment. The City will pursue a future agreement with Hillsborough County to share construction funding of this project, and a maintenance agreement will be developed to outline jurisdictional responsibilities for future maintenance. The total project cost estimate is PD&E (FY07): $739,000 [$439,00 from HPP (High Priority Projects, SAFETEA-LU Earmark) and $300,00 in Local Funds] plus $830,000 from HPP for Design (FY09). Additional funding will be provided from a contribution from Hillsborough County, impact fees and local funds appropriated in the FY07 City Budget.

Summary of Public Comments not available at this time

Justification:
$project.getNoPublicCommentSummaryReason().toHtml()

Consistency

- Consistent with Air Quality Conformity.
- Consistency information for Coastal Zone Management Program is not available.
- Consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Exempted Agencies

No exemptions have been assigned for this project.

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Purpose and Need

Purpose and Need Statement

Plan Consistency

This project is consistent with the Hillsborough County / City of Tampa Comprehensive Plan adopted on January 29, 1998 and last amended in April 2006. It is also included in the last update of the Hillsborough County Metropolitan Planning Organizations (MPO) 2025 Cost Affordable Plan adopted on November 10, 2004 and amended October 3, 2006.

Emergency Evacuation

Cross Creek Boulevard is not a designated emergency evacuation route; however, it does provide frontage to two emergency shelters and access to another three nearby emergency shelters. Added capacity on Cross Creek Boulevard will enhance accessibility, thereby expediting the movement of vehicles to and from evacuation shelters in case of emergency.

Future Population and Employment Growth in Corridor

As of September 2006, there are approximately 40 developments that have been approved within the general area where Cross Creek Boulevard is located. These numerous, approved projects are in various stages of completion or construction. In addition, there are many developments that are approved, or under the review process in southern Pasco County that also affect the roadway network in the Study area. Per the socio-economic data used in the development of the latest Long Range Transportation Plan Update (adopted December 9, 2004), the population within the New Tampa Area is expected to grow from approximately 95,000 in 2001 to 193,300 by the year 2025 (an increase of 98,300). The number of dwelling units in the area is expected to increase from approximately 46,000 in 2001 to 82,400 in 2025 (an increase of 36,400). Employment within the New Tampa Area is projected to increase from 43,000 in 2001 to 114,300 by the year 2025 (an increase of 71,300) based on the ZDATA1 and ZDATA2 files from the Tampa Bay Regional Planning Model (TBRPM). As a result of continual, increased development pressures along Cross Creek Boulevard, the City is concerned with preserving the operational integrity of Cross Creek Boulevard. Based on these concerns, the requisite right-of-way for the 4-lane divided Cross Creek Boulevard was required as part of the Development Orders for several Developments of Regional Impacts (DRIs) including the STAR Development.

Planned developments approved in New Tampa, including Tampa Palms, West Meadows, Hunters Green and K-Bar are expected to exhibit high population growth through the horizon year of 2025. This growth, in addition to substantial development occurring in Pasco County to the north, is expected to create significant traffic on major routes leading from New Tampa to employment centers such as the University of South Florida, Westshore Business District and Downtown Tampa.

Future Traffic

Cross Creek Boulevard is a functionally classified, 2-lane, undivided, collector road that is rapidly approaching the adopted level-of-service (LOS) standard of D (28% below as of 2/28/06). In February 2006, Cross Creek Boulevard from W. Cory Lake Boulevard to Morris Bridge Road carried 7,367 vehicles per day (vpd). There are 236 apartments, 1599 single family dwelling units and 18,450 square feet of leaseable shopping center area that are approved but have not yet been constructed. This approved development will generate an additional 24-hour, 2-way weekend volume of 18,580 vpd according to the City of Tampas Microtrans Trip Generation, V5 model. Seventy percent of this additional volume is anticipated to impact Cross Creek Boulevard travelling westbound in the AM Peak and eastbound in the PM Peak. The existing, LOS-D capacity is only 10,300 vpd. As soon as this approved and vested development occurs, Cross Creek Boulevard within these limits is expected to reach a future daily volume of approximately 20,373 by the year 2015. Based on the Generalized Annual Average Daily Volumes for a four-lane divided facility from the Florida Department of Transportation 2002 Quality/Level of Service Handbook, the level of service for this future traffic is C. Based on the volumes forecasted from the MPOs regional planning model (TBRPM version 5.1), the year 2015 and 2025 forecasts are 3,429 and 4,803 respectively. These

model forecasted volumes are significantly less than the estimate of traffic based on approved developments and also lower than the current traffic counts. During the development of the TBRPM update, Cross Creek Boulevard did not connect to Morris Bridge Road. Therefore, the connections that were made to represent local land use interactions with the roadway system did not consider Cross Creek. This had the effect of assigning the trips directly to Morris Bridge Road rather than first assigning them to Cross Creek Blvd. With the proposed project to improve the operational capacity, the collector LOS, at build-out is projected to be C. The accepted LOS standard in the study area is D. Without capacity improvements within the Study area, it is anticipated that operating conditions will continue to deteriorate resulting in failing levels of service and motorists will experience unacceptable delays under future conditions.

Regional Connectivity

The Hillsborough County MPO and the City of Tampa have long recognized the need for improved access within New Tampa. Cross Creek Boulevard is located in northern Hillsborough County at the City of Tampa/Hillsborough County line, and is 1.8 miles south of the Pasco County line. Cross Creek Boulevard provides the only east-west route in New Tampa between the congested Bruce B. Downs Boulevard and Morris Bridge Road. It provides an important connection to the regional transportation network that links the northeastern area of the City of Tampa/Hillsborough County to I-75 via Bruce B. Downs and S.R. 56. I-75, in turn, links the Tampa Bay region to the remainder of the state and the nation. Although Cross Creek Boulevard is not in the regional road network, it functions as the alternate to the proposed, future extension to S.R. 56 east of Bruce B. Downs Boulevard. S.R. 56 will be located 3 miles north of, and parallel to, Cross Creek Boulevard. S.R. 56 is identified as a regional roadway by the West Central Florida MPOs Chairs Coordinating Committee (CCC) and is included in the 2025 Cost Affordable Regional Roadway Network as having an additional four, general purpose lanes extended east of Bruce B. Downs Boulevard, through the Morris Bridge Road intersection to U.S. Highway 301.

Safety/Crash Rates

The historical crash frequency for this Study corridor from the City of Tampa Police and the Hillsborough County Sheriffs Traffic Incidence Reports is shown for 11/01/2003 through 10/31/2006, by crash type: Rear End = 7; Angle = 4; Left Turn = 5; Right Turn = 1; Backing = 1; and Object in R/W = 1.

Safety on this segment of Cross Creek Boulevard will be enhanced due to the additional capacity that will be provided, as well as by provision of a median. The addition of a median will provide storage for left-turn movements, a recoverable area to minimize the likelihood of head-on collisions, and a form of access control that will subsequently reduce potential vehicular conflicts and improve overall safety. Additional area for motor vehicle operators to escape a potential conflict could reduce many of the rear-end type accidents. Roadway congestion will be reduced, and virtually eliminating long queues onto ingress/egress roads for the numerous subdivisions that have frontage on Cross Creek Boulevard.

Relief to Parallel Facilities

There are no existing, parallel facilities within 5 miles, either north or south, of Cross Creek Boulevard. The proposed, future extension to S.R. 56, east of Bruce B. Downs Boulevard, will be located 3 miles north of, and parallel to, Cross Creek Boulevard. The planned widening of Cross Creek Boulevard is part of an overall plan to improve access to/from Bruce B. Downs Boulevard. Safety, access to emergency shelters, and truck access to Bruce B. Downs will be enhanced through this improvement.

Access to Intermodal Facilities and Freight Activity Centers

Access to intermodal facilities such as the Tampa International Airport and the movement of goods and freight from the seaports of Old Tampa Bay and the Port of Tampa are important considerations in the development of the City of Tampa transportation system. The MPOs 2025 Long-Range Transportation Plan identifies the widening of this segment of Cross Creek Boulevard to a four-lane divided facility in their 2015 Interim Plan. Although Cross Creek Boulevard is not currently designated as a truck route, the Hillsborough County Truck Route Plan identifies it as a Major Road that connects to Bruce B. Downs Boulevard. The increased capacity of Cross Creek Boulevard will improve connectivity to/from Bruce B. Downs, which is a designated truck route, in northern, central Hillsborough and southern Pasco Counties.

Transit

As a part of the PD&E Study, coordination with transit and local government officials will occur in order to determine what multi-modal accommodations will be studied and evaluated as part of the project alternatives. This will include only existing and planned multi-modal facilities. Transit services are currently available between the New Tampa Area and Downtown Tampa via Bruce B. Downs Boulevard. Cross Creek Boulevard is an important and exclusive connection for motor vehicles to Bruce B. Downs Boulevard and the Transit Park-N-Ride Lots for the many existing residential units in that area. The MPOs 2025 Long-Range Transportation Cost Affordable Plan identifies Cross Creek Boulevard, east to Morris Bridge Road, as part of the future Tampa Palms Circulator, Transit Route 860, and the Cross Creek Connector as proposed future Transit Route 862. These future transit improvements, proposed within the Study corridor, will likely include the installation of bus shelters at needed locations.

Bikeways and Sidewalks

Integration of bicycle facilities and sidewalks are planned on all City road projects per the Tampa Greenways and Trails Master Plan that was approved on February 1, 2001 for new roads, the widening of existing roads, and the resurfacing of City roads. The 2005 Proposed Greenways and Trails Master Plan Amendments do include an off-road trail on Cross Creek Boulevard.

The proposed improvement to Cross Creek Boulevard includes five-foot-wide paved shoulders and five-foot-wide sidewalks. The referenced segment of Cross Creek Boulevard is designated as a preferred route of sufficient width for bicycling on the MPOs Bicycle Suitability Map. The proposed improvements to Cross Creek Boulevard will also enhance access to activity centers in the area such as three elementary schools, a middle school and a regional library.

Purpose and Need Reviews

US Fish and Wildlife Service Comments

Agency	Acknowledgment	Review Date
US Fish and Wildlife Service	Understood	4/3/2007

Comments

No purpose and need comments were found.

Natural Resources Conservation Service Comments

Agency	Acknowledgment	Review Date
Natural Resources Conservation Service	Understood	4/5/2007

Comments

No purpose and need comments were found.

US Coast Guard Comments

Agency	Acknowledgment	Review Date
US Coast Guard	Understood	4/19/2007

Comments

No Coast Guard involvement

FL Fish and Wildlife Conservation Commission Comments		
Agency	**Acknowledgment**	**Review Date**
FL Fish and Wildlife Conservation Commission	Understood	5/12/2007
Comments		
No purpose and need comments were found.		

US Army Corps of Engineers Comments		
Agency	**Acknowledgment**	**Review Date**
US Army Corps of Engineers	Understood	5/15/2007
Comments		
No purpose and need comments were found.		

National Marine Fisheries Service Comments		
Agency	**Acknowledgment**	**Review Date**
National Marine Fisheries Service	Understood	5/15/2007
Comments		
No purpose and need comments were found.		

Southwest Florida Water Management District Comments		
Agency	**Acknowledgment**	**Review Date**
Southwest Florida Water Management District	Understood	5/16/2007
Comments		
No purpose and need comments were found.		

Federal Highway Administration Comments		
Agency	**Acknowledgment**	**Review Date**
Federal Highway Administration	Accepted	5/16/2007
Comments		
The Purpose and Need section generally gives an impression of the purpose and need for the project over approximately 3 pages of information. The section, in the environmental document, however, should begin with a clear, concise statement that summarizes the purpose and need.		

For example, The purpose of the proposed project is to ___; ___; and ____. This improvement would address specific needs in the area related to ___; ___; and __, as documented below. Please improve the purpose and need in the environmental document.

US Environmental Protection Agency Comments

Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	5/17/2007

Comments

A review of the project description and summary of public comments illustrates a significant need improved access within New Tampa, including this segment of Cross Creek Boulevard.

FL Department of Environmental Protection Comments

Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	5/17/2007

Comments

No purpose and need comments were found.

FL Department of State Comments

Agency	Acknowledgment	Review Date
FL Department of State	Understood	5/17/2007

Comments

No purpose and need comments were found.

Alternative #1

Alternative Description

From	West Cory Lake Boulevard
To	Morris Bridge Road
Type	Widening
Status	ETAT Review Complete
Total Length	? mi.
Cost	
Modes	Roadway Transit Bicycle Pedestrian

Segment Description(s)

Location and Length

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Segment #1	Cross Creek Boulevard	West Cory Lake Boulevard	Morris Bridge Road	2.271	10000607		

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
Segment #1	City	In	URBAN: Collector

Base Conditions

Segment No.	Year	AADT	Lanes	Config
Segment #1	2006	7367	2	Lanes Undivided

Interim Plan

Segment No.	Year	AADT	Lanes	Config
Segment #1	2015	20373	4	Lanes Divided

Needs Plan

Segment No.	Year	AADT	Lanes	Config
Segment #1				

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
Segment #1				

Funding Sources

Segment No.	CITY OF TAMPA	COUNTY	FEDERAL	Unknown
Segment #1	$300,000.00	$1,500,000.00	$1,269,000.00	

Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed

Natural				
Air Quality	2	Minimal	US Environmental Protection Agency	5/17/2007
Coastal and Marine	N/A	N/A / No Involvement	Southwest Florida Water Management District	5/16/2007
Coastal and Marine	2	Minimal	National Marine Fisheries Service	5/15/2007
Contaminated Sites	2	Minimal	US Environmental Protection Agency	5/17/2007
Contaminated Sites	0	None	FL Department of Environmental Protection	5/17/2007
Contaminated Sites	3	Moderate	Southwest Florida Water Management District	5/16/2007
Farmlands	0	None	Natural Resources Conservation Service	4/05/2007
Floodplains	2	Minimal	US Environmental Protection Agency	5/17/2007
Floodplains	3	Moderate	Southwest Florida Water Management District	5/16/2007
Infrastructure	3	Moderate	Southwest Florida Water Management District	5/16/2007
Navigation	N/A	N/A / No Involvement	Southwest Florida Water Management District	5/16/2007
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	5/15/2007
Navigation	N/A	N/A / No Involvement	US Coast Guard	4/19/2007
Special Designations	3	Moderate	US Environmental Protection Agency	5/17/2007
Special Designations	3	Moderate	Southwest Florida Water Management District	5/16/2007
Water Quality and Quantity	3	Moderate	US Environmental Protection Agency	5/18/2007
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	5/17/2007
Water Quality and Quantity	3	Moderate	Southwest Florida Water Management District	5/16/2007
Wetlands	3	Moderate	FL Department of Environmental Protection	5/17/2007
Wetlands	2	Minimal	US Environmental Protection Agency	5/17/2007
Wetlands	3	Moderate	Southwest Florida Water Management District	5/16/2007
Wetlands	2	Minimal	National Marine Fisheries Service	5/15/2007
Wetlands	2	Minimal	US Army Corps of Engineers	5/15/2007
Wetlands	2	Minimal	US Fish and Wildlife Service	4/24/2007
Wildlife and Habitat	3	Moderate	Federal Highway Administration	5/16/2007
Wildlife and Habitat	4	Substantial	Southwest Florida Water Management District	5/16/2007

Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	5/12/2007
Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	4/24/2007
Cultural				
Historic and Archaeological Sites	3	Moderate	FL Department of State	5/17/2007
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	5/16/2007
Historic and Archaeological Sites	2	Minimal	Southwest Florida Water Management District	5/16/2007
Historic and Archaeological Sites	4	Substantial	Miccosukee Tribe	4/30/2007
Recreation Areas	2	Minimal	FL Department of Environmental Protection	5/17/2007
Recreation Areas	2	Minimal	US Environmental Protection Agency	5/17/2007
Recreation Areas	3	Moderate	Southwest Florida Water Management District	5/16/2007
Section 4(f) Potential	3	Moderate	Southwest Florida Water Management District	5/16/2007
Community				
Land Use	0	None	FL Department of Community Affairs	5/17/2007
Mobility	3	Moderate	Federal Highway Administration	5/16/2007
Social	1	Enhanced	US Environmental Protection Agency	5/17/2007
Social	2	Minimal	Federal Highway Administration	5/16/2007
Secondary and Cumulative				
Secondary and Cumulative Effects	2	Minimal	US Environmental Protection Agency	5/17/2007
Secondary and Cumulative Effects	3	Moderate	FL Department of State	5/17/2007
Secondary and Cumulative Effects	3	Moderate	Southwest Florida Water Management District	5/16/2007
Secondary and Cumulative Effects	3	Moderate	FL Fish and Wildlife Conservation Commission	5/12/2007

ETAT Reviews: Natural

Air Quality

Coordinator Summary

2 Summary Degree of Effect

Air Quality Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the US Environmental

Protection Agency (USEPA) and recommends a Degree of Effect of Minimal. The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project. As requested by the EPA, the FDOT expects the City of Tampa to conduct an Air Quality screening analysis.

ETAT Reviews for Air Quality

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Air Quality Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Air

Level of Importance: Low, due to minimal degree of effect

Comments on Effects to Resources:
Hillsborough County and the Tampa area have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, the environmental review of this project should include an air impact analysis which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is recommended that the environmental review also include a hot spot analysis at the point in time and place where congestion is expected to be greatest during the design life of the project.

Additional Comments (optional):
As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Coordinator Feedback: None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

2 Summary Degree of Effect

Coastal and Marine Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Minimal. The FDOT acknowledges the Southwest Florida Water Management District (SWFWMD) response. The entire project is located within the Greater Tampa Bay Ecosystem Management Area. The NMFS staff conducted a site inspection of the project area on May 14, 2007 to assess potential concerns to living marine resources and concluded that the project will not directly impact any NMFS trust resources. The projects eastern terminus lies within 0.25 miles of Basset Branch, which empties to the Hillsborough River. The Hillsborough River drains to Hillsborough Bay, which contains mangrove, seagrass, and salt marsh habitats.

No comments were received from the Federal Highway Administration (FHWA) and the Florida Department of Environmental Protection (FDEP).

ETAT Reviews for Coastal and Marine

N/A ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Coastal and Marine Effect: N/A / No Involvement
Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback: None

2 ETAT Review by David A. Rydene, National Marine Fisheries Service (05/15/2007)

Coastal and Marine Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Basset Branch drains to the Hillsborough River which empties to Hillsborough Bay. The Lower Hillsborough River and Hillsborough Bay contain estuarine habitats used by managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 8727. The Florida Department of Transportation proposes widening Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road in Hillsborough County, Florida. The road would be widened from the existing two lanes to four lanes.

NMFS staff conducted a site inspection of the project area on May 14, 2007, to assess potential concerns to living marine resources within Basset Branch, the Hillsborough River and Hillsborough Bay. The lands adjacent to the proposed project are principally residential properties and forested palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the projects eastern terminus lies within 0.25 miles of Basset Branch which empties to the Hillsborough River. The Hillsborough River drains to Hillsborough Bay, which contains mangrove, seagrass, and salt marsh habitats. Increased use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources in the Lower Hillsborough River and Hillsborough Bay. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the Lower Hillsborough River and Hillsborough Bay. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

Coordinator Feedback: None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

2 Summary Degree of Effect

Contaminated Sites Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal since the intent of the project is to add additional lanes to the roadway within existing previously disturbed Right of Way (ROW). All ROW, drainage, and mitigation areas were conveyed to the City of Tampa by developers and the ROW was dedicated on or before 12/13/02. The FDOT acknowledges the comments from the Southwest Florida Water Management District (SWFWMD).

A review of the Geographic Information Systems (GIS) indicated that there is one public school, the Huntington Learning Center, within the 100-ft. buffer area. Within the 200-ft buffer area there one unnamed private school and the Heritage Isles Golf and County Club. No contaminated sites are within the 500-ft. project buffer area. However, with recent and ongoing development, there may be additional features in the area.

SWFWMD staff conducted a site inspection of the project area on April 8 and 18, 2007. While not included in

the GIS analysis, two gas stations and two dry cleaners were observed within the 100 ft. project buffer area. No hazardous waste sites, brownfields, FDEP Superfund Hazardous Waste Sites, solid waste sites, nuclear sites, or National Priority List sites have been reported as occurring within the 100-ft. buffer or between the 100-ft. buffer area and the 1 mile buffer. The project area is considered part of a high sinkhole hazard area, although there are no sinkholes reported within the 500-ft. buffer area. There is approximately 0.46% agricultural, consisting of cropland and pastureland, within the 500-ft. buffer area of the proposed project.

During the projects PD&E Study phase, the FDOT expects the City of Tampa to determine whether there would be any contamination and hazardous materials issues associated with the project.

No comments were received from the Federal Highway Administration (FHWA) and the Florida Department of Environmental Protection (FDEP).

ETAT Reviews for Contaminated Sites

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Contaminated Sites Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, National Priority List (NPL) sites, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned for the proposed project (ETDM #8727, Cross Creek Boulevard).

Comments on Effects to Resources:
EPA reviewed the following contaminated sites GIS analysis data for the project at buffer distances of 100 feet through 500 feet: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, and Toxic Release Inventory Sites.

The GIS analysis data reports only one contaminated site feature, a Geocoded Petroleum Tank (HERITAGE ISLES GOLF & COUNTRY CLUB) within the 200-foot buffer distance. However, with recent and ongoing development in the area, there may be additional features in the area. According to the project description, the right-of-way for this project and all drainage and mitigation areas required for widening the Cross Creek Boulevard corridor were conveyed to the City of Tampa by developers and dedicated right-of-way is available for the project. This will reduce the potential to impact contaminated site features.

No other contaminated site features were identified in the GIS analysis data.

EPA is assigning a minimal degree of effect to this issue because the widening of this segment of Cross Creek Boulevard should not have a significant impact on the above contaminated site features and/or businesses with onsite underground or above ground petroleum storage tanks. However, the environmental review (PD&E) phase of the project should include a survey of the corridor to confirm the

location of any current (dry cleaners, gasoline stations) or past contaminated site features which are or may have been previously located along the corridor and whether any environmental impact would result from construction or operation of the roadway.

Coordinator Feedback: None

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/17/2007)

Contaminated Sites Effect: None
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback: None

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Contaminated Sites Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
While not included in the GIS analysis, two gas stations and two dry cleaners were observed within 100 feet of the project during field reviews conducted on April 8 and 18, 2007. A Shell station located in the northwest quadrant at the Cross Creek Blvd/Morris Bridge Rd intersection at 10960 Cross Creek Blvd and a BP station located on the south side of the road in the Cross Creek Plaza. The M&S Tailors and Dry Cleaners at 10311 Cross Creek Blvd in the Cory Lakes Professional Center, and Personal Touch Dry Cleaners in the Cross Creek Plaza at 10853 Cross Creek Blvd. In addition to those facilities not included in the GIS analysis, one petroleum tank, identified in the GIS analysis and owned by the Heritage Isles Golf and County Club, is located within 200 feet of the project.

There are no hazardous Waste Sites, brownfields, FDEP Superfund Hazardous Waste Sites, Solid Waste sites, nuclear sites, or National Priority List sites reported as occurring within 100 feet or between 100 feet and 1.0 mile of the project.

No springs are reported within 500 feet of the project. The project area is considered part of a high sinkhole hazard area (SWFWMD. 1996. Northern Tampa Bay Water Resources Assessment: Volume 1-

Surface water/ground water interrelationships.)

There are no sinkholes reported within 500 feet of the project.

No flowing wells are reported within 1.0 mile of any of the project.

No potable water wells are reported within 0.5 mile of the project.

DRASTIC Pollution Vulnerability Indices for the surficial aquifer within 100 feet of the project is 183 on a relative scale. The DRASTIC indices for the Floridan Aquifer within the project area range from 149 to 159 and average 154 on a relative scale. Data indicate that the highest pollution vulnerability is associated with the surficial aquifer followed by the Floridan Aquifer. The range in indices for the Floridan Aquifer indicates that there are isolated areas having relatively higher pollution vulnerability characteristics than other areas. No DRASTIC indices are provided for the intermediate aquifer as that unit is thin or absent in the project area.

Comments on Effects to Resources:
If encountered and disturbed during construction, any contaminated site could result in surface and/or groundwater pollution. It is expected that groundwater pollution potential due to the disturbance of contaminated soils is likely to pose a high risk to the surficial aquifer and a moderate risk to the Floridan Aquifer. Due to the surficial aquifers high potential for contamination, construction-related pollution could adversely affect ground water zones of significance to ground water supply facilities used for residential and agricultural irrigation and stock watering. Pollution entering the surficial aquifer has the potential to degrade surface waters. Pollution directly entering surface waters in the project area could adversely affect the waters of the Hillsborough River north of Fletcher Avenue.

Additional Comments (optional):
The degree of effect is considered moderate in view of the high vulnerability of the surficial aquifer to pollution. It is recognized that there ROW has been previously disturbed during the construction of the existing roadway and there is a low likelihood of encountering contamination.

FDOT/CITY/COUNTY must provide reasonable assurance that project activities will not degrade surface water quality below the applicable State Water Quality Standards (40D-4.301). If discovered during the project, existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly (40D-4.381(1)(i)). Contaminated soils, if discovered during the recommended soils investigation or encountered during construction activities, shall be treated appropriately so as to prevent contamination of surface or ground waters. In addition, stormwater management facilities should be located outside of all potential contamination sites or steps must be taken (such as use of impermeable liners) to isolate stormwater from contaminated soil or groundwater. The District recommends that an environmental audit be conducted at the appropriate level and a Contamination Assessment Report prepared to identify specific facilities of interest and to develop a plan for their proper removal or abandonment.

Any existing wells within the project area should be located and identified prior to beginning construction. They must be properly plugged and abandoned as per Chapter 62-532, F.A.C., by a licensed water well contractor who will acquire the appropriate well abandonment/construction permits. It will also be necessary to confirm the presence or absence of existing potable supply wells, both public and domestic, and to identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems.

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration

Farmlands

Coordinator Summary

0 Summary Degree of Effect

Farmlands Summary Degree of Effect: None
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of None. The existing land is approximately 0.46% (1.34 acres) agricultural, consisting of cropland and pastureland, within the 500-ft. buffer area of the proposed project. There are no prime and unique farmlands. This project should result in no impacts to Farmlands.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Farmlands

0 ETAT Review by Rick Allen Robbins, Natural Resources Conservation Service (04/05/2007)

Farmlands Effect: None
Coordination Document: None selected

Dispute Information:N/A

Identified Resources and Level of Importance:

There are no Prime Farmland concerns within this project area. However, the USDA-NRCS considers any special crop, citrus, and similar types of cropland to be Unique farmland in south Florida. There is less than 2 acres of cropland (undefined) within the project area.

Comments on Effects to Resources:
Using buffers set at the 100', 200', and 500', we have determined that (respectively) 0 acres, 0 acres, and 1.34 acres of undefined cropland would be impacted. This is using the 2000 Agricultural areas data. In order to determine if the 1.34 acres of cropland qualify as Unique Farmland an onsite visit would be required to determine if the crops are Citrus, Vegetable, or other specialty type of crops which would then quality these acres as Unique.

Additional Comments (optional):
Since it is doubtful that these acres will quality as Unique Farmland or that the expansion area for the project will take in 500' of buffer, we are assigning no net loss of either Prime or Unique....unless it is brought to our attention that the cropland is specialty crops and the buffer area will be in excess of 500'.

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration

Floodplains

Coordinator Summary

2 Summary Degree of Effect

Floodplains Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal. The FDOT acknowledges the comments from the Southwest Florida Water Management District (SWFWMD). Based on the current maps, there are 24.6 acres (8%) of floodplains within the 500-ft. buffer zone designated as within Zone A or AE of the 100-year floodplain (Special Flood Hazard Area). These floodplains are associated with Hillsborough River and Basset Branch. There is the potential for impacts to floodplains and their functions along the proposed roadway capacity improvement project.

Using the most current information on floodplain acreage and elevation, the FDOT expects the City of Tampa to verify and quantify potential impacts to these floodplain areas and evaluate compensation opportunities for any floodplain encroachment and lost floodplain storage areas.

No comments were received from the Federal Highway Administration (FHWA) and the Florida Department of Environmental Protection (FDEP).

ETAT Reviews for Floodplains

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Floodplains Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Floodplains

Level of Importance: Low, due to minimal degree of effect.

Comments on Effects to Resources:
A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates a small amount of acreage within the 100-year floodplain, as designated by Zones A and AE of the flood hazard zone designation:

100 foot buffer distance:
Zone A - 3.1 acres - 5.54% of total acres

200 foot buffer distance:
Zone A - 6.9 acres - 6.11% of total acres

500 foot buffer distance:
Zone A - 24.5 acres - 8.34% of total acres
Zone AE - 0.1 acres - 0.04% of total acres
TOTAL - 24.6 acres

Approximately 3 acres of 100-year floodplain are identified within the 100 foot buffer distance, 7 acres of 100-year floodplain are identified within the 200 foot buffer distance, and 25 acres of 100-year floodplain are identified within the 500 foot buffer distance of the proposed project.

The area surrounding the project is developed with several residential communities and development within the corridor is expected to continue to increase. According to the project description, approximately 40 developments have been approved in the general area where Cross Creek Boulevard is located. These projects are in various stages of completion or construction. There are also additional developments in the review process. The right-of-way for this project and all drainage and mitigation areas required for widening the Cross Creek Boulevard corridor were conveyed to the City of Tampa by developers.

Overall, EPA has no significant comments regarding the impact to floodplains as a result of this project.

General comments include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

The environmental review phase (PD&E) of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions.

Coordinator Feedback: None

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Floodplains Effect: Moderate
Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
According to the EST, within 100 feet of the project, there are 3.1 areas of Special Flood Hazard area designated Zone A, all of which is located in the central segment of the project in the floodplains of intermittent streams and wetlands in Section 9, 10, 15, and 16 of T27SR20E. Within 200 feet of the project, the floodplain acreage increases to seven acres, and within 500 feet of the project, floodplain acreage rises to 24.5 acres, including 0.1 acre of Zone AE-designated area. However, due to the age of the floodplain data in the EST and the existing development located along the project, these areas have most likely been re-evaluated. Close coordination with the adjacent development will be essential to providing that the proposed improvements to the existing facility will not adversely impact the adjacent properties. The District recommends the use of the best available and most current information on floodplain acreage and elevation. Floodplain studies and map revisions used in design will need to be reviewed for potential modification or verification that the proposed improvements will not adversely impact the existing flood plain.

Comments on Effects to Resources:
Flood plain impacts, encroachments, could increase flooding depth and duration. Flood plain compensation issues can arise when compensation is provided in a form that causes adverse impacts to conveyance or connection. Floodway impacts can result in additional impacts by raising tailwater conditions on adjacent drainage systems.

Additional Comments (optional):
The Degree of Effect is considered Moderate due to: (1) small portion of alignment identified within a FEMA flood plain and consideration that the roadway and adjacent developments were designed, permitted and constructed together, (2) the complex drainage system that occurs in the project area, (3) the design details and the actual footprint of the proposed improvements are not known at this time.

The original project in ERP permit number 43017055.019, issued on 27 May 1999, appears to have included the proposed project. The construction plans in 43017055.019 depict a four-lane, rural section, although only half of the roadway was initially constructed. Permit 43017055.019 is linked to 43017055.013, which was issued on 27 October 1998. This is why the permit duration for 43017055.019 is less than five years from date of issuance. 43017055.019 appears to be for off site roadway construction; while 43017055.013 appears to be for the construction of a major phase of a subdivision. It is important to note that permit 43017055.013 is linked to other permits.

The SWFWMD transferred construction permit 43017055.019 to operation phase on 18 May 2001. Permit 43017055.019 expired on 27 October 2003 without a modification to extend the effective date. Heritage Isles Community Development District is the current operator for the existing road, in the file of record for 43017055.019.

The FDOT/CITY/COUNTY must apply for a permit modification to construct this project, as no ERP construction permit is currently valid for this project. If the operator has changed or will change, the FDOT/CITY/COUNTY must apply for a transfer of operation entity.

It is important to note that the District issues ERP permits according to the rules in effect at the time of issuance. It is also important to know that, as of this writing, the District records currently show 33, active permit modifications (including the initial permit application for 43017055.000). While it may have been the intent of 43017055.019 or 43017055.013 to compensate and correct for the proposed constructions impacts, complex projects of this sort often reallocate excess, constructed mitigation from earlier projects to later ones (there are 14 permit modifications issued after 43017055.019). Further, it is common for permits to anticipate a larger construction project than the one that is actually constructed. The stormwater ponds and mitigation areas needed for build-out are sometimes constructed initially with the intent to expand the facilities when the future construction occurs.

In summary, the District cannot confirm that this project will not require additional pond or wetland,

mitigation, area construction until receiving and processing a permit application.

Coordinator Feedback: None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Infrastructure

Coordinator Summary

2 Summary Degree of Effect

Infrastructure Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from Southwest Florida Water Management District (SWFWMD), but recommends a Degree of Effect of Minimal since the intent of the project is to add additional lanes to the roadway within existing Right of Way (ROW). All ROW, drainage, and mitigation areas were conveyed to the City of Tampa by developers and the ROW was dedicated on or before 12/13/02. One unnamed private school is located within the 200-ft. of the project buffer area.

The FDOT expects the City of Tampa to coordinate with the Hydrologic Data Section at the SWFWMD office.

The project will not directly impact any school sites in the adjacent area. The City of Tampa will take measures to minimize impacts to any school facilities in the area and to the well, referenced in SWFWMD comments.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Infrastructure

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Infrastructure Effect: Moderate
Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The following data collection site may be affected by this project:

#2484 Well New river Marsh UPL SURF (active).

Comments on Effects to Resources:
If the data collection site must be discontinued or relocated, the data collected from this site will either end or be replaced by a new location that has no direct bearing on the original location.

Additional Comments (optional):
The Degree of Effect is considered as Moderate due to the possibility of the loss of valuable data considered necessary to properly regulate regional water resources. Should re-location of the station be necessary, it will be done at the expense of FDOT and with the co-operation and direction of the District. The FDOT is advised to contact the Hydrologic Data Section at the SWFWMD office to obtain specific information on the data collection facilities in order to avoid adverse effects on the Districts data collection program.

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration

Navigation

Coordinator Summary

N/A Summary Degree of Effect

Navigation Summary Degree of Effect: N/A / No Involvement
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from Southwest Florida Water Management District (SWFWMD), the US Coast Guard (USCG), and the US Army Corps of Engineers (USACE) and recommends a Degree of Effect of No Involvement. Based on recent GIS survey results, there are no navigational waterways, crossings, or structures within the proposed project area.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Navigation

N/A ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Navigation Effect: N/A / No Involvement
Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback: None

N/A ETAT Review by John Fellows, US Army Corps of Engineers (05/15/2007)

Navigation Effect: N/A / No Involvement
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
There do not appear to be any navigable waters directly affected by this project.

Comments on Effects to Resources:
No navigable waters, no effects.

Coordinator Feedback: None

N/A ETAT Review by Randy Overton, US Coast Guard (04/19/2007)

Navigation Effect: N/A / No Involvement
Coordination Document: None selected

Dispute Information:N/A

Identified Resources and Level of Importance:
No Coast Guard involvement

Comments on Effects to Resources:
No Coast Guard involvement

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration

Special Designations

Coordinator Summary

2 Summary Degree of Effect

Special Designations Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the US Environmental Protection Agency (USEPA) and Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal. Special Flood Hazard Areas are outlined in the Floodplains Degree of Effect.

Within the 500-ft buffer area is Hillsborough River, which is listed as Outstanding Florida Waters (OFW). Downstream of the project area but in the same drainage basin as the project, the Hillsborough River is designated Class I from Flint Creek to the City of Tampa dam. Lands owned by the District in the Lower Hillsborough Flood Detention Area are located to the south and east of the project within 0.25 mile.

No comments were received from the Florida Department of Environmental Protection (FDEP) and the Federal Highway Administration (FHWA).

ETAT Reviews for Special Designations

3 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Special Designations Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Features identified as Special Designations (Brownfield Location Boundaries, Coastal Barrier Resource System, Florida Forever BOT Projects, Aquatic Preserves, Mangroves, Natural Estuarine Research Reserves, Native American Lands, Navigable Waterways, Outstanding Florida Waters, Prime Farm Land, Sole Source Aquifers, Special Flood Hazard Areas, Wild and Scenic Rivers)

Level of Importance: These special designation features are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue due to the fact that an Outstanding Florida Water (Hillsborough River) is within proximity of the proposed project.

Comments on Effects to Resources:
A review of GIS analysis data at the programming screen phase of the project indicates that the Hillsborough River is within 500 feet of the proposed project. The Hillsborough River is listed as an Outstanding Florida Water (OFW). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. FDOT should coordinate and consult with FDEP requiring specific permitting requirements relating to this OFW. Increased development in the area surrounding the project may also have indirect and cumulative impacts on the Hillsborough River and its tributaries.

See Floodplains issue for information relating to floodplains (Special Flood Hazard Areas).

Coordinator Feedback: None

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Special Designations Effect: Moderate
Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The floodplain of the Hillsborough River is located on the east side of Morris Bridge Rd within 500 feet of the Cross Creek Blvd/Morris Bridge Rd intersection. This reach of the Hillsborough River within this area is designated OFW. Downstream of the project area but in the same drainage basin as the project (3174), the Hillsborough River is designated Class I from Flint Creek to the City of Tampa dam.

Lands owned by the District in the Lower Hillsborough Flood Detention Area are located to the south and east of the project within 0.25 mile.

The entire project area out to the 500-foot buffer is a part of the Tampa Bay Ecosystem Management Area.

Comments on Effects to Resources:
The project has the potential to result in surface water pollution that might be transported by intermittent streams and wetlands to the Hillsborough River which is an OFW within 500 feet of the project and a Class I water downstream of the project.

Additional Comments (optional):
Runoff from the project may reduce water quality in adjacent wetlands and intervening watercourses and possibly reach the Hillsborough River. Therefore, the degree of effect is judged Moderate. There are additional OFW water quality criteria in accordance with the SWFWMD Basis of Review 2.8 that will have to be met during construction.

Coordinator Feedback: None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Water Quality and Quantity

Coordinator Summary

2 Summary Degree of Effect

Water Quality and Quantity Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

The project is located within the Hillsborough River watersheds, which includes two smaller drainage basins; Hillsborough River and Basset Branch. The Hillsborough River, which is a designated Outstanding Florida Water (OFW), is located within the 500-ft buffer. The Hillsborough River flows into Hillsborough Bay, which is designated Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC. The project is 100% within the Floridian Aquifer System, which is designated a Principal Aquifer system.

SWFWMD noted that the proposed project is located within the SWFWMD-designated Northern Tampa Bay Water Resources Assessment Project (NTBII) and the District has established Minimum Levels for four wetlands in the vicinity of Morris Bridge Well Field (MBWF), including MBWF entry dome, MBWF X-4, MBWF Clay Gully Cypress, and MBWF unnamed wetlands. These wetlands are located within 0.75 mile of the project. The FDOT recommends that the City of Tampa coordinate with SWFWMD concerning these areas during all phases of the project. No springs are located within the 500-ft. buffer area. The project area is considered part of a high sinkhole hazard area; however, no sinkholes are located within the 500-ft. buffer area. No flowing wells are reported within the 1 mile buffer area. No potable water wells are reported within 0.5 mile of the project. The constructed project should reduce stormwater runoff via stormwater treatment facilities and BMPs. In accordance with Chapters 3 and 5 of the Environmental Resource Permit Basis of Review, the FDOT recommends that the City of Tampa take measures to protect and treat in-stream water quality of stormwater discharge.

The FDOT expects that the City of Tampa will take measures to not adversely affect State water quality standards as well as special standards for Outstanding Florida Waters when the project is implemented. To offset wetland impacts, the City of Tampa expects to acquire an Environmental Resource Permit (ERP) that will be suitable to the type of project proposed.

This road widening project has been Master Planned by Heidt & Associates. The appropriate ERP permit for this segment will be acquired based on the existing stormwater system. All of the drainage and mitigation infrastructure for this project has been put into place in order to accommodate this project. Developers have conveyed drainage rights to the City of Tampa on or before 12/13/02.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Water Quality and Quantity

3 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/18/2007)

Water Quality and Quantity Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Surface water quality

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue.

Comments on Effects to Resources:
The project area is within the Hillsborough River. It comprises two drainage basins - Basset Branch and Hillsborough River.

Hillsborough River (Water Body ID: FL-1443) is listed on the Clean Water Act 303(d) list of impaired waters. Various segments of the Hillsborough River are impaired for one or more of the following pollutants - coliforms, dissolved oxygen, fish consumption advisory (mercury), nutrients, and total suspended solids. Total Maximum Daily Loads (TMDLs) for the various water body segments have been approved/established or are scheduled for development.

The PD&E study should include a review of water quality standards in Hillsborough River, potential sources of water quality impairment, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the Florida Department of Environmental Protection (FDEP) water quality program on this issue, along with stormwater permitting issues and other water quality issues relating to point and nonpoint source discharges into surface water bodies.

An increase in development, including roadways, increases stormwater runoff into surface waters. Potential impacts to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. Stormwater runoff from urban sources, including roadways, carry pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines.

A review of GIS analysis data at the programming screen phase of the project indicates that the Hillsborough River is within 500 feet of the proposed project. The Hillsborough River is listed as an Outstanding Florida Water (OFW). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. FDOT should coordinate and consult with FDEP requiring specific permitting requirements relating to this OFW. Increased development in the area surrounding the project may also have indirect and cumulative impacts on the Hillsborough River and its

tributaries.

Coordinator Feedback: None

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/17/2007)

Water Quality and Quantity Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
The recreational, ecological, and commercial impacts of the Hillsborough River system on West Central Florida make it a regionally significant environmental resource. Although the water quality of the river is generally good, the effects of development, stormwater runoff, recreational overuse, and industrial discharge or accidents are the greatest threats to its quality. Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Natural resource impacts within and adjacent to the proposed roadway right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed. Stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands, floodplains, and waterbodies.

Comments on Effects to Resources:
Every effort should be made to maximize the treatment of stormwater runoff from the proposed project, as area stormwater ultimately discharges to the Hillsborough River, designated Outstanding Florida Waters (OFW) under section 62-302.700(9), F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications.

Coordinator Feedback: None

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Water Quality and Quantity Effect: Moderate
Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The proposed project is located within the Tampa Bay Tributaries basin. For assessment purposes, the

State of Florida divided the states major basins into assessment polygons, or smaller drainage basins, designated by waterbody identification numbers (WBIDs). Florida is currently assessing water quality in these drainage basins on a rotating basis as part of a 5-year cycle. The drainage basin containing the proposed project is part of the Group 2 (Tampa Bay Tributaries) waterbodies. These watersheds are divided into those that contain the project and those that are located within a mile of the project.

The 2.27-mile proposed project transverses two watersheds.
Watershed WBID Approximate Length of Project Segment (mi)
Basset Branch 1457 0.4
Hillsborough River 1443 1.87

Two other watersheds are located within a one-mile radius of the proposed project:
New River (WBID 1442)
Clay Gully (WBID 1460)

Section 303(d) of the Clean Water Act (CWA) directs states to identify those waters within their jurisdictions that are unable to meet certain water quality assessment criteria and are, therefore, considered impaired. Once the waters on the 303(d) List of Impaired Waters are verified for impairment, Total Maximum Daily Loads (TMDLs) will be developed for each pollutant of concern in each waterbody on the 303(d) List.

Each TMDL document will specify the amount of pollutants that each waterbody can assimilate while meeting water quality standards for the designated use and include a pollutant reduction strategy to achieve the target load. The reductions associated with meeting a TMDL will affect permit holders in the watershed and will require a combination of more stringent permitted effluent limits and more stringent nonpoint source controls, such as specific BMPs with high removal efficiencies for pollutants of concern.

Within the projects area of potential effect, there are two watersheds on Floridas 303(d) List scheduled for TMDL development. The project is located within one mile of two 303(d) listed waterbodies.

FDOT shares Phase I NPDES stormwater permits with Hillsborough County, and may be responsible for a portion of reductions in TMDLs for pollutants related to stormwater runoff. TMDLs for the water segments within the area of project affect are described below.

New River (WBID 1442)
The proposed project is within one mile of the New River watershed. A TMDL to address coliforms in the watershed was developed in 2004 and calls for a 35% reduction in fecal coliform and a 44% reduction in total coliform (Group 2).

Hillsborough River (WBID 1443)
The proposed project is located within the Hillsborough River watershed. TMDLs for dissolved oxygen, nutrients, and total suspended solids in this waterbody are scheduled for development in the 2008 cycle (Group 2). A TMDL for mercury, based on a fish consumption advisory, is scheduled for development in 2011. Total and fecal coliform TMDLs were developed for portions of the Hillsborough River in 2004 and have required reductions ranging from 26% to 62% in different reaches of the river. These reductions are allocated to stormwater sources (Group 2).

In addition to stormwater treatment or other BMPs in these specific watersheds, erosion and sediment controls are recommended during the construction phase.

There is one private drinking water well within the one-mile buffer of the proposed project area. There is one additional private drinking water well and seven groundwater monitoring or observation wells from FDEPs Well Inventory located within the five-mile project buffer.

No water quality data are available for Basset Branch. Data are available for the Hillsborough River segment 1443A from FDEP (FDEP. 2006. Integrated Water Quality Assessment for Florida:2006 305(b)

Report and 303(d) List Update).

There are two water quality sampling stations within a one-mile radius of the proposed project. A total of thirty-nine water quality stations are located within five miles of the project. Data from these stations are contained within EPAs STORET database as well as FDEPs Impaired Waters Rule database. This data is used to assess water quality in individual waterbodies as well as to develop TMDLs for impaired waters.

Evaluation of the water quality dataset for these sampling stations could be valuable for determining the pre-development conditions of the water quality of waters of interest (especially the lakes, which are sensitive to changes in nutrient loading) within the area of potential project impact. These datasets could also be used as a baseline for existing impaired parameters from which to measure reductions to meet TMDLs. Specific parameters of concern associated with stormwater runoff from this project include dissolved oxygen, phosphorus, nitrogen, total suspended solids, and coliforms.

Ground water - No springs are reported within 500 feet of the project. The project area is considered part of a high sinkhole hazard area (SWFWMD. 1996. Northern Tampa Bay Water Resources Assessment: Volume 1-Surface water/ground water interrelationships.)

There are no sinkholes reported within 500 feet of the project.

No flowing wells are reported within 1.0 mile of any of the project.

No potable water wells are reported within 0.5 mile of the project.

DRASTIC Pollution Vulnerability Indices for the surficial aquifer within 100 feet of the project is 183 on a relative scale. The DRASTIC indices for the Floridan Aquifer within the project area range from 149 to 159 and average 154 on a relative scale. Data indicate that the highest pollution vulnerability is associated with the surficial aquifer followed by the Floridan Aquifer. The range in indices for the Floridan Aquifer indicates that there are isolated areas having relatively higher pollution vulnerability characteristics than other areas. No DRASTIC indices are provided for the intermediate aquifer as that unit is thin or absent in the project area.

All alternatives are located within the SWFWMD-designated Northern Tampa Bay Water Resources Assessment Project (NTBII), and the District has established Minimum Levels for four wetlands in the vicinity of Morris Bridge Well Field (MBWF), including MBWF entry dome, MBWF X-4, MBWF Clay Gully Cypress, and MBWF unnamed wetlands. These wetlands are located within 0.75 mile of the project. Also under the Minimum Flows and Levels (MFL) Program, the District has scheduled the development of minimum flows and levels for adoption on the Lower Hillsborough River in 2007.

Comments on Effects to Resources:
The project has the potential to produce adverse impacts on the water quality of wetlands that contribute flow to the Hillsborough River. Also, construction of stormwater management facilities may impact the flood storage capacity and hydroperiod of wetlands located within and adjacent to the roadway. Once complete, the project has the potential to increase stormwater pollutant loads and runoff volumes above the current loads and volumes. The project also will require modifications of the existing cross drain structures.

Additional Comments (optional):
The degree of effect is considered to be Moderate due to the projects potential (1) to alter the quality characteristics of wetlands located within and adjacent to the roadway; (2) to increase flooding due to increased runoff volumes and rates of flow in small channels already having limited capacity; (3) to contaminate the surficial aquifer during construction and from stormwater runoff; and (4) to impact the existing stormwater treatment and retention systems.

The original project in ERP permit number 43017055.019, issued on 27 May 1999, appears to have included the proposed project. The construction plans in 43017055.019 depict a four-lane, rural section, although only half of the roadway was initially constructed. Permit 43017055.019 is linked to 43017055.013, which was issued on 27 October 1998. This is why the permit duration for 43017055.019 is less than five years from date of issuance. 43017055.019 appears to be for off site roadway construction; while 43017055.013 appears to be for the construction of a major phase of a subdivision. It is important to note that permit 43017055.013 is linked to other permits.

The SWFWMD transferred construction permit 43017055.019 to operations phase on 18 May 2001. Permit 43017055.019 expired on 27 October 2003 without a modification to extend the effective date. Heritage Isles Community Development District is the current operator for the existing road, in the file of record for 43017055.019.

The FDOT/CITY/COUNTY must apply for a permit modification to construct this project, as no ERP construction permit is currently valid for this project. If the operator has changed or will change, the FDOT/CITY/COUNTY must apply for a transfer of operation entity.

It is important to note that the District issues ERP permits according to the rules in effect at the time of issuance. It is also important to know that, as of this writing, the District records currently show 33, active, permit modifications (including the initial permit application for 43017055.000). While it may have been the intent of 43017055.019 or 43017055.013 to compensate and correct for the proposed constructions impacts, complex projects of this sort often reallocate excess, constructed mitigation from earlier projects to later ones (there are 14 permit modifications issued after 43017055.019).

Further, it is common for permits to anticipate a larger construction project than the one that is actually constructed. The stormwater ponds and mitigation areas needed for build-out are sometimes constructed initially with the intent to expand the facilities when the future construction occurs.

In summary, the District cannot confirm that this project will not require additional pond or wetland, mitigation, area construction until receiving and processing a permit application.

Any sinkholes in vicinity of the project area that receive stormwater runoff will require special investigation and construction measures designed to ensure protection from stormwater contamination of groundwater [F.A.C., 40D-4.301(1)(e)].

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, requiring an individual ERP permit, the FDOT/CITY/COUNTY may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D-40.302 (6)); particularly if the project is a design-build or fast-tracked project.

New or altered surface water management systems associated with the project must be demonstrated to be compatible with existing and previously permitted systems.

Existing stormwater treatment capacity that is being displaced by any roadway project will require additional compensating treatment volume for replacement of existing stormwater quality treatment. For example, existing treatment capacity in a pond that is serving upstream land use, when displaced by the road project, will require compensating treatment capacity for runoff volume from the existing contributing area. Equivalent stormwater quality treatment from alternate existing areas, as described following, should be avoided if possible.

In the case of existing roadway projects and if equivalent stormwater quality treatment of runoff from alternate existing areas is to be considered, the FDOT/CITY/COUNTY must reasonably demonstrate the following:

a) The alternate, existing, contributing areas need to be hydrologically equivalent to the new and existing

watershed areas that would otherwise contribute to the new treatment system and existing point of discharge,

b) The alternate pollution sources and loading characteristics from the alternate, existing, contributing areas need to be equivalent to the project watershed areas being substituted, and

c) The treatment benefits being substituted need to occur in the same receiving waters and in the same locality as the existing point of discharge from the new project area.

In addition to providing a permanent, operational ERP system for stormwater discharge and pollution control, construction and maintenance activities must not cause incidental violations of State Water Quality Standards (40D-4.381). Best management practices shall be implemented to control erosion and shoaling during and after construction (BOR Sections 2.8 and 5.1). Turbidity barriers shall be installed and maintained during construction. FDOT/CITY/COUNTY will be responsible for controlling turbidity from project area. Off-site discharge of water is limited to those amounts that will not cause off-site impacts (BOR 4.2). Equipment shall be operated and maintained to eliminate the discharge of oils, greases, fuels and lubricants to wetlands or other surface waters (BOR 3.2.4.1).

In the case of alterations to existing roadways, Chapter 5.8.b of the Districts BOR establishes the contributing area(s) for on-line and off-line stormwater systems to be used in calculating the required treatment volume for alterations to existing public roadways. For widening activities, total pavement areas are considered in treatment volume calculations; unless drainage of existing pavement areas is maintained separate from proposed pavement areas. If the existing and proposed stormwater runoff is designed for conveyance, storage and treatment on-line, then treatment capacity will be required for the entire roadway and other DCIAs contributing to the treatment facilities. Alternatively, if the new system can be designed with off-line storage and treatment of the first-flush of runoff from new DCIAs, then the existing roadway contributing areas may be considered as isolated. The District recommends using off-line stormwater quality treatment facilities for runoff from both the new and existing contributing areas to the treatment facilities. Use of appropriate tailwater information will be necessary in all cases.

Stormwater quality treatment facilities for new road projects shall be designed so that discharges will meet applicable state water quality standards, using the criteria found in BOR, Chapter 5. The volume of runoff to be treated from a project site shall be determined by the type of treatment system (i.e., wet detention, detention with effluent filtration, and on-line or off-line retention. If off-site run-off is not prevented from combining with on-site runoff prior to treatment, then treatment must be provided for the combined off-site/project runoff.

In-stream water quality protection and treatment of stormwater discharge will be needed for the project in accordance with Chapters 3 and 5 of the ERP Basis of Review. Treatment of stormwater runoff will be required, as additional traffic lanes are proposed. Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes for both bridges and roadways, plus the runoff from all other directly connected impervious areas (DCIAs) contributing to the treatment systems, both on and off-site.

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the SWFWMD's Environmental Resource Permit (ERP) Basis of Review (BOR) This includes the following typical issues:

a) Post-development peak discharge rates must not exceed pre-development rates at each of the existing stormwater discharge points from the roadway right-of-way for the storm event(s) required in the BOR. Hydraulic routing through surface water storage areas and using appropriate tailwater information will also be necessary.

b) Provisions must be made to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the time, stage, volume, point or manner of discharge or dispersion and without degrading water quality (BOR, Section 4.8).

c) In addition to peak discharge rate match, for "closed" basins (internally drained or land-locked) the post-development volume of runoff from the project area must not exceed the pre-development volume of each specific, existing basin. This project appears to be located within basins that may be open, closed or semi-closed (i.e., closed for some storm events and open for others).

d) Hydrologic and hydraulic computations for system water quantity facilities should be based on historic and local existing conditions, except for localized or regional effects caused by illegal activities and the effects of water withdrawals by pumping. However, the localized or regional effects of water withdrawals may be considered as the ambient condition for the design of wetlands mitigation, to the extent that the long-term success of mitigation would otherwise be affected adversely. (BOR, Sections 3.2.2.4(e), 3.3.1, 4.2 & 4.6.2).

e) Tailwater conditions should be thoroughly researched and determined by standard engineering methods, based on the most current and defendable data (BOR, Section 7.7)..
The Environmental Resource Permit Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management system will meet the conditions for issuance. Parameters that are frequently over or under estimated include: seasonal high water, seasonal high groundwater table, historic basin storage, floodplain storage, floodway hydraulic capacity, peak discharge rates and timing, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to book values. It is recommended that the FDOT/CITY/COUNTY consider providing a pond siting report that addresses these design approaches and criteria. For purposes of mitigating cumulative, adverse, wetland impacts within the same drainage basin (Basis of Review, Section 3.2.8 and Appendix 6), the project is located in the Hillsborough River Drainage Basin (Basis of Review, Appendix 6).

Provision must be made to replace or otherwise mitigate the loss of historic basin storage along the proposed alignment (BOR Section 4.7).

Any existing wells within the project area should be located and identified prior to beginning construction. They must be properly plugged and abandoned as per Chapter 62-532, F.A.C., by licensed water well contractor who will acquire the appropriate well abandonment/construction permits.

Due to the potential for contamination of the surficial aquifer, it is recommended that the stormwater ponds be designed as shallow as practical and geotechnical evaluation of specific pond sites be conducted to determine the potential for sinkhole development. Should the results of the geotechnical study indicate a potential for ground water contamination as a result of stormwater pond construction/operation, the District may require additional stormwater quality treatment for the project surface water management systems.

The District is cooperating with Pasco County on the New River/Upper Hillsborough River Watershed Management Program (L432) which will generate information useful to FDOT/CITY/COUNTY within the projected time line for the Cross Creek Blvd project. The District recommends that FDOT/CITY/COUNTY contact the project manager, Mr. Richard Mayer in the Brooksville office, to obtain specifics on this work.

The District is cooperating with Pasco County on the Trout Creek Watershed Management Program (K867) which will generate information that may be useful to FDOT/CITY/COUNTY within the projected time line for the Cross Creek Blvd project. The District recommends that FDOT/CITY/COUNTY contact the project manager, Mr. David Arnold in the Brooksville office, to obtain specifics on this work.

The District is cooperating with Pasco County on the project, Implementation of BMPs in the Trout Creek Watershed (L734) which will generate information that may be useful to FDOT/CITY/COUNTY within the projected time line for the Cross Creek Blvd project. The District recommends that FDOT/CITY/COUNTY contact the project manager, Mr. Richard Mayer in the Brooksville office, to obtain specifics on this work.

The District is cooperating with USGS on the project, Upper Hillsborough River Study (B065) which will generate a final report during 2007 that contains information on surface water levels, ground water levels, and water quality that will be useful to FDOT/CITY/COUNTY within the projected time line for the Cross

Creek Blvd project. The District recommends that FDOT/CITY/COUNTY contact the project manager, Mr. Michael Hancock in the Brooksville office, to obtain specifics on this work.

If TMDL limits are required for the project area, the FDOT/CITY/COUNTY must be prepared to implement appropriate TMDL remediation measures.

Any proposal by FDOT/CITY/COUNTY or others for the use of or entry upon District- owned/managed lands for facilities for project purposes will require explicit coordination between CITY/COUNTY and District Regulation, Land Resources and Operations staff to ensure compatibility between CITY/COUNTY purposes and District regulatory, proprietary and operational interests. All final proprietary approvals must occur prior to final agency action(s) by the District.

The names and addresses of individuals or entities, whose property will be acquired for the roadway improvements, will need to be submitted with the ERP application. Since the FDOT/CITY/COUNTY has powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C. If this project will require the acquisition of new right-of-way areas, any permit that is issued may include special conditions prohibiting construction until evidence of ownership and control is provided.

The District has assigned a pre-application file (PA 6219) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the Districts Tampa Service Office. Please refer to the pre-application file when contacting District regulatory staff regarding this project.

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration

Wetlands

Coordinator Summary

2 Summary Degree of Effect

Wetlands Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the US Environmental Protection Agency (USEPA), the National Marine Fisheries Service (NMFS), the US Army Corps of Engineers (USACE), and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Minimal. The FDOT acknowledges the comments from Southwest Florida Water Management District (SWFWMD) and the Florida Department of Environmental Protection (FDEP).

The NMFS staff noted that it does not appear that the project will directly impact resources; however, the projects eastern terminus lies within 0.25 miles of Basset Branch, which drains directly into the Hillsborough River, which in turn drains to the Hillsborough Bay that may potentially impact estuarine resources. SWFWMD noted that most of the wetlands in the immediate project area have been disturbed to accommodate the

construction of Cross Creek Boulevard and the extensive residential development. The USACE noted that a site visit showed that most of the existing Right of Way (ROW) has been cleared.

National Wetlands Inventory (NWI) reports 2.7 acres (4.89% of project corridor) of palustrine wetlands within the 100-ft. buffer area. Within the 200-ft buffer area, there are 5.9 acres (5.28% of project corridor) of palustrine wetlands. Within the 500-ft. buffer area there are 33.3 acres (11.36% of project corridor) of palustrine wetlands.

The Florida Fish and Wildlife Conservation Commission (FFWCC) reports Priority Wetlands totaling 25.6 acres (45.86% of project corridor) that support 1-3 focal species (in upland areas) and 11.5 acres (20.68% of project corridor) that support 7-9 species (in wetland areas) within the 100-ft. buffer area. Within the 200-ft. buffer area there are 53.8 acres (47.66% of project corridor) that support 1-3 focal species (in upland areas) and 24.1 acres (21.35% of project corridor) that support 7-9 focal species (in wetland areas). Within the 500-ft. buffer area, there are 149 acres (50.85% of project corridor) that support 1-3 focal species (in upland areas) and 56.7 acres (19.33% of project corridor) that support 7-9 focal species (in wetland areas). These wetlands consist of freshwater marshes, cypress, stream and lake swamps (bottomland), wet prairies, and wetland forested mixed. There are numerous listed species in the project area that are discussed under the Wildlife and Habitat Degree of Effect.

The FDOT expects the City of Tampa to conduct a Uniform Mitigation Assessment Method (UMAM) analysis and prepare a Wetland Evaluation/Biological Assessment Technical Memorandum during the projects PD&E Study phase and coordinate its review with the USFWS and the FFWCC.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Wetlands

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/17/2007)

Wetlands Effect: Moderate
Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The proposed project area encompasses primarily isolated wetlands, some of which are hydrologically connected to the Hillsborough River. The EST indicates that there are 33.31 acres of palustrine wetlands within the 500-foot buffer zone of the project.

Comments on Effects to Resources:
An Environmental Resource Permit (ERP) will be required from the Southwest Florida Water Management District - the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of highway construction to the greatest extent practicable:
- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

Coordinator Feedback: None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Wetlands Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Wetlands, wetlands habitat

Level of Importance: Low, due to minimal degree of effect

Comments on Effects to Resources:
A review of GIS analysis data in the EST at the programming screen phase of the project indicates that a small amount of palustrine wetlands are located within proximity of the proposed project. Approximately 2.7 acres are identified within the 100-foot buffer distance, approximately 6.0 acres are identified within the 200-foot buffer distance, and approximately 33.3 acres are identified within the 500-foot buffer distance.

The area surrounding the project is developed with several residential communities and development within the corridor is expected to continue to increase. According to the project description, approximately 40 developments have been approved in the general area where Cross Creek Boulevard is located. These projects are in various stages of completion or construction. There are also additional developments in the review process. The right-of-way for this project and all drainage and mitigation areas required for widening the Cross Creek Boulevard corridor were conveyed to the City of Tampa by developers.

EPA is assigning a minimal degree of effect to this issue due to the fact that there should not be significant additional impact to wetlands and wetlands habitat as a result of the project, as proposed. It is, however, recommended that the environmental phase (PD&E) of the project include delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

Coordinator Feedback: None

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Wetlands Effect: Moderate
Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Based upon observations during a field review conducted on April 18, 2007, the area within the 100 foot buffer of the project contains small wetland areas that are contiguous to wetlands adjacent to the ROW. The existing ROW appears to have been cleared during the construction of the road and is currently planted with bahia and maintained as open ROW.

Within the 100-foot buffer corridor, impacts to wetlands involve several individual wetland systems composed of wetland habitat types (FLUCFCS 524, 618, 641) and totaling 3.5 acres (FFWCC 2003 Land Cover). Wetlands that would be adversely affected are located chiefly on the north side of the roadway in S14T27SR20E and S15T27SR20E and on both sides of the roadway in S9T27SR20E, S10T27SR20E. The total wetland acreage is comprised of 1.33 acres of open water with wetland development, 0.22 acres of shrub (Carolina willow/Elderberry) wetlands, and 2.0 acres of freshwater herbaceous wetland. This total acreage figure does not include potential impact from stormwater facilities or temporary, construction-related impacts.

Within the 200-foot buffer corridor, impacts to wetlands involve the same systems noted above for the 100-foot buffer in addition to cypress swamp. The jurisdictional wetland systems are composed of four wetland habitat types (FLUCFCS 524, 618, 621, 641) and total 9.26 acres (FFWCC 2003 Land Cover). Wetlands that would be adversely affected are located chiefly on the north side of the roadway in S15T27SR20E, on both sides of the roadway in S9T27SR20E, S10T27SR20E, and on the south side of the roadway east of Sand Pointe Dr. This total acreage figure does not include potential impact from stormwater facilities or temporary, construction-related impacts.

Within the exiting right-of-way, the quality of wetland systems that would be adversely affected varies from good to poor as these wetlands have already been disturbed to accommodate the construction of Cross Creek Blvd and the extensive residential development. Within 50 feet of the right-of-way there are extensive wetland areas of excellent quality, including cypress swamps (FLUCFCS 621), willow heads (FLUCFCS 618), marshes (FLUCFCS 641), and wet prairies (FLUCFCS 643). Wetlands on and within 50 feet of the right-of-way are known to support several wetland-dependent species, including wood stork, sand hill crane, little blue heron, snowy egret, white ibis, great blue heron, and great egret, all of which were observed during the April 8, 2007 field visit to the site.

A small forested wetland (FLUCFCS 630) exists adjacent the existing ROW and north of the sidewalk on the north side of the roadway, adjacent to the new Publix shopping center near the project terminus. Observed wetland vegetation within this system included a canopy of cypress, slash pine, and laurel oak. Mid-story and groundcover species included Carolina willow, primrose willow, immature black cherry, cabbage palm, gallberry, dog fennel, grennbriar, wild grape, and various rushes and water-tolerant grasses.

Along the south side of the existing ROW, there are several small forested wetland systems between the intersection of Cross Creek and Grand Isle. Observed vegetation was similar to that described above.

A forested slough is located approximately 3,000 feet east of the intersection of Cross Creek and Corey Lake, but outside of the existing ROW. Wetland vegetation was similar to other systems described in the area.

Comments on Effects to Resources:
Impacts to wetlands within the ROW include: the elimination of the wetland system and loss of all wetland function relating to wildlife habitat, the loss of flood storage/attenuation capacity, and the transport of sediment to wetlands that are contiguous to the wetlands within the right-of-way. Assuming that the construction is limited to the existing right-of-way, the total acres of wetland impacts within the 100-foot buffer corridor would range from 2.15 acres (according to the Wetlands 2000 data) to 3.5 acres (according to the FFWCC 2003 Land Cover Grid), much of which has been disturbed from past roadway construction but which still provides wildlife habitat function and storage/attenuation function.

Construction outside of the limits of the right-of-way has the potential to eliminate or disturb additional

acreage most of which is of good-to-excellent quality and known to support wetland-dependent wildlife species.

Depending upon the constructed depth, stormwater ponds located adjacent to wetlands, particularly forested wetlands, will intercept ground water and surface water that formerly maintained wetland hydroperiods. Hydroperiods of wetlands adjacent to stormwater ponds whose bottom elevations are lower than those of the wetlands may be reduced, adversely affecting plant communities, habitats, and wildlife populations.

The result of project impacts to wetlands will be a loss of wetland-dependent wildlife, including Listed species, a decrease in wildlife diversity, deterioration of water quality, damage to remaining wetland vegetation, and a loss of hydrologic benefits now provided by wetlands. Further, wetlands will be adversely affected as a result of erosion and sediment transport to these sensitive areas.

Additional Comments (optional):
A UMAM analysis will be necessary to determine the functions and values of the wetlands that will be eliminated by project construction. Because it is known that some of these wetlands provide habitat for Listed Species and the project will impact a minimum of 2.15 acres of wetland, the Degree of Effect is judged Moderate.

Adequate and appropriate wetland mitigation activities will be required for unavoidable wetland and surface water impacts associated with the project. The project mitigation needs may be addressed in the FDOT Mitigation Program (Chapter 373.4137, F.S.) which requires the submittal of anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude a project in whole or in part if the SWFWMD is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with the FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted independently. Depending on the quantity and quality of the impacted wetlands, the SWFWMD may propose purchasing additional credits from a mitigation bank and/or pursue and propose alternative locations for mitigation. The District understands that mitigation may be accomplished by actions taken by the FDOT/COUNTY/private developers, depending on permit responsibility. For ERP purposes of mitigating any adverse wetland impacts within the same drainage basin, the project and associated wetland impacts are located within the Hillsborough River basin. The SWFWMD requests that the FDOT continue to collaborate on the potential wetland impacts as this segment proceeds into future phases, and include the associated impacts on FDOTs annual inventory.

The original project in ERP permit number 43017055.019, issued on 27 May 1999, appears to have included the proposed project. The construction plans in 43017055.019 depict a four-lane, rural section, although only half of the roadway was initially constructed. Permit 43017055.019 is linked to 43017055.013, which was issued on 27 October 1998. This is why the permit duration for 43017055.019 is less than five years from date of issuance. 43017055.019 appears to be for off site roadway construction; while 43017055.013 appears to be for the construction of a major phase of a subdivision. It is important to note that permit 43017055.013 is linked to other permits.

The SWFWMD transferred construction permit 43017055.019 to operations phase on 18 May 2001. Permit 43017055.019 expired on 27 October 2003 without a modification to extend the effective date. Heritage Isles Community Development District is the current operator for the existing road, in the file of record for 43017055.019.

The FDOT/CITY/COUNTY must apply for a permit modification to construct this project, as no ERP construction permit is currently valid for this project. If the operator has changed or will change, the

FDOT/CITY/COUNTY must apply for a transfer of operation entity.

It is important to note that the District issues ERP permits according to the rules in effect at the time of issuance. It is also important to know that, as of this writing, the District records currently show 33, active, permit modifications (including the initial permit application for 43017055.000). While it may have been the intent of 43017055.019 or 43017055.013 to compensate and correct for the proposed constructions impacts, complex projects of this sort often reallocate excess, constructed mitigation from earlier projects to later ones (there are 14 permit modifications issued after 43017055.019).

It is common for permits to anticipate a larger construction project than the one that is actually constructed. The total amount of stormwater ponds and mitigation are sometimes constructed initially and sometimes only a portion are initially constructed (to serve the reduced project size) with the intent to expand the mitigation areas when the future construction happens (to save on initial construction cost).

In summary, the District cannot confirm that this project will not require additional pond or wetland, mitigation, area construction until receiving and processing a permit application.

An approved Stormwater Pollution Prevention Plan (SWPPP) is recommended during the design phase of this project in order to minimize turbidity and degradation of water quality during the construction phase of the project.

Wetland impacts can be reduced by the (1) adjustment of the alignment and cross section to avoid direct impacts to wetlands to the degree practicable, (2) implementation of strict controls over sediment transport off site during construction, (3) restriction of all construction activity and facilities to the existing right-of-way, and (4) selection of treatment pond sites away from wetlands.

SWFWMDs programmatic goal is to achieve no net loss of wetlands (ERP Basis of Review, 3.1.0). FDOT/CITY/COUNTY must provide reasonable assurance that the projects design will not adversely impact the value of functions provided to fish, wildlife, and listed species, including aquatic and wetland-dependent species by wetlands and other surface waters. Formal wetlands delineation with UMAM analysis will be required. SWFMWD will require practicable design modifications to reduce or eliminate impacts to wetlands, for example, minimizing or eliminating the roadway cross-section through any wetland area.

FDOT/CITY/COUNTY must provide reasonable assurance that the projects design will not adversely impact the value of functions provided to fish, wildlife, and listed species, including aquatic and wetland-dependent species by wetlands and other surface waters. A wetland location map, formal delineation, and acreage calculations will be required together with a Uniform Mitigation Assessment Method (UMAM) assessment for all wetlands affected by the project, pursuant to Ch. 62-345, F.A.C. The District will require the wetland and surface water features located within the project area to be field verified by District staff, pursuant to Ch. 62-340, F.A.C. Secondary wetland impacts (e.g., water quantity, water quality, wetland buffer setbacks, wildlife habitat and utilization, etc.) will need to be evaluated pursuant to subsection 3.2.7 of the Basis of Review (BOR).

The District will require the applicant to address elimination and reduction of wetland impacts pursuant to subsection 3.2.1 of the BOR, where applicable, including design alternatives where feasible. Therefore, SWFMWD will require practicable design modifications to reduce or eliminate impacts to wetlands, for example, minimizing the roadway cross section through the wetland area.

Coordination with FFWCC and USFWS will be required for wetland-dependent listed species. It is recommended that the FDOT/CITY/COUNTY prepare a Wetland Evaluation Report (WER) and an Endangered Species Biological Assessment (ESBA) and provide the results to the District. Specific surveys should be conducted to detect the occurrence and abundance of Listed Species that are likely to utilize the wetlands and other surface waters within a 200 buffer and at proposed treatment pond sites. The potential impact of the roadway project on these species should be assessed.

The names and addresses of individuals or entities, whose property will be acquired for the roadway improvements, will need to be submitted with the ERP application. Since the CITY/COUNTY has powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C. If this project will require the acquisition of new right-of-way areas, any permit that is issued may include special conditions prohibiting construction until evidence of ownership and control is provided.

The District has assigned a pre-application file (PA 6219) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the Districts Tampa Service Office. Please refer to the pre-application file when contacting District regulatory staff regarding this project.

Coordinator Feedback: None

2 ETAT Review by David A. Rydene, National Marine Fisheries Service (05/15/2007)

Wetlands Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Basset Branch drains to the Hillsborough River which empties to Hillsborough Bay. The Lower Hillsborough River and Hillsborough Bay contain estuarine habitats used by managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 8727. The Florida Department of Transportation proposes widening Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road in Hillsborough County, Florida. The road would be widened from the existing two lanes to four lanes.

NMFS staff conducted a site inspection of the project area on May 14, 2007, to assess potential concerns to living marine resources within Basset Branch, the Hillsborough River and Hillsborough Bay. The lands adjacent to the proposed project are principally residential properties and forested palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the projects eastern terminus lies within 0.25 miles of Basset Branch which empties to the Hillsborough River. The Hillsborough River drains to Hillsborough Bay, which contains mangrove, seagrass, and salt marsh habitats. Increased use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources in the Lower Hillsborough River and Hillsborough Bay. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the Lower Hillsborough River and Hillsborough Bay. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

Coordinator Feedback: None

2 ETAT Review by John Fellows, US Army Corps of Engineers (05/15/2007)

Wetlands Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
The GIS analysis identified a few acres of palustrine wetlands within the 10o' buffer, and a few more within 200'. The Screening tool aerials also revealed a few areas of wetlands along the existing roadway. A site visit showed that most of the existing right-of-way has been cleared.

Comments on Effects to Resources:
Although there may be wetlands affected, the effects should be minimal based on the quantity and quality of the wetlands. FDOT should still take measures to avoid and minimize wetland impacts to the greatest extent practicable.

Coordinator Feedback: None

2 ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (04/24/2007)

Wetlands Effect: Minimal
Coordination Document: Tech Memo Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources:
The Service has reviewed our Geographic Information Systems (GIS) database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service?s GIS database is a compilation of data received from several sources. After a literature review utilizing the 500 foot buffer of the proposed alignments, the Service has the following comments and recommendations:

Due to the location of the proposed action in the landscape, the Service does not anticipate a high level of involvement with federally listed species. However, state listed species may have the potential to be impacted which are considered "Trust Resources" by the federal government. All species involvement should be documented in a technical memorandum and submitted to the Service during the NEPA process.

The Service would recommend that wetlands in the project area be delineated and evaluated using a functional analysis technique such as the Wetland Rapid Assessment Procedure (WRAP) or the Uniform Mitigation Assessment Method (UMAM). Any wildlife utilization in these areas should be assessed and mitigated.

Additional Comments (optional):
Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), Section 7 of the Endangered Species Act of 1973 (ESA), as amended

(16 U.S.C. 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.).

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration

Wildlife and Habitat

Coordinator Summary

2 Summary Degree of Effect

Wildlife and Habitat Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the Federal Highway Administration (FHWA) and the Florida Fish and Wildlife Conservation Commission (FFWCC) and recommends a Degree of Effect of Minimal. The FDOT acknowledges the comments from the Southwest Florida Water Management District (SWFWMD) and the US Fish and Wildlife Service (USFWS).

Wetland resources and avoidance, compensation, and mitigation of wetlands are described in the Wetlands Degree of Effect. SWFWMD staff conducted a site inspection of the project area on May 14, 2007 and observed the following species adjacent to the Rights of Way (ROW): wood stork, sand hill crane, little blue heron, snowy egret, white ibis, osprey, great blue heron, and great white egret. Biologists did not observe any suitable denning or nesting habitat for wildlife within the existing roadway ROW with the exception of a large stormwater pond at the beginning terminus of the project that may be used for foraging by wading birds and small reptiles or amphibians. FFWCC and USFWS outlined in their comments the species which may occur in and adjacent to the project area based on the potential habitat and range, which includes the gopher tortoise, Shermans fox squirrel, Florida mouse, Florida pine snake, Eastern indigo snake, short-tailed snake, gopher frog, bald eagle, limpkin, little blue heron, snowy egret, wood stork, sand hill crane, white ibis, tri-colored heron, Southeastern American kestrel, red-cockaded woodpecker, and the Florida burrowing owl. The Suwannee cooter and Florida scrub-jay may also occur offsite and be secondarily impacted by the project. The swallow-tailed kite, bobcat, wild turkey, yellow bat, and eastern diamond-backed rattlesnake may also occur within or adjacent to the project area. A Geographic Information Systems (GIS) survey indicated that the rare and imperiled Ironcolor Shiner fish, scrub-jay consultation area, and Strategic Habitat Conservation Area (SHCA) for wading birds are located within the 100-ft. buffer of the project area. Also, the Lower Hillsborough Flood Detention Area (FDA), designated as publicly owned lands, includes approximately 682 acres (13.78%) within the 1 mile buffer of the project area.

The FDOT expects the City of Tampa to evaluate and consider the recommendations from the commenting agencies, prepare a Wetland Evaluation/Biological Assessment Technical Memorandum during the projects PD&E Study phase, and coordinate its review with the USFWS and the FFWCC.

No comments were received from the Florida Department of Agriculture and Consumer Services and the US Forest Service.

ETAT Reviews for Wildlife and Habitat

3 ETAT Review by Marvin Leon Williams, Federal Highway Administration (05/16/2007)

Wildlife and Habitat Effect: Moderate
Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The EST identifies Rare and Imperiled Fish Habitat (Ironcolor Shiner) and Scrub Jay Consultation Area within 200 feet of the project.

Comments on Effects to Resources:
Please coordinate with the resource agencies concerning these species to address potential impacts.

Coordinator Feedback: None

4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Wildlife and Habitat Effect: Substantial
Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Within the exiting right-of-way, the quality of wetland systems that would be adversely affected varies from good to poor as these wetlands have already been disturbed to accommodate the construction of Cross Creek Blvd and the extensive residential development. Within 50 feet of the right-of-way there are extensive wetland areas of excellent quality, including cypress swamps (FLUCFCS 621), willow heads (FLUCFCS 618), freshwater marshes (FLUCFCS 641), and wet prairies (FLUCFCS 643). Wetlands on and within 50 feet of the right-of-way are known to support several wetland-dependent species, including wood stork (E), sand hill crane (T), little blue heron (SSC), snowy egret (SSC), white ibis (SSC), osprey, great blue heron, and great egret, all of which were observed during the April 8, 2007 field visit to the site. Sand hill cranes appear to be nesting in or immediately adjacent to the 100-foot buffer. Wood storks probably are nesting in the cypress swamps within 0.25 miles of the project and 20 storks were observed foraging within 100 feet of the roadway.

Within the 100-foot buffer corridor, the total acreage of wetlands is 3.5 acres and involves three wetland habitat types: open water with wetland development (FLUCFCS 524), willow heads (FLUCFCS 618), and freshwater marsh (FLUCFS 641). Uplands available for use by wildlife occupy 15% (8 acres) of the land within the 100-foot buffer, but high quality uplands in the form of pine flatwoods and hardwood hammocks occupy approximately 5.0 acres (9.5%) of the buffer area. The remainder of the area (78%) is occupied by single- and multi-family housing and other urban development. Uplands are highly fragmented with the largest contiguous areas located on the Heritage Isles Golf and Country Club. Nevertheless, these uplands represent important areas for the continued existence of Listed wildlife species that are expected to be present such as gopher tortoise (SSC), burrowing owl (SSC), fox squirrel (SSC), and eastern indigo snake (T).

Within the 200-foot buffer corridor, wetland acreage increases to approximately 9.3 acres and involves four wetland habitat types: open water with wetland development (FLUCFCS 524), willow heads (FLUCFCS 618), and freshwater marsh (FLUCFS 641), and cypress swamp (FLUCFS 641). Uplands available for use by wildlife occupy 12.5% (14.1 acres) of the land within the 200-foot buffer, but high quality uplands in the form of pine flatwoods and hardwood hammocks occupy approximately 3.1 acres (approximately 3%) of the buffer area. The remainder of the area (79.5%) is occupied by single- and multi-family housing and other urban development. Uplands are highly fragmented with the largest contiguous areas located on the Heritage Isles Golf and Country Club, but even in their fragmented state, these uplands represent important areas for the continued existence of Listed wildlife species that are expected to be present such as gopher tortoise (SSC), burrowing owl (SSC), fox squirrel (SSC), and eastern indigo snake (T).

Overall, most of the land within the 200-foot buffer is classified as medium to high quality habitat in the Integrated Wildlife Habitat system with the exception of the area between Blackmore and Cross Creek Blvd between Cory Lake Blvd and Cross Creek Blvd. which is classified as low quality habitat.

The entire area out to the 500-foot buffer is part of the Tampa Bay Ecosystem Management Area.

Within the 100-foot corridor, 8.6 acres have been identified as Biodiversity Hot spots supporting 7 or more focal species. A total of 30 acres of the corridor supports 5-6 Focal Species, and there is less than 1 acre supporting 3-4 Focal Species. The total acreage of Biodiversity Hot Spots supporting three or more focal species within the 100-foot buffer is 39.6 (71%). This acreage is located along the entire corridor with the exception of the area between Blackmore and Cross Creek Blvd between Cory Lake Blvd and Cross Creek Blvd. which is classified as low quality habitat. A particularly valuable area surrounds Cross Creek Blvd south of Isleworth Ave. where habitat supporting 13-18 Focal Species is located.

Within the 200-foot corridor, 16 acres have been identified as Biodiversity Hot spots supporting 7 or more focal species. A total of 59 acres of the corridor supports 5-6 Focal Species, and there are 2 acres supporting 3-4 Focal Species. The total acreage of Biodiversity Hot Spots supporting three or more focal species within the 200-foot buffer is 77.5 (69%). This acreage is located along the entire corridor with the exception of the area between Blackmore and Cross Creek Blvd between Cory Lake Blvd and Cross Creek Blvd. which is classified as low quality habitat. A particularly valuable area surrounds Cross Creek Blvd south of Isleworth Ave. where habitat supporting 13-18 Focal Species is located.

The FFWCC identifies 3.2 acres and 7.1 acres of Strategic Habitat for Wading Birds within the 100-foot and 200-foot buffers, respectively. Information collected during a site visit on April 8, 2007 and from FFWCC documents the presence within the 100-foot and 200-foot buffer areas of several species of wading birds including wood stork (E), sand hill crane (T), little blue heron (SSC), snowy egret (SSC), white ibis (SSC). Other Listed species that are likely to be present within the buffer areas include: gopher tortoise (SSC), eastern indigo snake (T), American alligator (SSC/T(S/A)), burrowing owl (SSC), tricolored heron (SSC), Southern bald eagle (T), and Shermans fox squirrel (SSC), gopher frog (SSC), limpkin (SSC), and Florida pine snake (SSC).

There is one known eagles nest (HL033), active in 2003 and located 1.9 miles southwest of the west terminus of the project. No eagles nest is reported within the 660-foot No Activity Zone. If a nest or a nest tree is lost by natural causes or storm events, USFWS recommends that the No Activity Guidelines apply through two complete breeding seasons. A nest is considered abandoned if it is inactive (unused) but intact or partially intact through five complete breeding seasons, in which case the No Activity Guidelines no longer apply.

During the field visit on April 8, the following species were observed adjacent to the ROW: wood stork (E), sand hill crane (T), little blue heron (SSC), snowy egret (SSC), white ibis (SSC), osprey, great blue heron, and great egret. While wetlands within the ROW have been disturbed in the past, they still provide potential foraging and nesting habitat for wildlife. During field reviews conducted on April 18, 2007, biologists did not observe any suitable denning or nesting habitat for wildlife within the existing roadway ROW with the exception of a large stormwater pond at the begin terminus of the project that may be used

for foraging by wading birds and small reptiles or amphibians.

Comments on Effects to Resources:
Both within and adjacent to the existing ROW, the project will result in adverse impacts to wildlife and habitat. The projects impact on wildlife and habitat include: the elimination of wetland and upland habitat known to be utilized by Listed species; the disruption of foraging areas for Listed species; the further disturbance of wetland edges, reducing their habitat quality; and the degradation of water quality in wetlands and streams by construction activities and untreated or under-treated stormwater runoff. The Biodiversity Hot Spot that surrounds Cross Creek Blvd south of Isleworth Ave. where habitat supporting 13 -18 Focal Species is located may be disturbed and/or eliminated.

Animals crossing the widened Cross Creek Blvd will be at additional risk of vehicular impact and death. This project impact is of particular concern in the case of Florida sandhill cranes, six of which were observed within 100 feet of the existing Cross Creek Blvd. Further, the project may cause additional isolation of small animal populations on either side of the roadway, as the presence of the roadway will lower the ability of wildlife to move across the facility to the remaining habitats on either side of the highway.

Temporary impacts during construction include: noise, dust, habitat damage, and potential turbidity in the lakes in the vicinity of the project area. Excessive habitat damage can be eliminated by strictly limiting construction equipment to the road ROW and designated staging areas. Turbidity will be addressed in the ERP and can be reduced by the use and maintenance of effective stormwater pollution prevention and control measures that are appropriate to the terrain involved.

Additional Comments (optional):
The degree of effect is considered Substantial due to the known abundance of Listed species within 100 feet of the project, the elimination or impairment of a significant Biodiversity Hot spot; the direct impact to Listed Species, which would be adversely affected during construction; and by the increase in the potential for animal fatalities on the roadway. Further, the roadway has the potential to result in increased pollutant loads and runoff volumes to area wetlands used by Listed Species.

Birds, amphibians, and reptiles moving across the roadway will be at additional risk upon completion of the project. A survey to determine the actual amount of animal traffic across the roadway itself and through the cross culverts is recommended. The data collected should be analyzed for the purpose of determining the value of wildlife crossings and other accommodations. Coordination with FFWCC, USFWS and Bureau of Imperiled Species Management will be required for wetland-dependent listed species. It is recommended that the FDOT/CITY/COUNTY prepare a Wetland Evaluation Report (WER) and an Endangered Species Biological Assessment (ESBA) for further analysis.

Coordination with FFWCC, USFWS and Bureau of Imperiled Species Management will be required for the following Listed Species that are known to use the project corridor or have a high probability of using the project corridor for foraging, roosting, nesting, travel, and cover: wood stork, Florida sandhill crane, eastern indigo snake, and sand hill crane. The high probability of the eastern indigo snake occurring within the project area will require consultation with the US Fish and Wildlife Service (USFWS) and implementation of the Eastern Indigo Snake Standard Protection Measures. Depending on the presence of eagles nests within 660 feet, it will be necessary for the FDOT/CITY/COUNTY to comply with USFWS June 5, 2006 Guidance Memo, CONSTRUCTION ACTIVITIES ADJACENT TO BALD EAGLE NESTS - 2006 Revision. is recommended that the FDOT/CITY/COUNTY prepare a Wetlands Evaluation Report and an Endangered Species Assessment for the selected Alternative.

Coordination with the FFWCC will be required to obtain the appropriate permits to relocate or take any tortoises that will be impacted as a result of the proposed project. If tortoises are present within the construction zones of the project, a management plan including details on relocation and mitigation may be required.

The project has the potential for both temporary and permanent impacts to wetland-dependent wildlife and habitat. Temporary impacts during construction include: noise, dust, habitat damage outside of ROW, and turbidity in the ditches crossing the project area. Turbidity will be addressed in the ERP and can be eliminated by the use and maintenance of effective control measures that are appropriate to the terrain involved. An approved Stormwater Pollution Prevention Plan (SWPPP) is recommended during the design phase of this project in order to minimize turbidity and degradation of water quality during the construction phase of the new roadway alignment.

FDOT/CITY/COUNTY must provide reasonable assurance that the design, construction and operation of the project will not impact the values of wetland, other surface waters and other water related resources of the District so as to cause adverse impacts to the (a) abundance of fish, wildlife, and listed species and (b) habitat of fish, wildlife, and listed species (ERP Basis of Review 3.2.2). Because of the documented presence of Listed Species, it is recommended that CITY/COUNTY conduct a specific wildlife survey of the habitats within and immediately adjacent to the ROW for the purposes of (a) quantifying the diversity of species using the habitats, (b) identifying the Listed Species using the habitats, (c) determining the nature of the utilization by Listed Species (foraging, cover, protection, breeding), and (d) the abundance of wildlife utilizing the habitats. The survey should result in specific recommendations for eliminating and/or reducing adverse impacts.

It is recommended that FDOT/CITY/COUNTY conduct a survey to determine the actual amount of animal traffic across the roadway particularly at the locations where wetlands occur within the ROW. Information on road kill potential should be collected if not already available. The data collected should be analyzed for the purpose of determining the need for wildlife crossings. The potential impact of the roadway project on these, and non-listed native animals, should be assessed and a plan should be developed to eliminate impact by means of wildlife accommodations or other means.

Coordinator Feedback: None

3 ETAT Review by Scott Sanders, FL Fish and Wildlife Conservation Commission (05/12/2007)

Wildlife and Habitat Effect: Moderate
Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #8727 in Hillsborough County, and provides the following comments related to potential impacts to fish and wildlife resources on this Programming Phase project.

The Project Description relates that a Project Development and Environment Study (PD&E) is being initiated to expand the eastern 2.1 miles of Cross Creek Boulevard from two to four lanes from West Cory Lake Boulevard Road to Morris Bridge Road in the City of Tampa. The work will also include improvement of the existing road to a four-lane rural divided highway, which will accommodate improved safety for bicycle travel, sidewalks, and additional signalization. Furthermore, traffic studies have shown that the existing two-lane road is approaching Level of Service D, and improvements are needed to preserve the roads operational integrity.

A GIS analysis of fish, wildlife, and habitat resources was conducted within 500 feet on either side of the existing Right-of-way (ROW). This screening revealed that the project area, located in northeastern Hillsborough County and approximately 2.0 miles south of the Pasco County line, is immediately west of extensive wetlands associated with the Hillsborough River, and 1.5 miles northwest of the Hillsborough River State Park. The project area is also within a large regional area of numerous herbaceous and forested wetland systems some of which are interconnected while others are isolated.

Plant communities and land uses within the screened area consist of High and Low Impact urban lands (203 acres or 69 percent); agricultural and other disturbed lands, including grasslands (13.1 acres or 4.5 percent); herbaceous and forested wetlands (33.7 acres or 11.5 percent); and upland plant community types (43.1 acres or 14.5 percent). Native wetlands are dominated by freshwater marsh-wet prairie and open water, but include smaller amounts of hardwood swamp, cypress swamp, and shrub swamp. Upland habitats are dominated by dry prairie and forested communities, including pinelands, upland hardwood hammock, and mixed pine-hardwood forests. Xeric oak scrub and sandpine scrub have been mapped within a mile of the project area in previous FWC statewide mapping efforts.

The quality of the upland and wetland systems within and adjacent to the project area is clearly documented by our GIS habitat screening and evaluation process, as follows: FWCs Integrated Wildlife Habitat Ranking System assigns these plant community types a score of 6 to 8 (0 = Low, 10 = High); FWCs Biodiversity Hotspots that are capable of supporting 3 to 4, 5 to 6, and 7 or more focal species have been mapped within 69 percent of the screened area; all of the screened area is within the U.S. Fish and Wildlife Services Consultation Area for the Florida Scrub Jay; FWCs Priority Wetlands map for wetlands dependent listed species indicates that habitats in this area are capable of supporting 7 to 9 focal species in wetlands, and 1 to 3 species in uplands; and FWC Strategic Habitat Conservation Areas (SHCAs) have been established for wading birds in the potentially affected project area.

Based on known range, and preferred habitat type, the following wildlife species listed by the FWC as Endangered (E), Threatened (T), or species of Special Concern (SSC) potentially occur within and adjacent to the project area: Gopher tortoise (SSC), Shermans fox squirrel (SSC), Florida mouse (SSC), (T), Florida pine snake (SSC), eastern indigo snake (T), short-tailed snake (T), gopher frog (SSC), bald eagle (T), limpkin (SSC), little blue heron (SSC), snowy egret (SSC), wood stork (E), sandhill crane (T), white ibis (SSC), tri-colored heron (SSC), Southeastern American kestrel (T), red-cockaded woodpecker (SSC), and the Florida burrowing owl (SSC). The Suwannee cooter (SSC), and Florida scrub jay (T) may also occur offsite and be secondarily impacted by the project. FWCs Potential Species Habitat Model also shows that the following species may occur within and adjacent to the project area habitats: swallow-tailed kite, bobcat, wild turkey, yellow bat, and the eastern diamond-backed rattlesnake. The rare ironcolored shiner has also been documented just downstream of the project within the Hillsborough River.

Comments on Effects to Resources:
Direct impacts of the project may be at least moderate and could include the loss of upland and wetland habitats from Right-of-way (ROW) expansion and the construction of Drainage Retention Areas (DRAs). These impacted habitat types may include dry prairie, pinelands, freshwater marsh and wet prairie, and cypress swamps; and the impacts may affect the characteristic wildlife species discussed above, which are commonly supported by these systems. Avoidance and minimization of impacts through modification of the project footprint should be a major goal in reducing impacts to these important and productive communities. Adding lanes to either the north or south ROW of the existing road may serve to avoid or minimize impacts to existing native habitat areas. Treatment of stormwater runoff within the highway median and roadside swales could also reduce the need for some offsite DRAs, and serve to limit offsite habitat loss.

Additional Comments (optional):
The following recommendations and Best Management Practices (BMPs) are offered for consideration in the PD&E Study so that the project can be designed in a manner to avoid, minimize, or mitigate project impacts to wildlife species and their habitat:

1. A vegetative cover map and accounting by acreage for each plant community type should be made for the affected project area. Compensatory mitigation for all upland and wetland habitat loss should be accomplished. If wetlands are mitigated under the provisions of Chapter 373.4137 F.S., the proposed mitigation sites should be located within the immediate or same regional area; be functionally equivalent; equal to or of higher functional value; and as or more productive as the impacted wetlands. Land acquisition and restoration of appropriate tracts adjacent to existing public lands, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas, would be supported by our agency. An all-important focus of the selection process for mitigation lands for this project should include a strong consideration of, and habitat replacement for, the birds, mammals, amphibians, and reptiles which are discussed above as potentially occurring in the project area.

2. Surveys for listed species should be accomplished within and adjacent to the ROW and proposed sites for DRAs. The methodology for these surveys should be coordinated with FWC early in the PD&E Study and follow appropriate survey techniques or guidelines to determine presence, absence, or probability of occurrence of various species, and to assess habitat quality. These study methods should be designed considering the potential listed species discussed above. Please note that some species, including the Florida scrub jay, are known to use atypical habitat types and transitional habitat areas; therefore, due diligence and thorough coverage during field investigations are key to adequately determining presence or absence of these and other species. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative impacts of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented.

3. We recommend that FDOT develop and implement customized BMPs especially formulated for this project as they pertain to dredging and filling, control of siltation and turbidity, and the nutrient loading associated with discharge of roadside runoff, to reduce impacts within freshwater wetlands and riparian systems. These BMPs should be implemented only after all efforts to avoid and minimize impacts are completed. For example, bridging large herbaceous and wooded wetlands reduces both the loss and degradation of habitat, and promotes both hydrological and habitat connectivity.

4. Construction equipment staging areas; storage of oils, greases, and fuel; fill and roadbed material; and equipment maintenance activities should be sited in previously disturbed areas far removed from streams, wetlands, or surface water bodies. Staging areas, along with borrow areas, should also be surveyed for listed species.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email terry_gilbert@urscorp.com to initiate the process for further coordination on this project.

Coordinator Feedback: None

2 ETAT Review by Todd Samuel Mecklenborg, US Fish and Wildlife Service (04/24/2007)

Wildlife and Habitat Effect: Minimal
Coordination Document: Tech Memo Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources:
The Service has reviewed our Geographic Information Systems (GIS) database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service?s GIS database is a compilation of data received from several sources. After a literature review utilizing the 500 foot buffer of the proposed alignments, the Service has the following comments and recommendations:

Due to the location of the proposed action in the landscape, the Service does not anticipate a high level of involvement with federally listed species. However, state listed species may have the potential to be impacted which are considered "Trust Resources" by the federal government. All species involvement should be documented in a technical memorandum and submitted to the Service during the NEPA process.

The Service would recommend that wetlands in the project area be delineated and evaluated using a functional analysis technique such as the Wetland Rapid Assessment Procedure (WRAP) or the Uniform Mitigation Assessment Method (UMAM). Any wildlife utilization in these areas should be assessed and mitigated.

Additional Comments (optional):
Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.).

Coordinator Feedback: None

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the US Forest Service

ETAT Reviews: Cultural

Historic and Archaeological Sites

Coordinator Summary

2 Summary Degree of Effect

Historic and Archaeological Sites Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The FDOT has evaluated the comments from the Florida Department of State and recommends a Degree of Effect of Minimal. The FDOT acknowledges the comments from the Federal Highway Administration (FHWA), the Southwest Florida Water Management District (SWFWMD), and the Miccosukee Tribe.

A review of the Geographic Information Systems (GIS) analysis data indicates that four archaeological sites are located within the 500-ft. buffer area. A CRAS will be prepared during the projects PD&E Study phase. It will reflect the results of performing a systematic archaeological field survey and a historic structures survey for the projects Area of Potential Effects (APE) which includes the roadway, sidewalks, bicycle accommodations, interchange improvements, and stormwater management facilities. If applicable, Section 106 Consultation will be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the National Register of Historic Places (NRHP).

The project will not directly impact any cultural resources. The existing right-of-way has already been cleared for construction.

ETAT Reviews for Historic and Archaeological Sites

3 ETAT Review by Sherry Anderson, FL Department of State (05/17/2007)

Historic and Archaeological Sites Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Florida Site File Archaeological or Historic Sites

Buffer distance: 100 feet

HI06693 FAST TORTOISE PREHISTORIC LACKING POTTERY ARTIFACT SCATTER-DENSE (2 PER SQ METER) INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

HI06694 DEBRA ROW YOUR BOAT ASHORE PREHISTORIC LACKING POTTERY ARTIFACT SCATTER-DENSE (2 PER SQ METER) INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

HI08365 CROSS CREEK SCATTER PREHISTORIC LACKING POTTERY SPECIALIZED SITE FOR PROCUREMENT OF RAW MATERIALS INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

Buffer distance: 500 feet

HI06687 LASH PREHISTORIC WITH POTTERY CERAMIC SCATTER INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

Buffer distance: 1320 feet

HI06686 SHADY PREHISTORIC LACKING POTTERY PREHISTORIC LITHICS ONLY, BUT NOT QUARRY INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

HI06688 MRS LYNNE PREHISTORIC LACKING POTTERY ARTIFACT SCATTER-DENSE (2 PER SQ METER) INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

HI06692 BROTHER MIKE PREHISTORIC LACKING POTTERY ARTIFACT SCATTER-DENSE (2 PER SQ METER) INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

Buffer distance: 2640 feet

HI06689 HAPPY BIRTHDAY MOM PREHISTORIC WITH POTTERY CERAMIC SCATTER INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

HI06690 NEW HAT PREHISTORIC LACKING POTTERY PREHISTORIC LITHICS ONLY, BUT NOT QUARRY INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

Buffer distance: 5280 feet

HI00385 LONERGAN 1 INDETERMINATE PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO NOT EVALUATED BY RECORDER

HI00386 LONERGAN 2 INDETERMINATE PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO NOT EVALUATED BY RECORDER

HI00448 BRANCH PREHISTORIC LACKING POTTERY LITHIC SCATTER/QUARRY (PREHISTORIC: NO CERAMICS) NOT EVALUATED BY SHPO NOT EVALUATED BY RECORDER

HI06923 BASSET BRANCH MIDDLE ARCHAIC CAMPSITE (PREHISTORIC) NOT EVALUATED BY SHPO INELIGIBLE FOR NRHP

HI06924 K-BAR-B PREHISTORIC LACKING POTTERY CAMPSITE (PREHISTORIC) NOT EVALUATED BY SHPO INELIGIBLE FOR NRHP

HI06926 K-BAR-D LATE ARCHAIC CAMPSITE (PREHISTORIC) INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

Comments on Effects to Resources:
This project corridor has not been subjected to a systematic cultural resources assessment survey. Four archaeological sites have been previously recorded within 500 feet of the project. All have been determined ineligible for listing. No buildings have been previously recorded within the one mile buffer zone

Additional Comments (optional):
Given the lack of a survey and the existence of known archaeological sites within the one mile buffer, it is possible that project activities will impact historic properties potentially eligible for listing in the National Register of Historic Places, or otherwise of historical, architectural or archaeological value. Our office recommends a cultural resource assessment survey.

Coordinator Feedback: None

2 ETAT Review by Marvin Leon Williams, Federal Highway Administration (05/16/2007)

Historic and Archaeological Sites Effect: Minimal
Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The project has no historic structures within 200 feet, according to the EST. Although 3 archaeological

sites were identified from the Florida Master Site File, these are listed as ineligible for the NRHP.

Comments on Effects to Resources:
Field verification for historic and archaeological resources within the Area of Potential Effect is still needed.

Coordinator Feedback: None

2 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Historic and Archaeological Sites Effect: Minimal
Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Within the 100-foot and 200-foot buffers, a total of three Cultural Resources Assessments (CRAS) have been done, including CRAS on the Heritage Isles Golf Course and Country Club site and the Cross Creek Commons project. Three Florida Site File Archeological Sites have been identified within the 100-foot and 200-foot buffers, none of which are eligible for listing in the National Register of Historic Places (NRHP).

Comments on Effects to Resources:
The project has a low potential to adversely affect cultural resources of significance.

Additional Comments (optional):
Degree of Effect is judged Minimal due to the ongoing coordination with the SHPO and the low probability of significant resources. The District will consider impacts to historical and archeological resources as part of its Secondary Impacts evaluation (ERP Basis of Review 3.2.7). If historical or archeological artifacts are discovered at any time on the project site, the FDOT/CITY/COUNTY shall notify the District and the Florida Department of State Division of Historic Resources immediately (40D-4.381 (1)(w).

Coordinator Feedback: None

4 ETAT Review by Steve Terry, Miccosukee Tribe (04/30/2007)

Historic and Archaeological Sites Effect: Substantial
Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
There are 7 archaeological sites located within 1/4 mile of this project, 3 within 100'. This indicates that there are probably more archaeological sites that are present. A Cultural Resources Survey will need to be done to acertain if there are any more archaeological sites which may be impacted by this project.

Comments on Effects to Resources:
Once the Cultural Resources Survey is completed, then effects to archaeological sites can be ascertained.

Coordinator Feedback: None

- No review submitted from the Seminole Tribe

Recreation Areas

Coordinator Summary

2 Summary Degree of Effect

Recreation Areas Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the Florida Department of Environmental Protection (FDEP) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal. The FDOT acknowledges the comments from Southwest Florida Water Management District (SWFWMD).

A review of the Geographic Information Systems (GIS) analysis data indicates that within the 100-ft. buffer area is 52.2 acres (93.58% of the project area) of moderate low priority Greenways Ecological Priority Linkages and one school, the Huntington Learning Center. Within the 200-ft. buffer area is one unnamed private school. Also, within the 500-ft. buffer area is Medium OGT Paddling Trails Priorities. SWFWMD identified Branchton Park, which shares most of its northern boundary with the Right of Way (ROW) of Cross Creek Boulevard at the eastern terminus of the project. A day-use park operated by Hillsborough County offers a walking trail, basketball court, and playground area. Public access is from Morris Bridge Road at a point 400 ft. south of the Cross Creek Boulevard and Morris Bridge Road intersection.

There is the potential for impacts to these public lands and their functions along the proposed roadway capacity improvement project.

The intent of the project is to add additional lanes to the roadway within existing Right-of-Way (ROW). The appropriate Environmental Resource Permit (ERP) for this segment will be acquired based on the existing stormwater system. Developers have conveyed drainage rights to the City of Tampa on or before 12/13/02. The project will not directly impact any recreational resources in the area. Care will be exercised during construction to ensure there will be no impacts to public lands along the project limits.

No comments were received from the Federal Highway Administration (FHWA) and the National Park Service (NPS).

ETAT Reviews for Recreation Areas

2 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (05/17/2007)

Recreation Areas Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
The EST indicates that state and local "Greenways Ecological Priority Linkage" is moderate to low for the project area. The Lower Hillsborough Flood Detention Area are located within the 1320-ft. project buffer zone.

Comments on Effects to Resources:
These lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, contributions to regional spring complexes, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of roadway construction on the above public lands and any proposed acquisition sites.

Coordinator Feedback: None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Recreation Areas Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Recreation Areas - recreational trails, conservation lands, wildlife management areas, Florida Natural Areas Inventory Managed Lands, parks, schools, etc.

Level of Importance: These recreational areas are of a high level of importance in the State of Florida. However, a minimal degree of effect is being assigned to this issue for the proposed project (Cross Creek Boulevard, ETDM #8727).

Comments on Effects to Resources:
A review of GIS analysis at the programming screen phase of the project indicates that there are no features such as recreational trails, conservation lands, wildlife management areas, Florida Natural Areas Inventory Managed Lands, etc. within close proximity of this segment of Cross Creek Boulevard. There are private and public schools and churches within proximity of the project. These types of facilities may have public recreation areas and parks associated with them. The PD&E study should include a survey of the area to identify any and all potential recreation areas or publicly owned land which may require a Section 4(f) review. Direct and indirect impact to recreational areas should be avoided or minimized to the best extent practicable.

Coordinator Feedback: None

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Recreation Areas Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Branchton Park, located at 15712 Morris Bridge Rd., shares much of its northern boundary with the right-of-way of Cross Creek Blvd. at the eastern terminus of the project. A day-use park operated by Hillsborough County, the facility offers a walking trail, basketball, and playground. Public access is from Morris Bridge Rd at a point 400 feet south of the Cross Creek Blvd/Morris Bridge Rd intersection.

Cross Creek Park is located within 0.5 mile of the project. It is north of Cross Creek Blvd at 19025 Basset Creek Dr.

Comments on Effects to Resources:
The project will adversely affect the recreational value of Hillsborough Countys Branchton Park as a result of noise, the potential for direct encroachment on park property, and the potential for flooding of park lands due to back-watering onto the park property at the cross-drain that passes under Cross Creek Blvd.

Additional Comments (optional):
The degree of impact is judged Moderate due to the potential for loss of recreational lands as a result of direct encroachment for construction of roadway facilities and the potential for flooding of park property at the cross drain.

For most projects to meet permit criteria, they must be not contrary to the public interest. Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. However, as this project may adversely impact an OFW, the permit criteria is more stringent. Accordingly, any project that proposes wetland impacts within an OFW must be clearly in the public interest, as described in Chapter 3.2.3 in the SWFWMD Basis of Review.

To the maximum practicable extent, it is recommended that water management facilities not be located on conservation or recreation lands.

Project design should be directed towards eliminating and reducing impacts to public lands and recreational facilities. The District will consider the impacts to fishing and recreational values under 40D-4.302 F.A.C. and the ERP Basis of Review, Chapter 3. The FDOT must provide reasonable assurance that the project will not be contrary to the public interest considering its effects on fishing and recreational values.

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration
- No review submitted from the National Park Service

Section 4(f) Potential

Coordinator Summary

2 Summary Degree of Effect

Section 4(f) Potential Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal. A review of the Geographical Information Systems (GIS) analysis data and maps indicates one existing recreational trail, the Lower Hillsborough Flood Detention Area, within the 500-ft. buffer area and one private and several public schools within the 1 mile buffer area that may be impacted by the proposed project. Potential Section 4(f) resources are described in the Historic and Archaeological and the Recreational Areas Degree of Effects respectively.

The City of Tampa will take all measures to minimize/avoid harming existing recreational areas, schools, and historic and archaeological resources. The intent of the project is to add additional lanes to the roadway within existing Right-of-Way (ROW). The appropriate Environmental Resource Permit (ERP) for this segment will be acquired based on the existing stormwater system.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Section 4(f) Potential

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Section 4(f) Potential Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Branchton Park, located at 15712 Morris Bridge Rd, shares much of its northern boundary with the right-of-way of Cross Creek Bvd at the eastern terminus of the project. A day-use park operated by Hillsborough County, the facility offers a walking trail, basketball, and playground. Public access is from Morris Bridge Rd at a point 400 feet south of the Cross Creek Blvd/Morris Bridge Rd intersection.

Cross Creek Park is located north of Cross Creek Blvd at 19025 Basset Creek Dr. within 0.5 mile of the project.

Comments on Effects to Resources:
The project will adversely affect the recreational value of Hillsborough Countys Branchton Park as a result

of noise, the potential for direct encroachment on park property, and the potential for flooding of park lands due to back-watering onto the park property at the cross-drain that passes under Cross Creek Blvd S14T27SR20E.

Access to Cross Creek Park may be impaired during construction of the project because the Cross Creek Blvd/W. Cory Lake Blvd intersection is one of the two access points to the park.

Additional Comments (optional):
The degree of impact is judged Moderate due to the (1) potential loss of recreational lands as a result of direct encroachment for construction of roadway facilities, (2) the potential for flooding of portions of Branchton Park property at a cross drain, and (3) the reduced access to Cross Creek Park during construction of the project.

For most projects to meet permit criteria, they must be not contrary to the public interest. Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. However, as this project may adversely impact an OFW, the permit criteria is more stringent. Accordingly, any project that proposes wetland impacts within an OFW must be clearly in the public interest, as described in Chapter 3.2.3 in the SWFWMD Basis of Review.

Project design should be directed towards eliminating and reducing impacts to recreational facilities. The FDOT/CITY/COUNTY must provide reasonable assurance that the surface water management system serving the project will not be contrary to the public interest in terms of its effects on natural resource and recreational values of recreational lands. Further, it is recommended that surface water facilities not be located on conservation/recreational lands because of the resulting habitat alteration and impediment to of public use of the property.

Coordinator Feedback: None

- No review submitted from the Federal Highway Administration

ETAT Reviews: Community

Aesthetics

Coordinator Summary

2 Summary Degree of Effect

Aesthetics Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal. According to land use data from Florida Geographic Data Library (FGDL), the majority of the land use is: open land,

hardwood/conifer mixed, residential low density, and cypress. The existing land use has 3.61 acres (6.47%) of low density residential use within the 100-ft. project buffer area.

No comments were received from the Federal Highway Administration (FHWA) and the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews for Aesthetics

No reviews found for the Aesthetics Issue.
- No review submitted from the Hillsborough County MPO
- No review submitted from the Federal Highway Administration

Economic

Coordinator Summary

2 Summary Degree of Effect

Economic Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal based upon the following factors: the existing land use has 3.61 acres (6.47%) of low density residential use within the 100-ft. project buffer area.

Two approved Developments of Regional Impact (DRIs) are in varying stages of implementation: Cross Creek and Hunters Green.

Further Geographical Information Systems (GIS) analysis data indicated one block group, numbered 120570102073002, with a 55% minority population. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

No comments were received from the Federal Highway Administration (FHWA) and the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews for Economic

No reviews found for the Economic Issue.
- No review submitted from the Hillsborough County MPO
- No review submitted from the Federal Highway Administration

Land Use

Coordinator Summary

0 Summary Degree of Effect

Land Use Summary Degree of Effect: None
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the Florida Department of Community Affairs (DCA) and recommends a Degree of Effect of None, since the intent of the project is to add additional lanes to roadway within existing Right of Way (ROW). All ROW, drainage, and mitigation areas were conveyed to the City of Tampa by developers and the ROW was dedicated on or before 12/13/02.

According to land use data from Florida Geographic Data Library (FGDL), the majority of the land use is: open land, hardwood/conifer mixed, residential low density, and cypress.

No comments were received from the Federal Highway Administration and the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews for Land Use

0 ETAT Review by Gary Donaldson, FL Department of Community Affairs (05/17/2007)

Land Use Effect: None
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback: None

- No review submitted from the Hillsborough County MPO
- No review submitted from the Federal Highway Administration

Mobility

Coordinator Summary

2 Summary Degree of Effect

Mobility Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the Federal Highway Administration (FHWA), but recommends a Degree of Effect of Minimal. Within the 100 ft. buffer area there is one school, the Huntington Learning Center. Within the 500-ft. buffer area there is a medium density of Paddling Priority Trails. The FHWA noted that the project description indicates the roadway will be improved to a rural 4-lane divided road. The report later describes the functional classification as Urban Collector. The FDOT expects the City of Tampa to clarify this issue during the PD&E Study phase.

The rural 4-lane divided road is a design description meaning that the road design does not have a closed drainage system that includes curbs but rather has an open drainage system with overland sheet flow and thereby resulting in a rural design description. The roads functional description is Urban Collector which is appropriate regardless of the type of drainage system or the use of shoulders versus curbing.

The Metropolitan Planning Organizations (MPO) 2025 Long-Range Transportation Cost Affordable Plan identifies Cross Creek Boulevard, east to Morris Bridge Road, as part of the future Tampa Palms Circulator, Transit Route 860, and the Cross Creek Connector as proposed future Transit Route 862. These future transit improvements, proposed within the Study corridor, will likely include the installation of bus shelters at needed locations. The FDOT recommends that the City of Tampa coordinate with transit and local government officials to determine what multi-modal accommodations will be considered during the PD&E Study phase.

No comments were received from the Federal Transit Administration (FTA) and the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews for Mobility

3 ETAT Review by Marvin Leon Williams, Federal Highway Administration (05/16/2007)

Mobility Effect: Moderate
Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The project description indicates the roadway will be improved to a rural 4-Lane divided road. Later, the report describes the functional classification as Collector: Urban.

Comments on Effects to Resources:
Given the major developments occurring in the area, it is not clear why a rural design would be proposed for this area.

Coordinator Feedback: None

- No review submitted from the Hillsborough County MPO

- No review submitted from the Federal Transit Administration

Relocation

Coordinator Summary

0 Summary Degree of Effect

Relocation Summary Degree of Effect: None
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) recommends a Degree of Effect of None since the amount of residential land use is less than 10%. According to land use data from Florida Geographic Data Library (FGDL), the majority of the land use is: open land, hardwood/conifer mixed, residential low density, and cypress. Since the intent of the project is to add additional lanes to roadway within existing Right of Way (ROW) there should be no relocations. The existing land use has 25.36 acres (8.65%) of low density residential use within the 500-ft. project buffer area. The FDOT recommends that the City of Tampa consider impacts to these land uses during project development.

No comments were received from the Federal Highway Administration (FHWA) and the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews for Relocation

No reviews found for the Relocation Issue.
- No review submitted from the Hillsborough County MPO
- No review submitted from the Federal Highway Administration

Social

Coordinator Summary

2 Summary Degree of Effect

Social Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) has evaluated the comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal since the intent of the project is to add additional lanes to the roadway within its existing Right of Way (ROW). The FDOT acknowledges the comments from US Environmental Protection Agency (EPA). Social resources associated with land use, contamination, infrastructure, economic, mobility, relocations, recreation areas, Section 4(f), historic and archaeological which are identified in their respective Degree of Effect.

Additional social resources, within the 100-ft. buffer area, include: Childrens Dentistry, Dental Health Group,

Liberty Club Seniors, Inc., and two parcel derived social service facilities. Within the 500-ft buffer area is T L Batts Ministries (religious facility) and four additional parcel derived social service facilities.

The FDOT acknowledges the FHWA and the USEPAs comment and expects that the City of Tampa will conduct a Noise Study during the PD&E Study phase.

The USEPA noted the significant number of public comments supporting the need for this project. The comments focus on the need for congestion relief along the roadway, the need for turn lanes, traffic signal installation, proper intersection signaling, and overall safety issues. Several of the comments also expressed a strong desire to improve public transportation in the Tampa area.

No comments were received from the Florida Department of Community Affairs (FDCA), the Florida Department of Environmental Protection (FDEP), and the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews for Social

1 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Social Effect: Enhanced
Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Residential communities and properties, commercial businesses and properties, social service facilities, religious facilities or centers, schools, healthcare facilities, public parks and recreation areas, etc.

Level of Importance: These resources are of a high level of importance.

Comments on Effects to Resources:
EPA is assigning an enhanced degree of effect to this issue based on the significant number of public comments supporting the need for this project. The comments focus on the need for congestion relief along this roadway, the need for turn lanes, traffic signal installation, proper intersection signaling, and overall safety issues. Several of the comments also expressed a strong desire to improve public transportation in the Tampa area.

Some specific issues that should be addressed in the PD&E phase of the project are the integration of bikeways and sidewalks and noise.

Coordinator Feedback: None

2 ETAT Review by Marvin Leon Williams, Federal Highway Administration (05/16/2007)

Social Effect: Minimal

Coordination Document:PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:
There are moderate density housing near the roadway that may be impacted by increased noise from a widened roadway with faster moving traffic.

Comments on Effects to Resources:
The environmental document should assess the potential noise impacts on noise sensitive receivers.

Coordinator Feedback: None

- No review submitted from the Hillsborough County MPO
- No review submitted from the FL Department of Community Affairs
- No review submitted from the FL Department of Environmental Protection

ETAT Reviews: Secondary and Cumulative

Secondary and Cumulative Effects

Coordinator Summary

2 Summary Degree of Effect

Secondary and Cumulative Effects Summary Degree of Effect: Minimal
Reviewed By:
FDOT District 7 (7/25/2007)
Comments:
The Florida Department of Transportation (FDOT) in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from the FHWA, the FDOT, various agencies, regional planning councils, and County Metropolitan Planning Organizations (MPOs). The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool (EST) to facilitate Indirect and Cumulative Effects Analysis. The FDOT will consider this issue further in Project Development when these necessary tools and guidance are in place. In consideration of these factors, the FDOT recommends a Degree of Effect of Minimal.

ETAT Reviews for Secondary and Cumulative Effects

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (05/17/2007)

Secondary and Cumulative Effects Effect: Minimal
Coordination Document: No Selection

Dispute Information:N/A

At-Risk Resource: Wetlands

Comments on Effects:
No comment offered for Secondary and Cumulative Effects for wetlands

Recommended Avoidance, Minimization, and Mitigation Measures:
None found.

Recommended Actions to Improve At-Risk Resources:
None found.

At-Risk Resource: Air Emissions

Comments on Effects:
As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Recommended Avoidance, Minimization, and Mitigation Measures:
None found.

Recommended Actions to Improve At-Risk Resources:
None found.

At-Risk Resource: Water Quality and Quantity

Comments on Effects:
No comment offered for Secondary and Cumulative Effects for Water Quality and Quantity

Recommended Avoidance, Minimization, and Mitigation Measures:
None found.

Recommended Actions to Improve At-Risk Resources:
None found.

Coordinator Feedback: None

3 ETAT Review by Sherry Anderson, FL Department of State (05/17/2007)

Secondary and Cumulative Effects Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

At-Risk Resource: Archaeological and Historic Resources

Comments on Effects:
Until a cultural resource assessment survey is completed, it is difficult to ascertain potential secondary or cumulative effects at this time; however, a secondary effects study should take into consideration all significant properties identified as a result of the survey

Recommended Avoidance, Minimization, and Mitigation Measures:
None found.

Recommended Actions to Improve At-Risk Resources:
None found.

Coordinator Feedback: None

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (05/16/2007)

Secondary and Cumulative Effects Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

At-Risk Resource: Wetlands

Comments on Effects:
The area within the ROW has been highly disturbed in the past as a result of the construction of existing Cross Creek Blvd. Wetlands remaining within the ROW will be further disturbed, further reducing their habitat quality and increasing their vulnerability to invasion by exotic plant species. Pursuant to 40D-4.301 and 40D-4.302, F.A.C., the District will consider secondary and cumulative effects to wetlands in accordance with the ERP Basis of Review 3.2.7 and 3.2.8.

Other secondary effects associated with the road development include the increased volume of water discharge to the receiving wetlands, which may cause prolonged inundation, the effects of which are not clearly identified. Increased water volumes may potentially affect hydro-periods associated with the wetland system and interfere with current wetland processes. Alterations of the hydrology of the system may precipitate a shift in dominant species and affect the existing biodiversity of the system.

Construction and operation of this road and subsequent connecting road infrastructure segments can be expected to expand the cumulative impacts to wetlands and conversion of wildlife habitat by the further use of currently undeveloped and natural lands for road rights-of-way.

Recommended Avoidance, Minimization, and Mitigation Measures:
An approved Stormwater Pollution Prevention Plan (SWPPP) is recommended during the design phase of this project in order to minimize turbidity and degradation of water quality in wetlands located within and adjacent to the ROW during the construction phase of the new roadway alignment.

Wetland impacts can be reduced by: (1) adjustment of the construction footprint and cross section to reduce direct impacts to wetlands to the degree practicable; (2) implementation of strict controls over sediment transport off site during construction; (3) restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging, and (4) selection of treatment pond sites away from wetlands.

Wetland impacts can be reduced by restricting the project cross section to the degree possible, constructing stormwater facilities that do not contribute to wetland dewatering, and preventing impact to wetlands outside of a 150 foot project corridor. These, and other, impact reduction and elimination measures will be addressed in the ERP process.

Recommended Actions to Improve At-Risk Resources:
For surface water resources, reduce pollutant loads to the streams in the project area by treating stormwater runoff from currently untreated areas, by controlling erosion from the project site, by limiting activities in surface waters, and by protecting surface waters from the ingress of grease and oils from equipment.

Also, the FDOT/CITY/COUNTY should consider building OFW level stormwater treatment capacity for all system facilities that serve the road and discharge into off-site wetlands that contribute flows to the Hillsborough River. Enhanced measures undertaken by the FDOT/CITY/COUNTY to reduce pollution hazards to these waters would be consistent with the intent of the FDEP OFW rule (62-302.700 F.A.C.) and with District requirements (40D-4.301(1)(e) F.A.C.) and in keeping with impending TMDL regulations.

At-Risk Resource: Wildlife and Habitat

Comments on Effects:
The projects secondary impact on wildlife and habitat include: the further disruption of remaining natural areas within and adjacent to the project right-of-way; the further loss of habitat needed for aquatic and wetland-dependent species; the further disturbance of wetland edges, reducing their habitat quality; and the degradation of water quality in wetlands and streams by the completed facility from untreated or under-treated stormwater runoff. The Biodiversity Hot Spot that surrounds Cross Creek Blvd south of Isleworth Ave. where habitat supporting 13-18 Focal Species is located may be disturbed and/or eliminated, further reducing wildlife populations in the area.

Additional width of pavement and traffic will increase the potential for animal fatalities on the roadway. This project impact is of particular concern in the case of sand hill cranes and turtles. Further habitat

destruction may result in the abandonment of the area by wildlife altogether.

Secondary impacts to listed avian species (migrating and resident) foraging and nesting habitat should be examined further to determine the presence or absence of these species.

Recommended Avoidance, Minimization, and Mitigation Measures:
The results from the recommended reports on wetlands, upland habitats, and wildlife should be utilized to eliminate serious impacts to wildlife and habitats. It is specifically recommended that wildlife movement accommodations be evaluated during the design of this project to allow for wildlife movement between the remaining habitats on either side of the project. A detailed Plan should be prepared and implemented to mitigate adverse impacts. The plan should use either the habitat guidelines developed by the US Fish and Wildlife Service or some combination of other acceptable alternatives.

Recommended Actions to Improve At-Risk Resources:
The District will consider secondary and cumulative effects as described in the ERP Basis of Review 3.2.7 and 3.2.8. The CITY/COUNTY must provide reasonable assurance that: (1) water quality standards will not be violated, and (2) buffers of a minimum width of 15 and an average width of 25 will be utilized or that other means will be used to eliminate secondary impacts to wetlands. Due to the increased potential for wildlife fatalities, the District recommends that a plan be prepared and implemented to mitigate adverse impacts. The plan should use either the habitat guidelines developed by the US Fish and Wildlife Service or some combination of other acceptable alternatives.

At-Risk Resource: Water Quality and Quantity

Comments on Effects:
The project has the potential to produce adverse impacts on the water quality of wetlands that contribute flow to the Hillsborough River. Also, construction of stormwater management facilities may impact the flood storage capacity and hydroperiod of wetlands located within and adjacent to the roadway. Once complete, the project has the potential to increase stormwater pollutant loads and runoff volumes above the current loads and volumes. The project also will require modifications of the existing cross drain structures.

Recommended Avoidance, Minimization, and Mitigation Measures:
Compliance with existing permit requirements and future TMDL requirements will help assure that minimum water quality standards are met. Water quantity concerns will also be addressed during the ERP process. In general, limiting or otherwise offsetting encroachment on the wetlands and floodplains in the area can reduce quantity concerns. For groundwater resources, ensure that stormwater treatment ponds do not intrude into the limerock or confining material of the surficial aquifer, either directly or by sinkhole formation.

The FDOT should carefully consider the placement of stormwater ponds and treatment facilities in order to

avoid potential impacts with storm water facilities associated with existing ERP permits.

Recommended Actions to Improve At-Risk Resources:
For surface water resources, reduce pollutant loads to the streams in the project area by treating stormwater runoff from currently untreated areas, by controlling erosion from the project site, by limiting activities in surface waters, and by protecting surface waters from the ingress of grease and oils from equipment.

Also, the FDOT/CITY/COUNTY should consider building OFW level stormwater treatment capacity for all system facilities that serve the road and discharge into off-site wetlands that contribute flows to the Hillsborough River, a major drinking water supply source for the City of Tampa. Enhanced measures undertaken by the FDOT/CITY/COUNTY to reduce pollution hazards to these waters would be consistent with the intent of the FDEP OFW rule (62-302.700 F.A.C.) and with District requirements (40D-4.301(1)(e) F.A.C.) and in keeping with impending TMDL regulations.

Coordinator Feedback: None

3 ETAT Review by Scott Sanders, FL Fish and Wildlife Conservation Commission (05/12/2007)

Secondary and Cumulative Effects Effect: Moderate
Coordination Document: No Selection

Dispute Information:N/A

At-Risk Resource: Wildlife and Habitat

Comments on Effects:
Indirect and cumulative impacts of the project could also be moderate due to secondary habitat loss within existing natural areas from residential and commercial development facilitated by the road expansion. Future road projects for transportation connectivity and infrastructure needs associated with increased development could also result in habitat loss and or degradation, including habitat fragmentation and isolation. Water quality degradation from increased stormwater runoff from the expanded impervious road surface and future development could also occur within area wetlands and streams, which could ultimately impact downstream aquatic areas. Furthermore, the xeric oak scrub plant community type has been clearly documented within one mile of the project area during past FWC mapping efforts. Therefore, potential indirect impacts, including the loss of these important and rare plant community types due to residential and commercial development facilitated by the project and the possible cumulative impacts to the Florida scrub jay, and other characteristic scrub species should be addressed.

Recommended Avoidance, Minimization, and Mitigation Measures:
Land acquisition and restoration of appropriate tracts adjacent to existing public lands, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas, would be supported by our agency. An all-important focus of the

selection process for mitigation lands for this project should include a strong consideration of, and habitat replacement for, the birds, mammals, amphibians, and reptiles which are discussed above as potentially occurring in the project area.

Recommended Actions to Improve At-Risk Resources:
Surveys for listed species should be accomplished within and adjacent to the ROW and proposed sites for DRAs. The methodology for these surveys should be coordinated with FWC early in the PD&E Study and follow appropriate survey techniques or guidelines to determine presence, absence, or probability of occurrence of various species, and to assess habitat quality. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative impacts of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented.

Coordinator Feedback: None

Eliminated Alternatives
No eliminated alternatives present.

Project Scope

General Project Commitments

No General Project Commitments Found

Required Permits

No Permits Found.

Required Technical Studies

No Technical Studies Found.

Class of Action

Class of Action Determination

Class of Action	Other Actions
Categorical Exclusion	None
Lead Agency	**Cooperating Agency/Agencies**
Federal Highway Administration	None

Class of Action Signatures

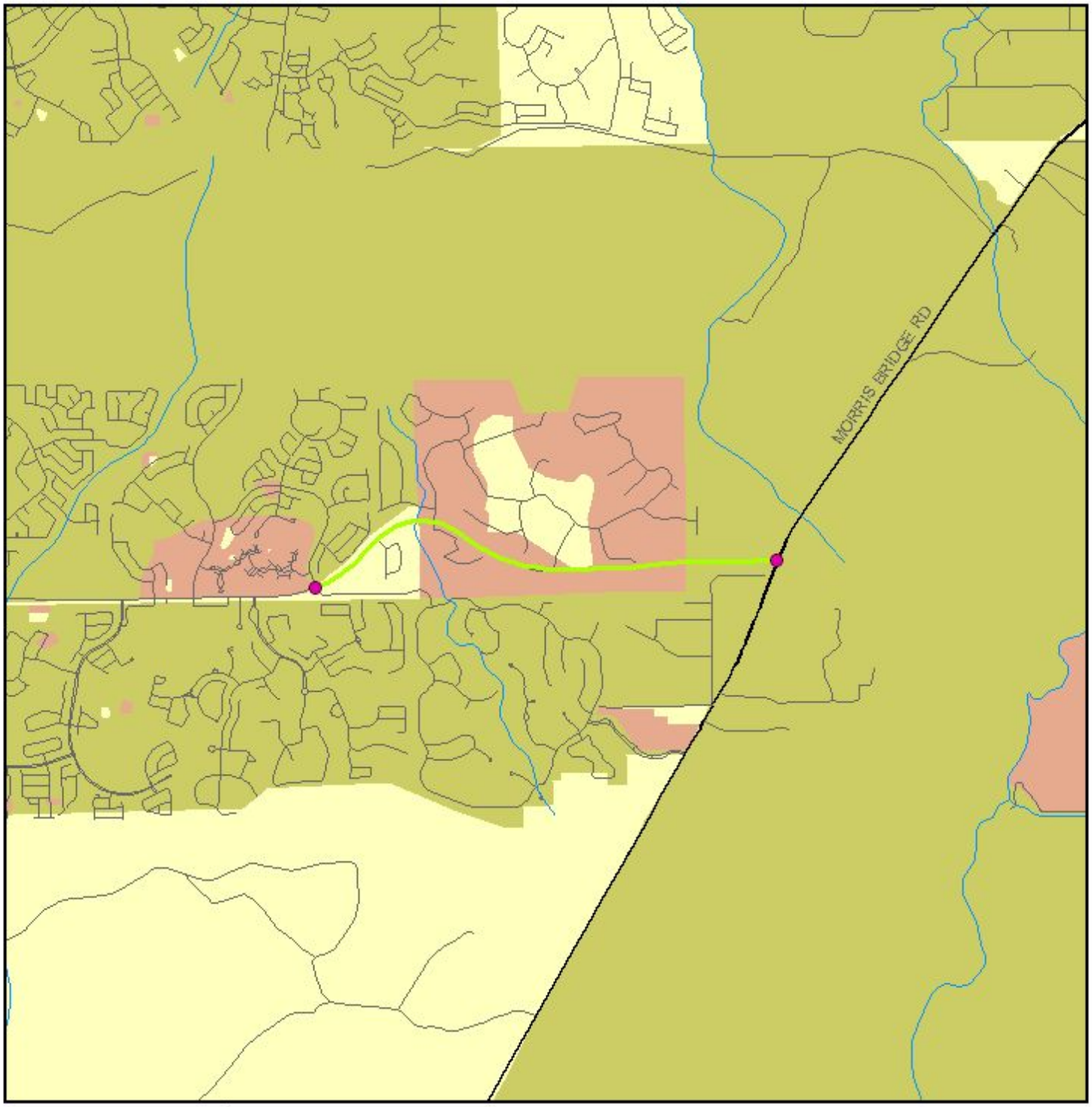
FDOT District 7	
Name:	Steve C. Love
Review Status:	ACCEPTED
Date:	8/2/2007
ETDM Role:	FDOT ETDM Coordinator
Comments:	
Federal Highway Administration	
Name:	Nahir Detizio
Review Status:	ACCEPTED
Date:	8/8/2007
ETDM Role:	Lead Agency ETAT Member
Comments:	

Dispute Resolution Activity Log

No Dispute Actions Found.

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 1 Miles

Population Age Distribution Map

Data Sources:
US Geological Survey
FL Department of Transportation
Geographic Data Technology, Inc.
US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

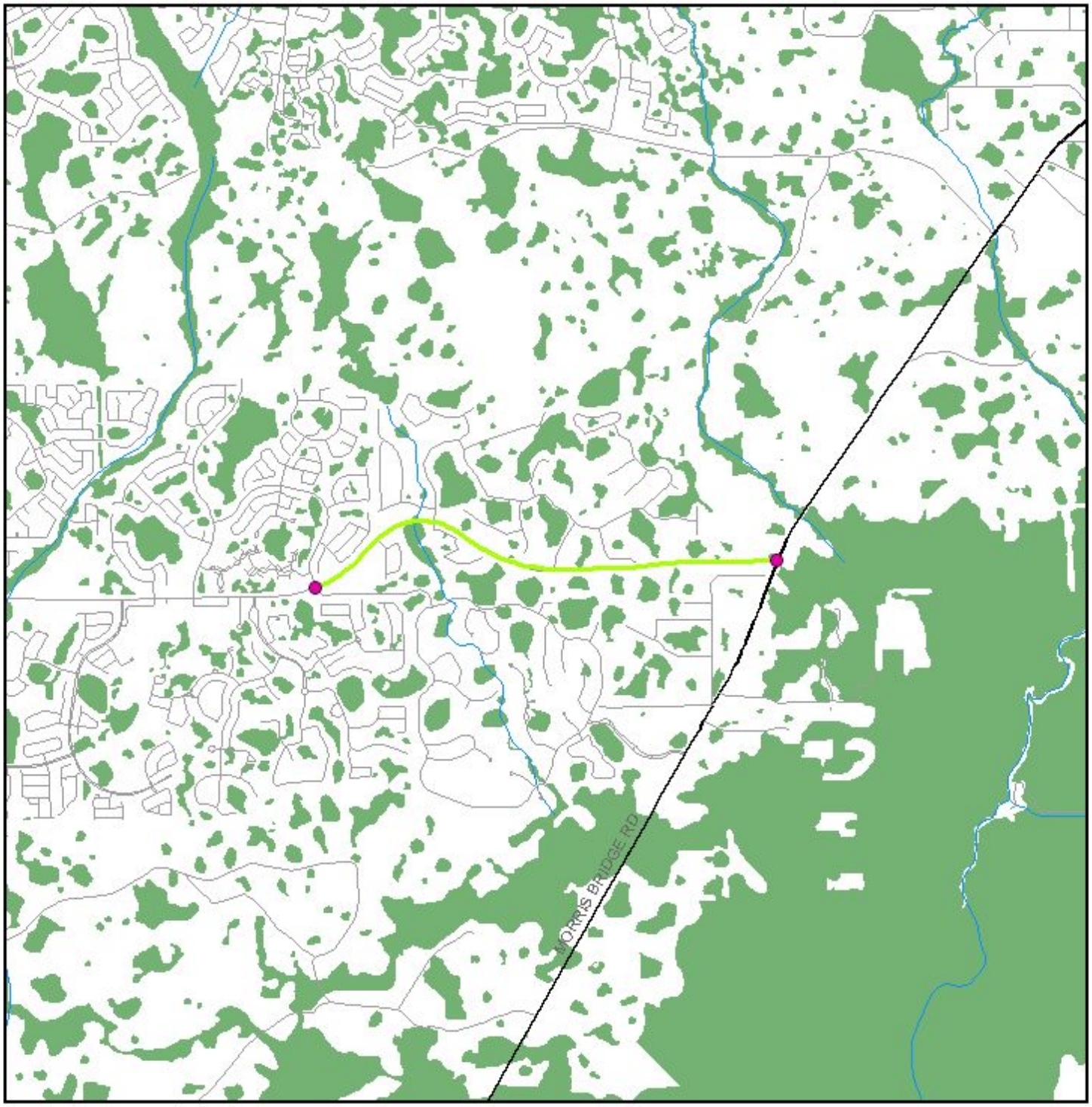
Median Age

0 - 18 | 18 - 30 | 30 - 65 | > 65

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.75 Miles

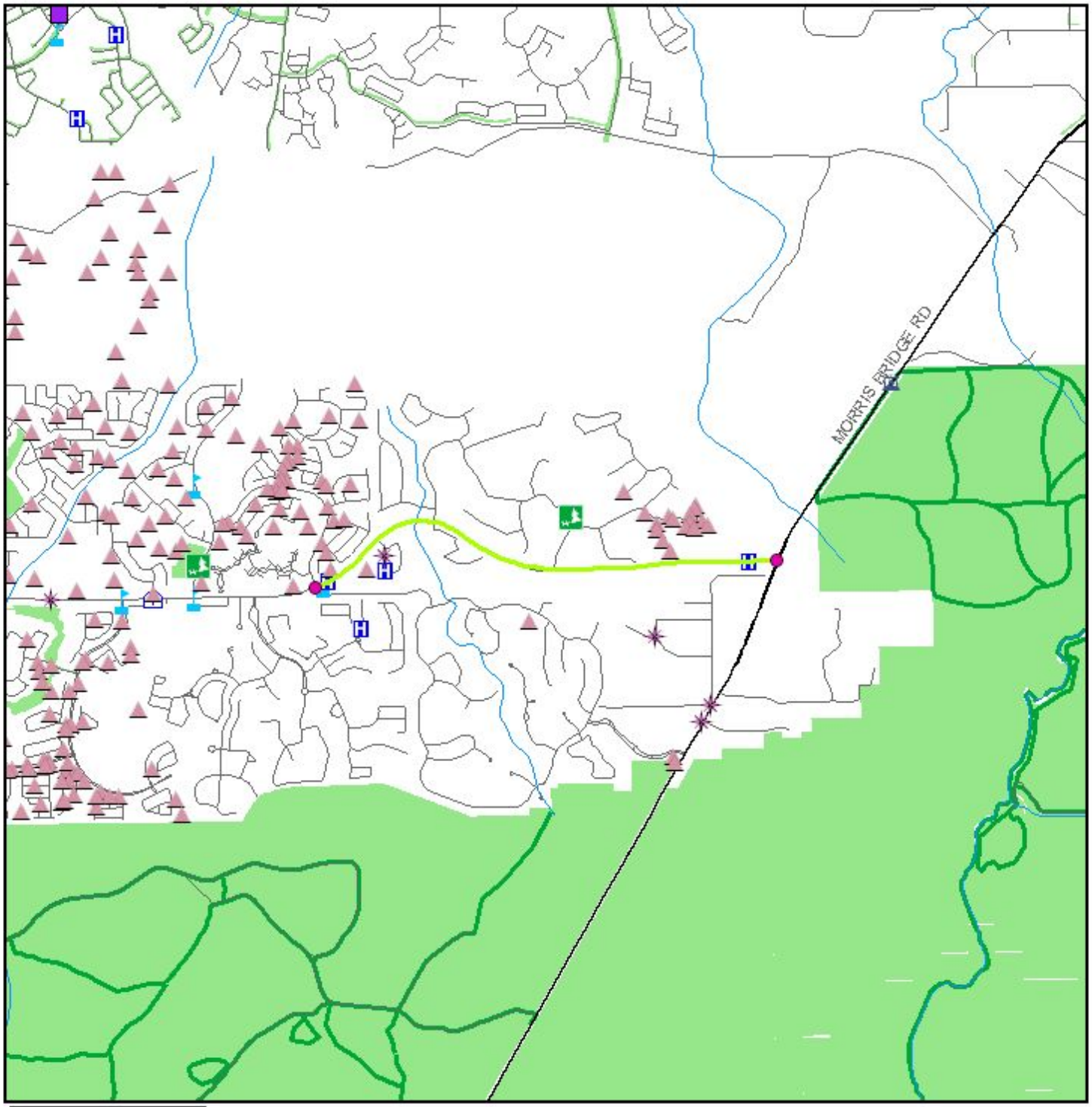
Coastal and Marine Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Aquatic Preserve
- FLUCCS Wetlands
- Navigable Water Way
- Continuous Seagrass
- Discontinuous Seagrass
- Coastal Barrier Resource Area
- Swamp or Marsh
- Exposed Rocky Platform
- Sand Beach
- Gravel Beach/Riprap
- Exposed Tidal Flat
- Sheltered Tidal Flat
- Mixed Sand And Gravel Beach
- Sheltered Rock/Seawall/Vegetated
- Exposed Vertical Rocky Shore/Seawall

Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1
West Cory Lake Boulevard to Morris Bridge Road



0 0.9 Miles

Community Facilities and Services Map

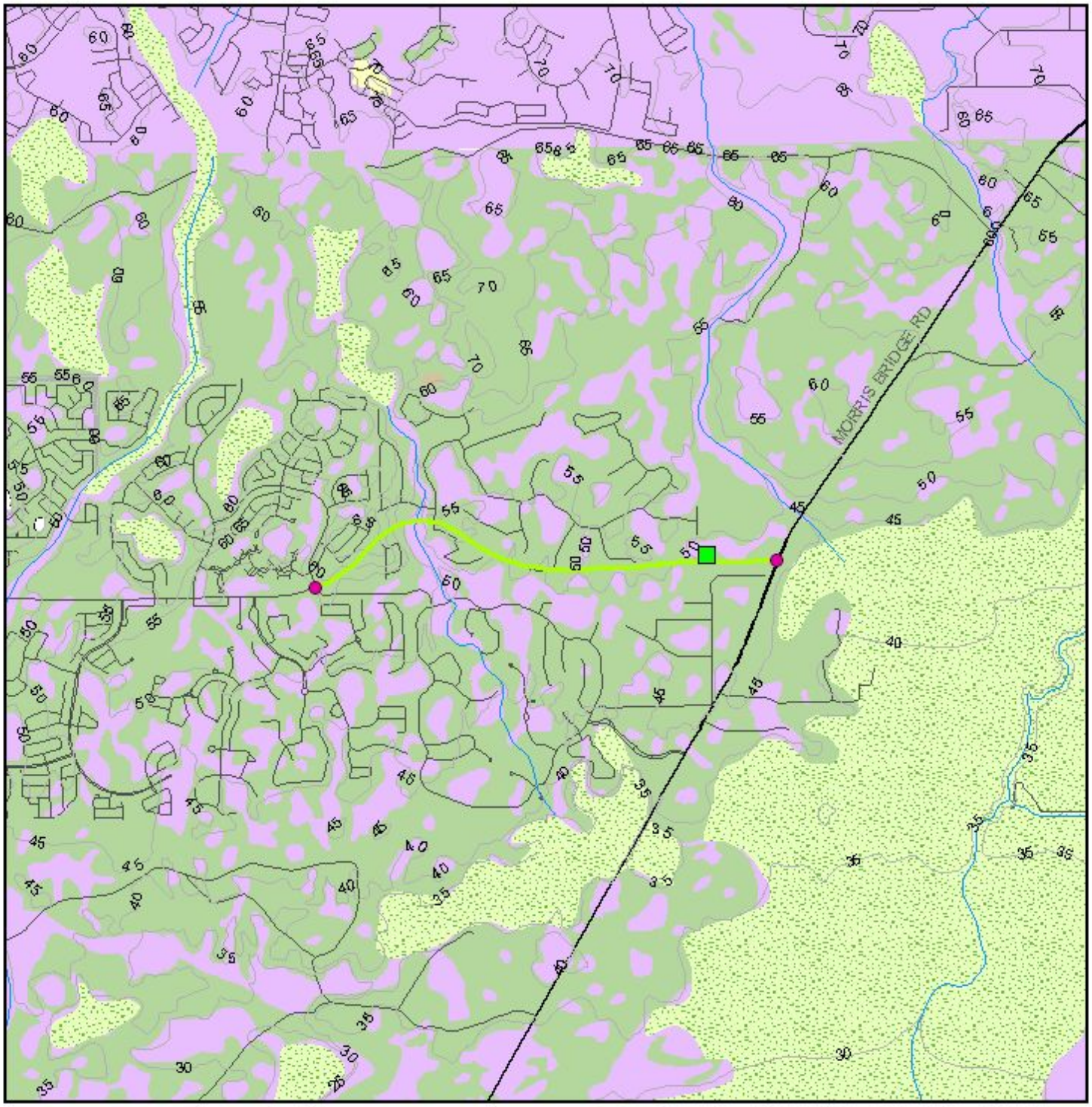
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Government
- Civic Center
- Cemetery
- Social Service
- Community Center
- Law Enforcement
- Place of Worship
- Cultural Center
- Fire Station
- Health Care
- School
- Park
- River, Stream or Canal
- Recreational Trail
- Major Road
- Local Road or Trail
- Railroad
- Community Boundary
- Water Body
- Conservation or Recreation Area

Data Sources:
US Geological Survey; FL Department of Transportation; Geographic Data Technology, Inc.; FL Property Appraisers; FL Natural Areas Inventory

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.9 Miles

Potential Contamination Assessment Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Toxic Release Inventory
- Dry Cleaning Facility
- Gasoline Service Station
- Solid Waste Facility
- NPL Remediation Site
- Hazardous Material Site
- Power Plant
- Superfund Site
- Nuclear Site
- Petroleum Tank
- Brownfield Area
- 5 FT Contour
- Water Body
- Swamp/Marsh

Soil Drainage

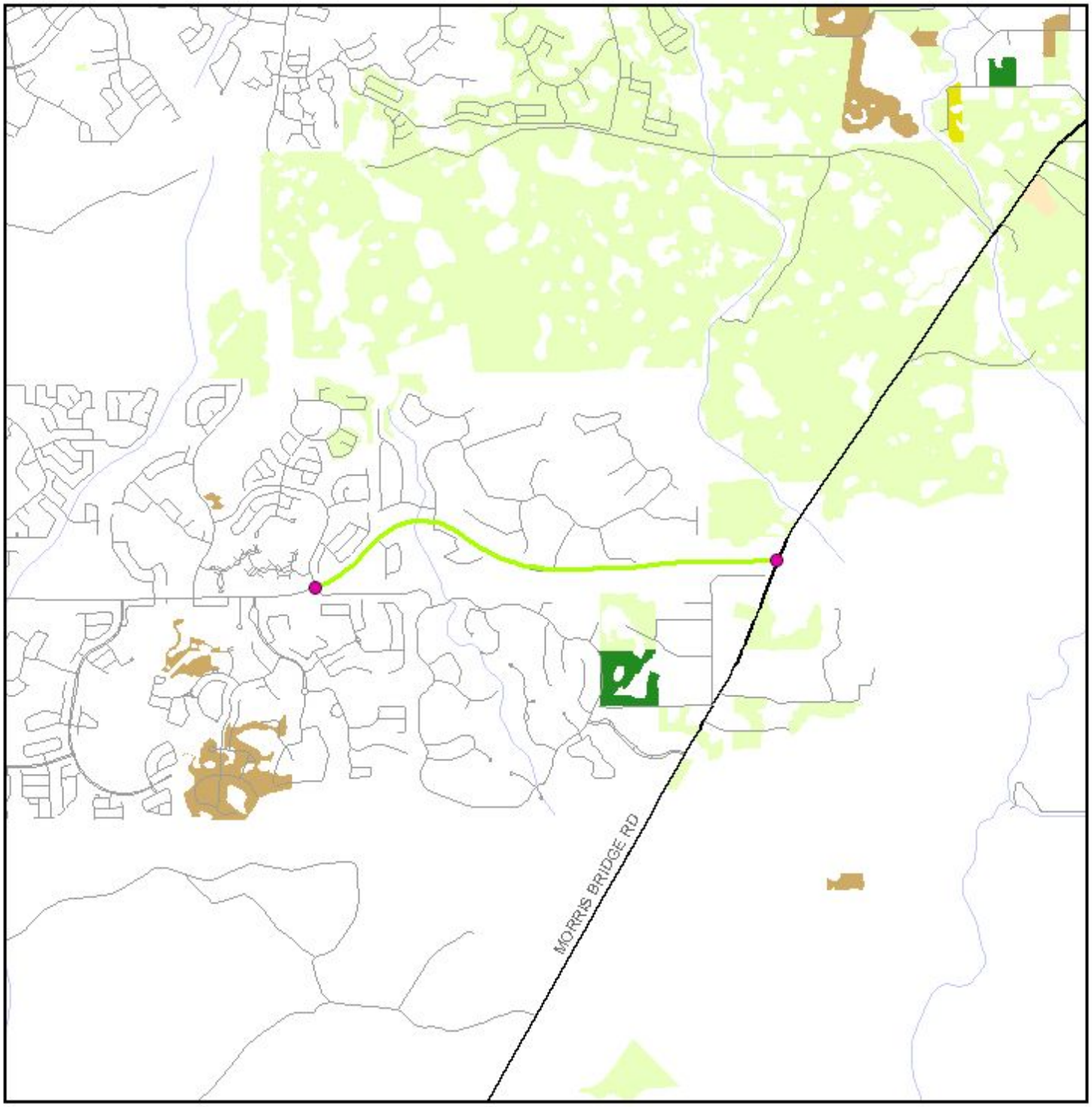
- Excellent to Well
- Well to Moderate Well
- Moderate Well to Poor
- Poor to Very Poor
- Unclassified

Data Sources:
Geographic Data Technology, Inc.; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.9 Miles

Farmlands Resource Map

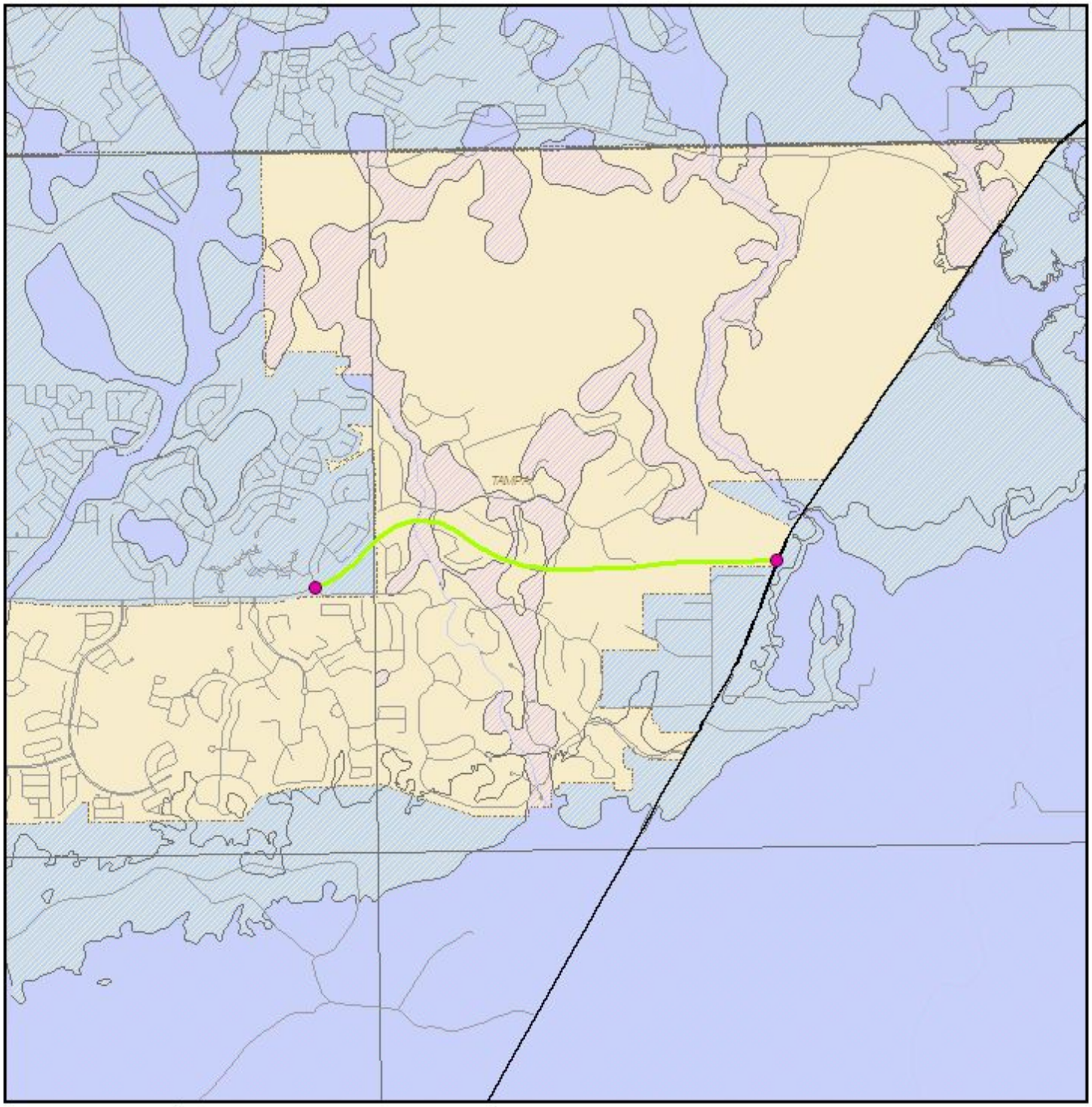
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Major Road
- Local Road or Trail
- Water Body
- Prime Farmland Soils
- Cropland/Pastureland
- Feeding Operations
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands

Data Sources: Geographic Data Technology, Inc., Florida Water Management Districts, US Geological Survey, Natural Resources Conseration Services

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



Floodplain Resource Map

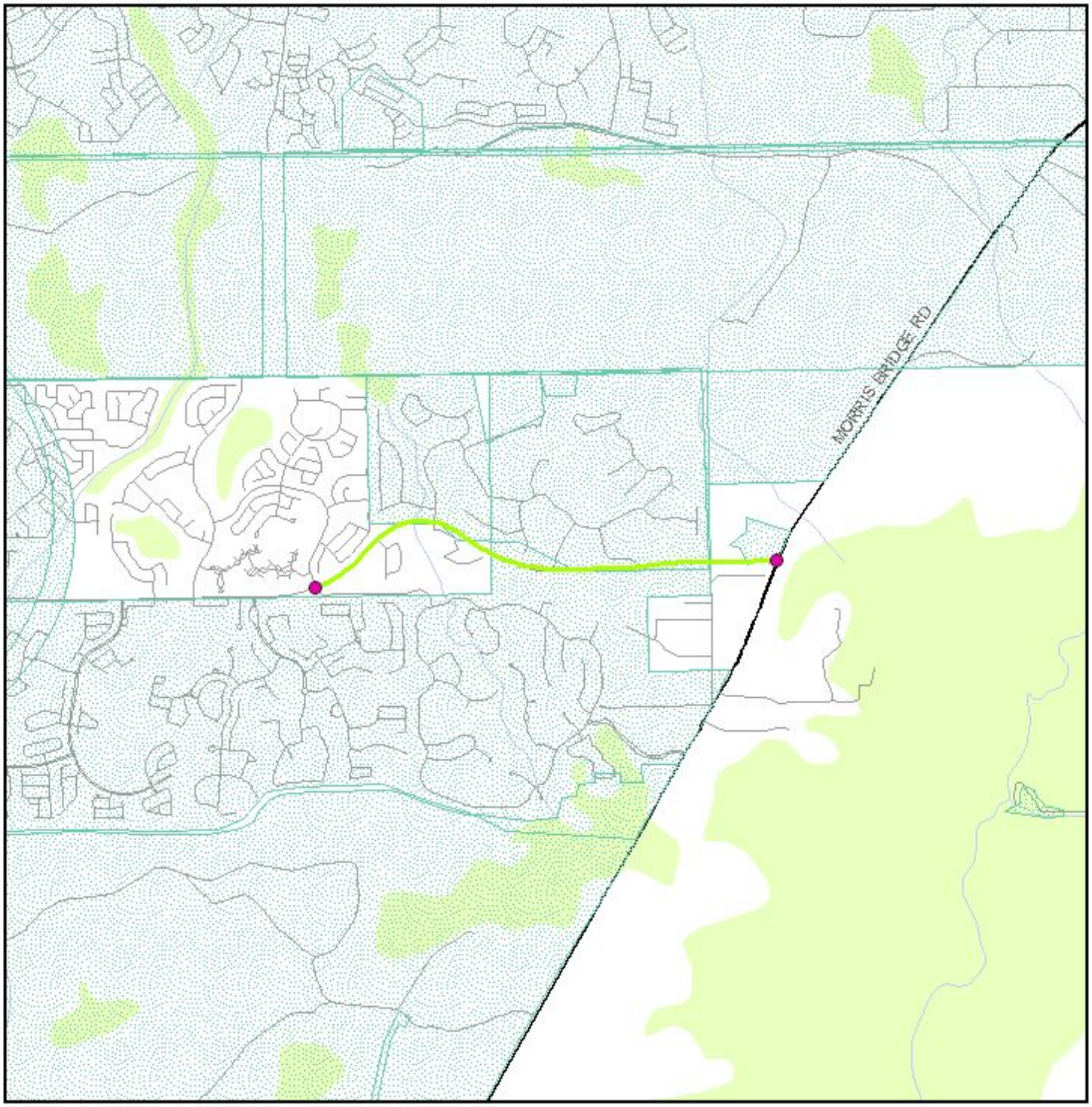
0 0.75 Miles

ETDM Alternative Point
ETDM Alternative Terminus
ETDM Alternative Segment
ETDM Alternative Polygon
Major Road
Local Road or Trail
Railroad
River, Stream or Canal
Water Body
City Limits
County Boundaries
Inside Special Flood Hazard Area
Outside Special Flood Hazard Area

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Federal Emergency Management Agency

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1
West Cory Lake Boulevard to Morris Bridge Road



0 1 Miles

Historic Resources Map

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Department of Transportation
Florida Department of State,
Bureau of Archaeological Research

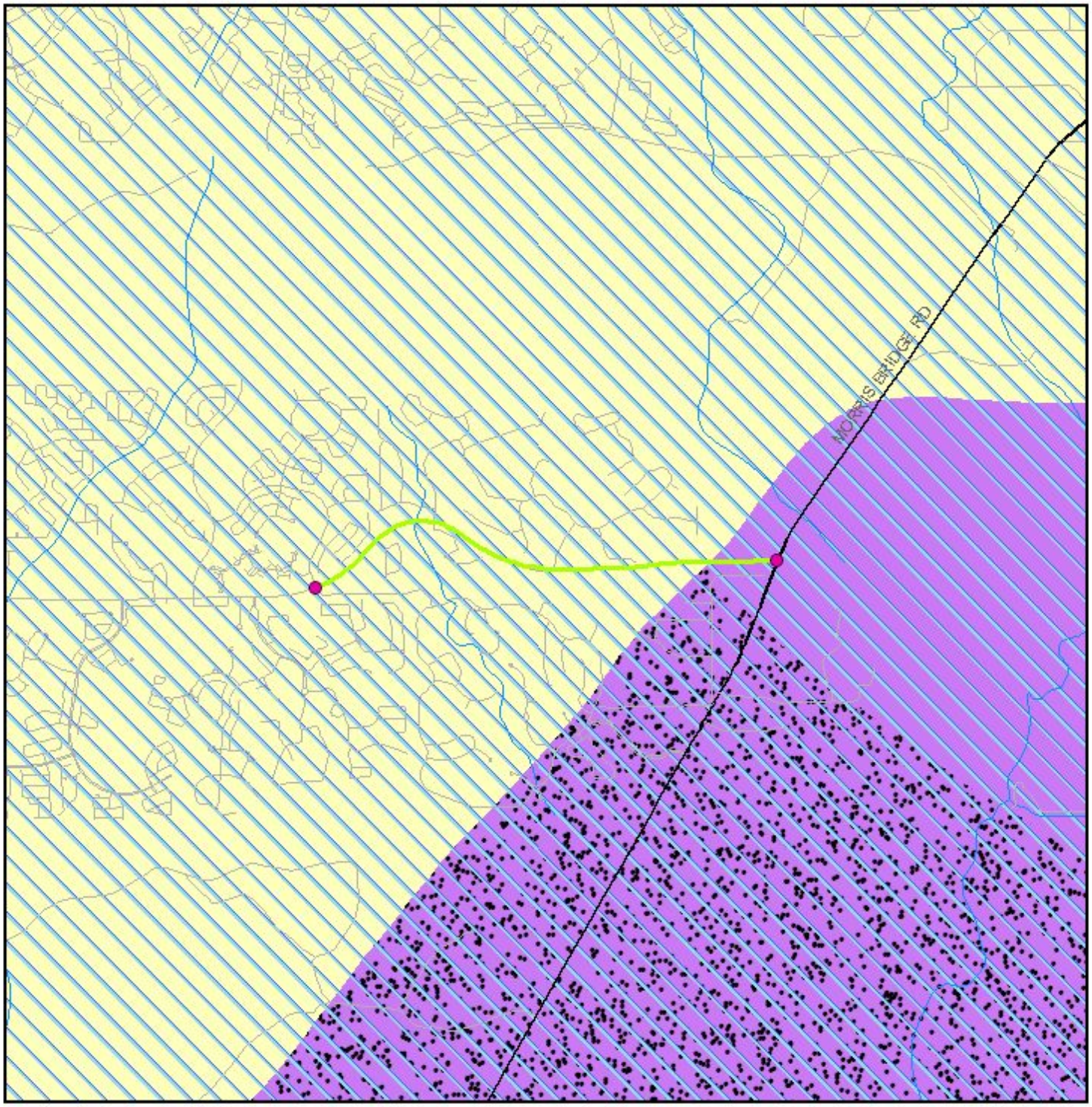
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Major Road
- Local Road or Trail
- Railroad
- Historic Structure
- Historic Cemetery
- Historic Bridge
- Historic Resource Group
- Cultural Resource Field Survey Area
- State Historic Highway

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.9 Miles

Hydrogeology Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Other Water Body
- Swamp/Marsh

Recharge Areas of the Floridan Aquifer
- Discharge 1 TO 5
- Discharge > 5
- Disharge < 1
- Recharge 1 TO 10
- Recharge > 10
- Recharge < 1

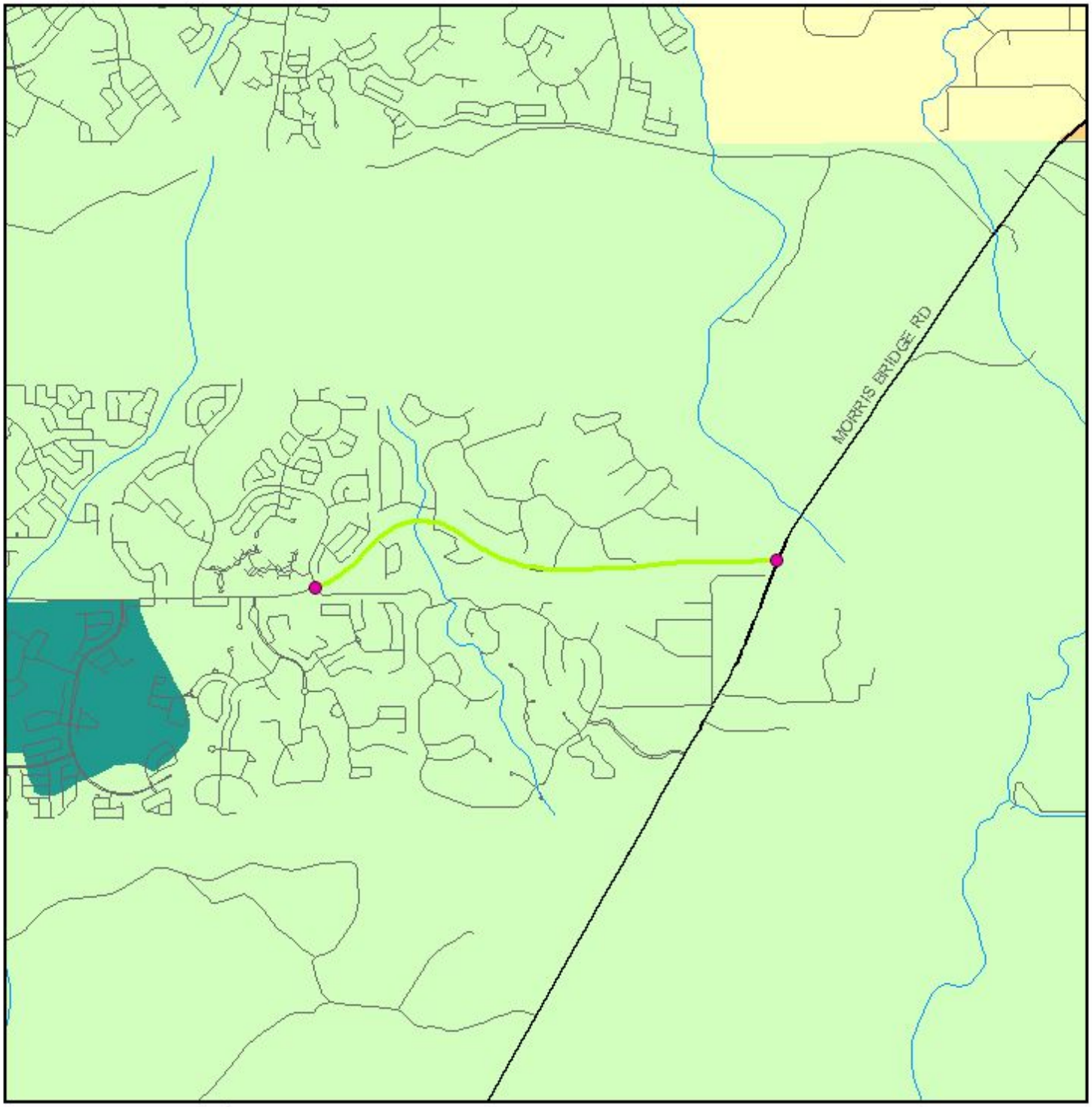
Geological Epoch
- Eocene
- Holocene
- Miocene
- Miocene/Pliocene
- Oligocene
- Oligocene/Miocene
- Pleistocene
- Pleistocene & Holocene
- Pliocene
- Pliocene/Pleistocene

Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 1 Miles

Income Distribution Map

Data Sources:
US Geological Survey
FL Department of Transportation
Geographic Data Technology, Inc.
US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body

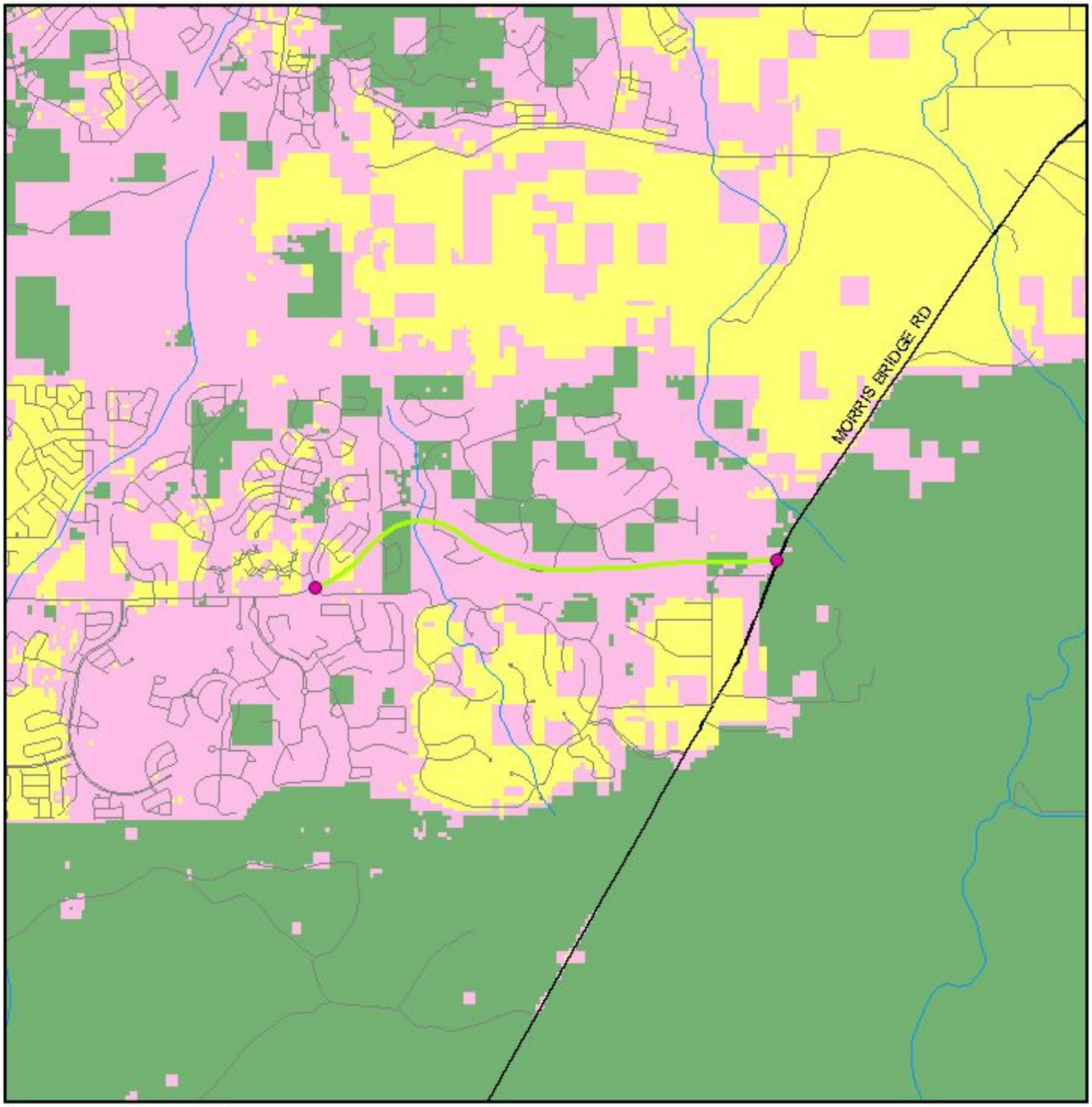
Median Household Income

0 - 10000
10001 - 29999
30000 - 49999
50000 - 79999
80000 - 125000
> 125000

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 1 Miles

Integrated Wildlife Habitat Ranking System Map

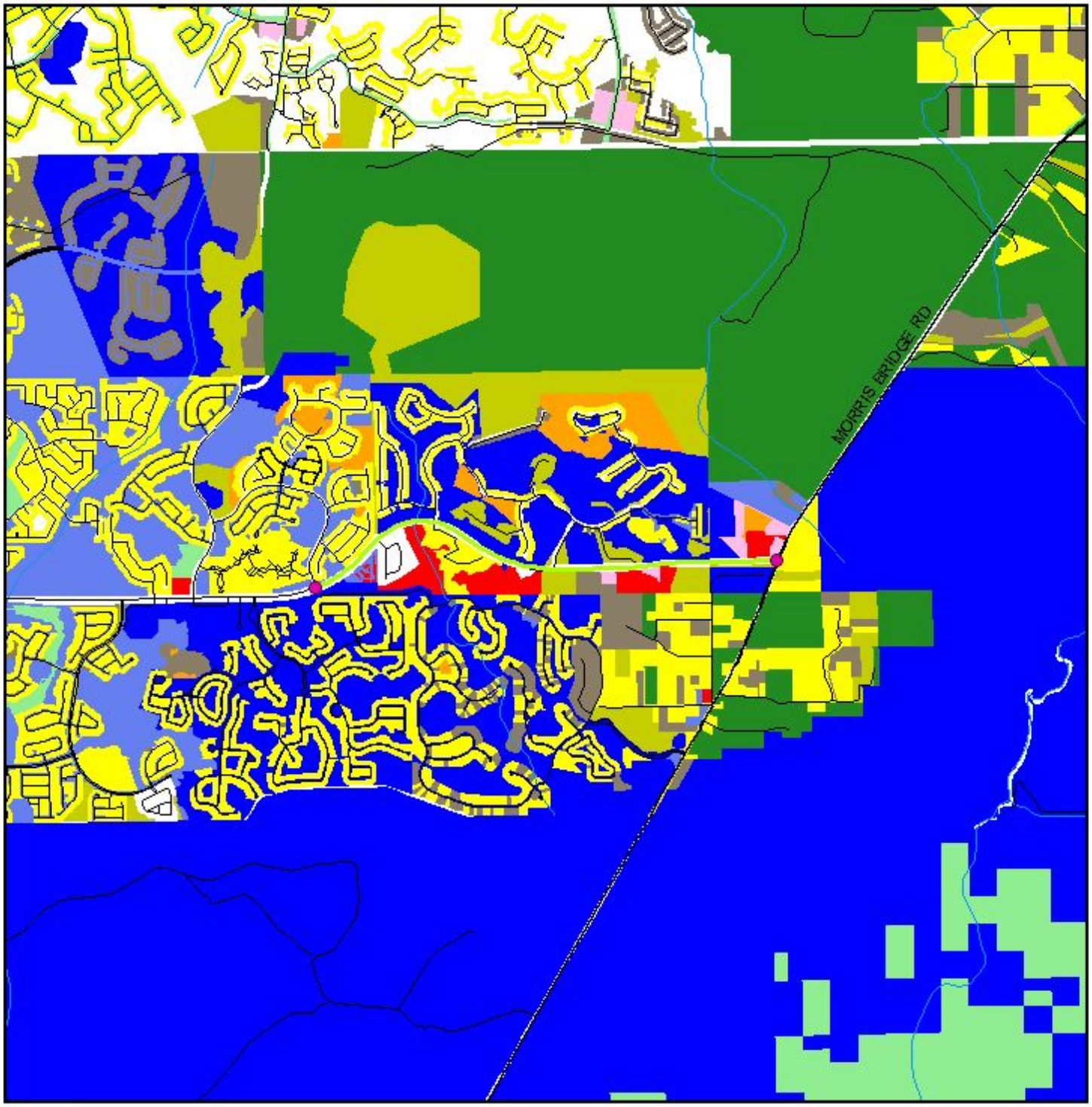
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.3 Miles

Land Use Map

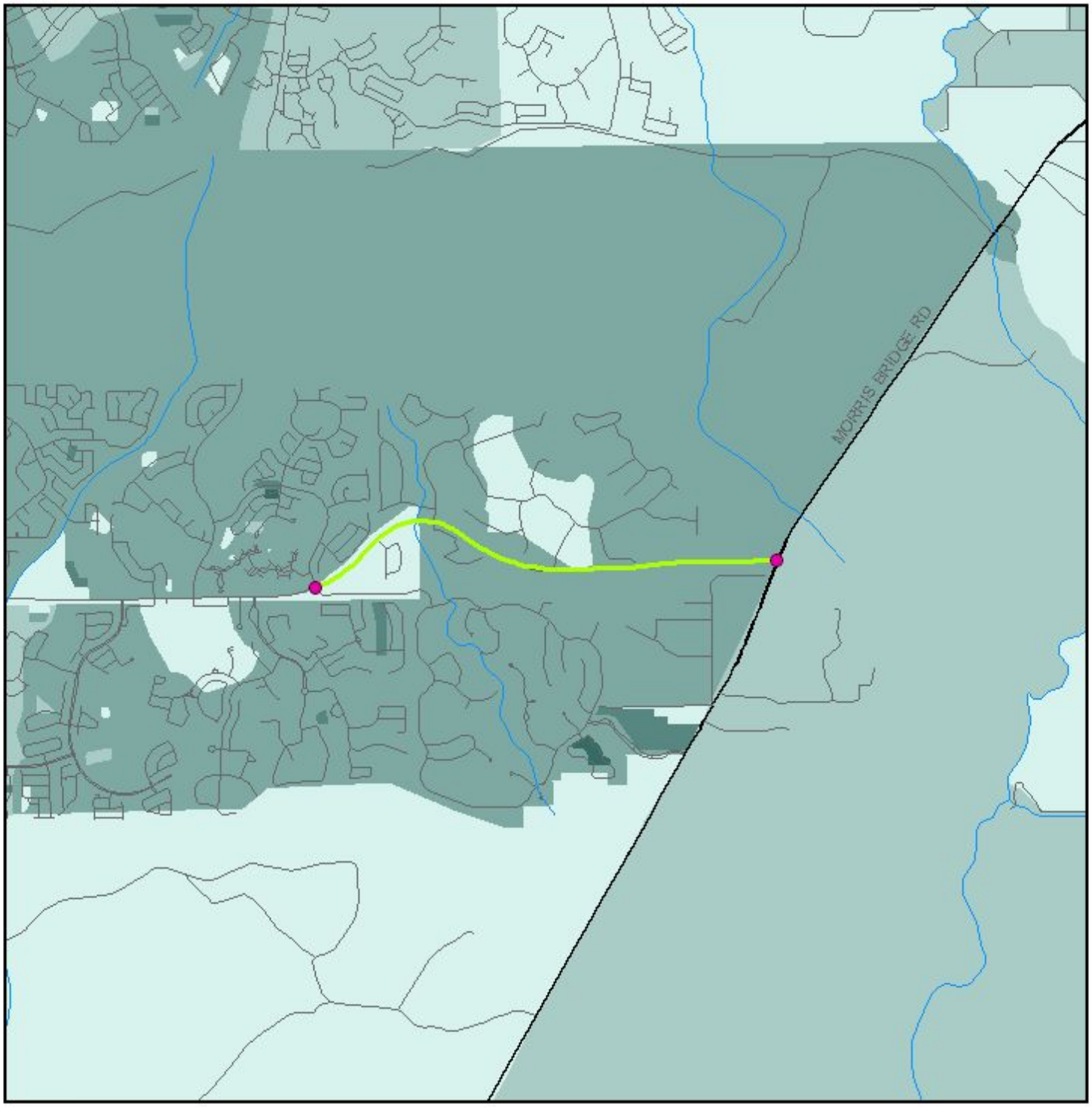
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Agricultural
- Industrial
- Institutional
- Mining
- Open (Not Agricultural)
- Other
- Public
- Right-of-Way
- Recreational
- Residential
- Retail/Office
- Vacant (Residential)
- Vacant (Nonresidential)
- Water
- No Data

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Department of Revenue
Florida Department of Transportation
Florida County Property Appraiser Offices

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.3 Miles

Minority Population Distribution Map

Data Sources:
US Geological Survey
FL Department of Transportation
Geographic Data Technology, Inc.
US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

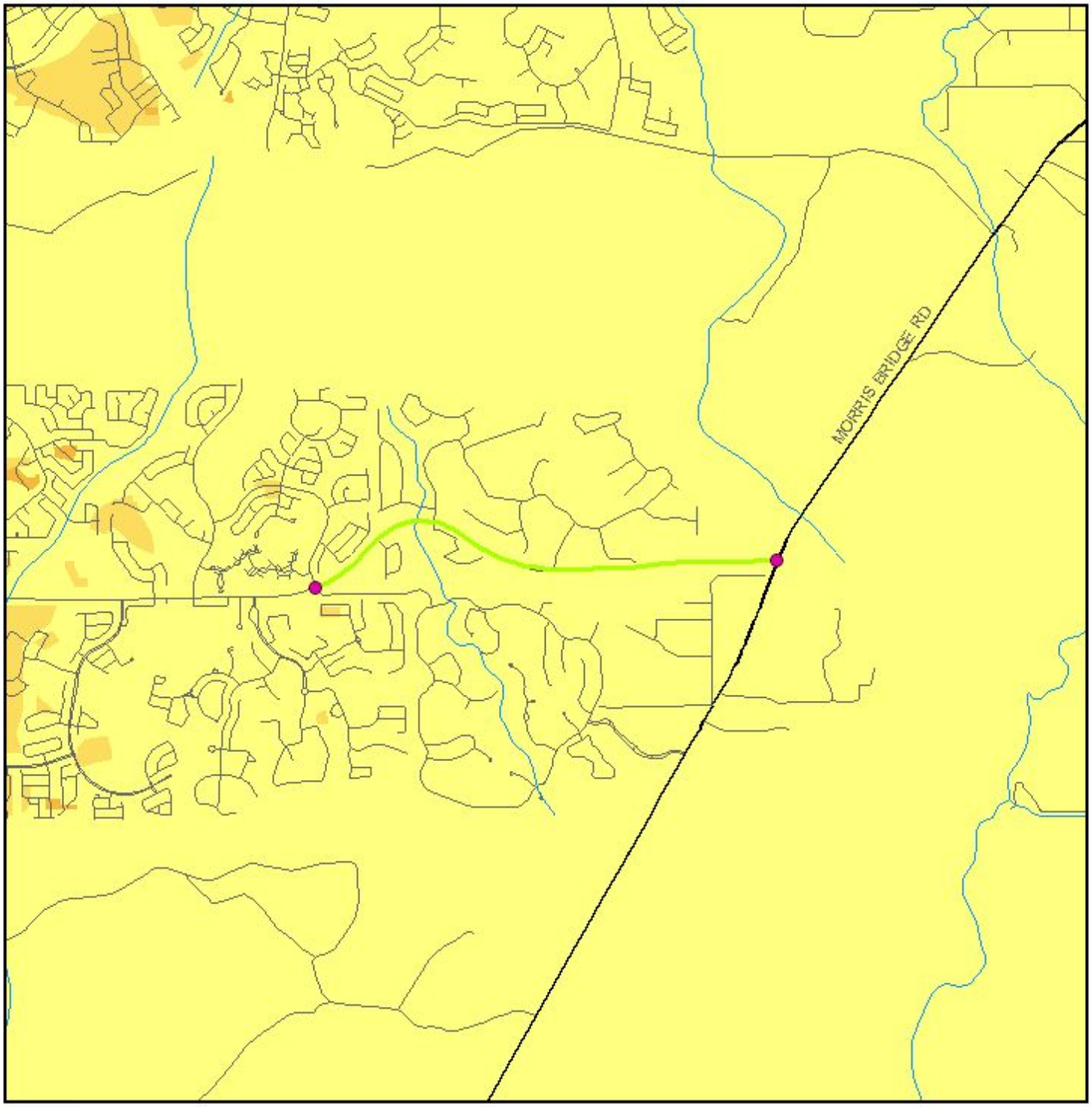
Percent Minority Population

0 - 6 | 7 - 20 | 21 - 38 | 39 - 60 | 61 - 85 | 86 - 100

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.3 Miles

Population Density Map

Data Sources:
US Geological Survey
FL Department of Transportation
Geographic Data Technology, Inc.
US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Population per Acre

0 - 4.9 | 5 - 29.9 | 30 - 99.9 | 100 - 349.9 | 350 - 800 | > 800

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road

0 1 Miles

Project Aerial Map

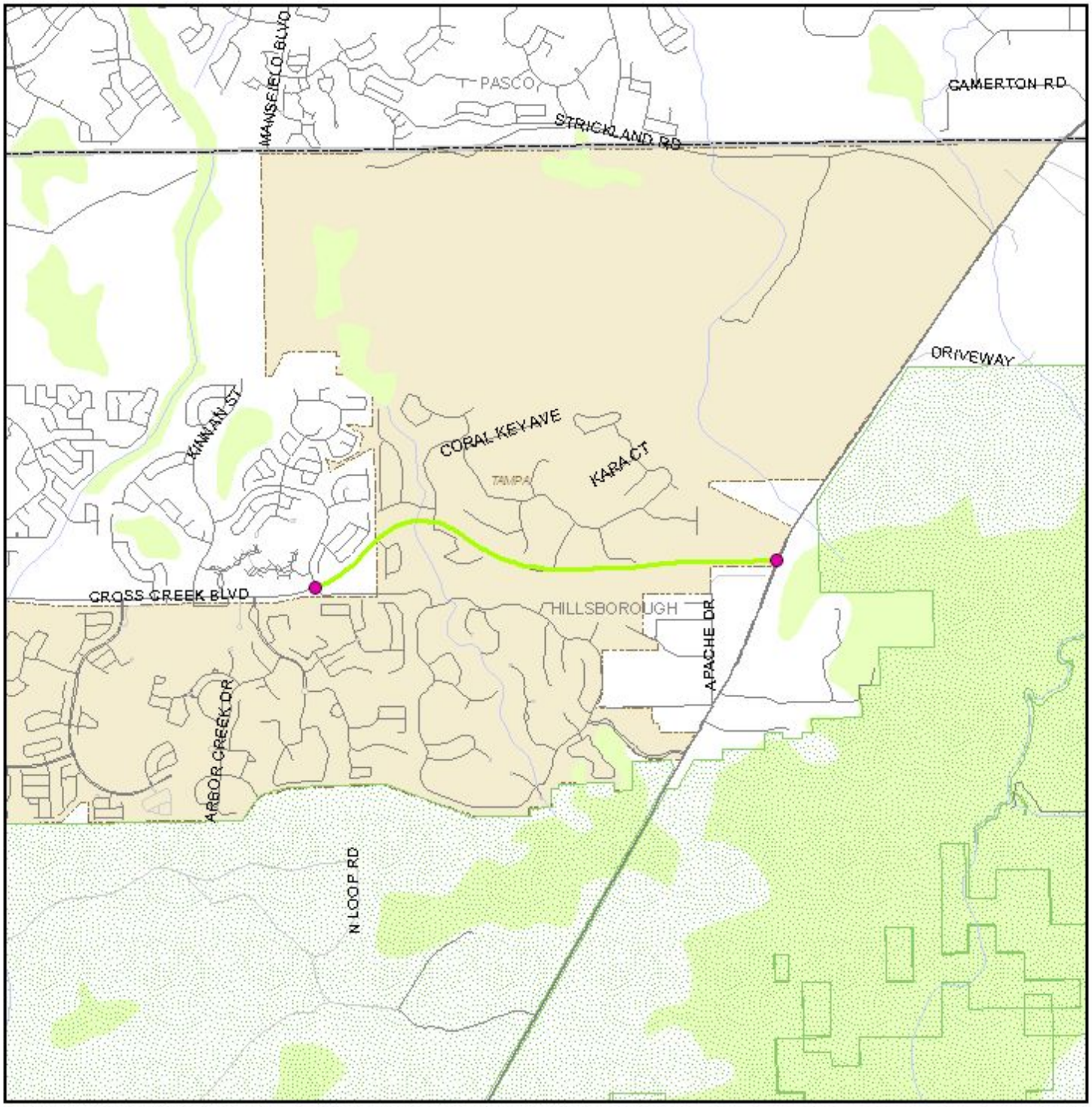
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature

Data Sources:
Highways - Geographic Data Technology, Inc.
Digital Orthophotograph - US Geological Survey

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.7 Miles

Project Location Map

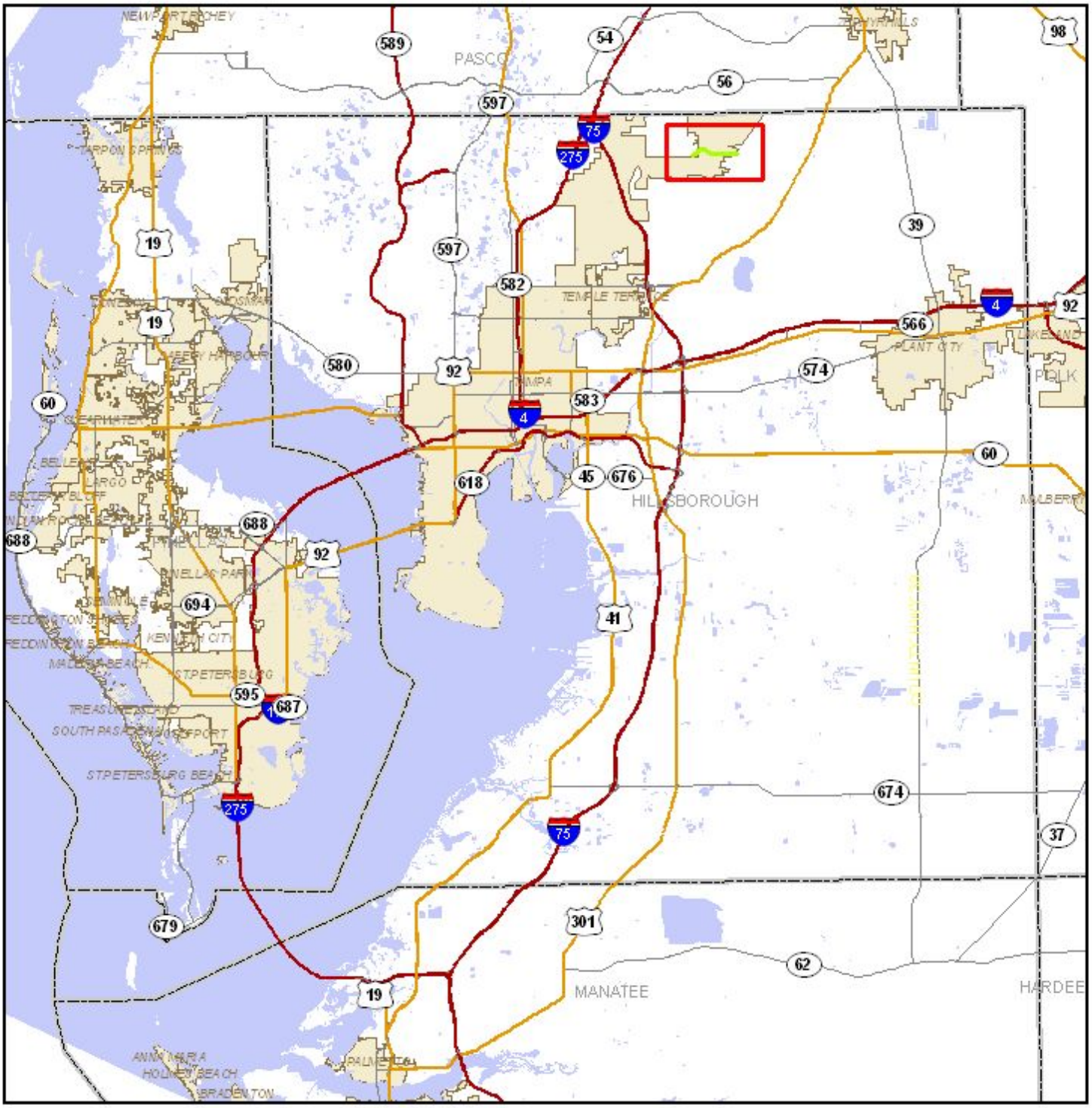
Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Connecting Road
- Local Road or Trail
- Other Roadway Feature
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 10 Miles

County Location Map

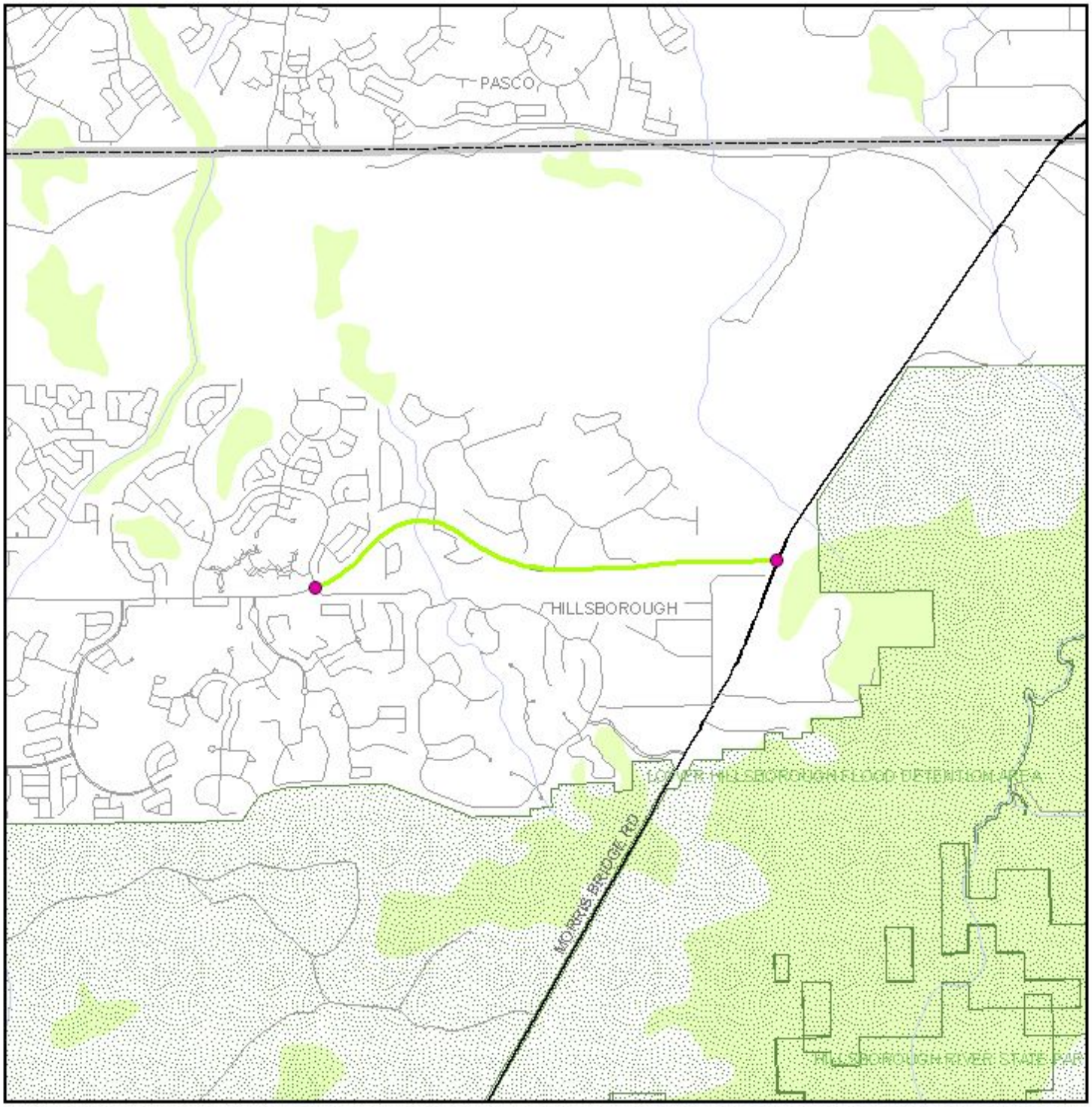
- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Water Body
- City Limit
- County Boundary
- Project Extent

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
US Census Bureau
County Property Appraisers

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 1 Miles

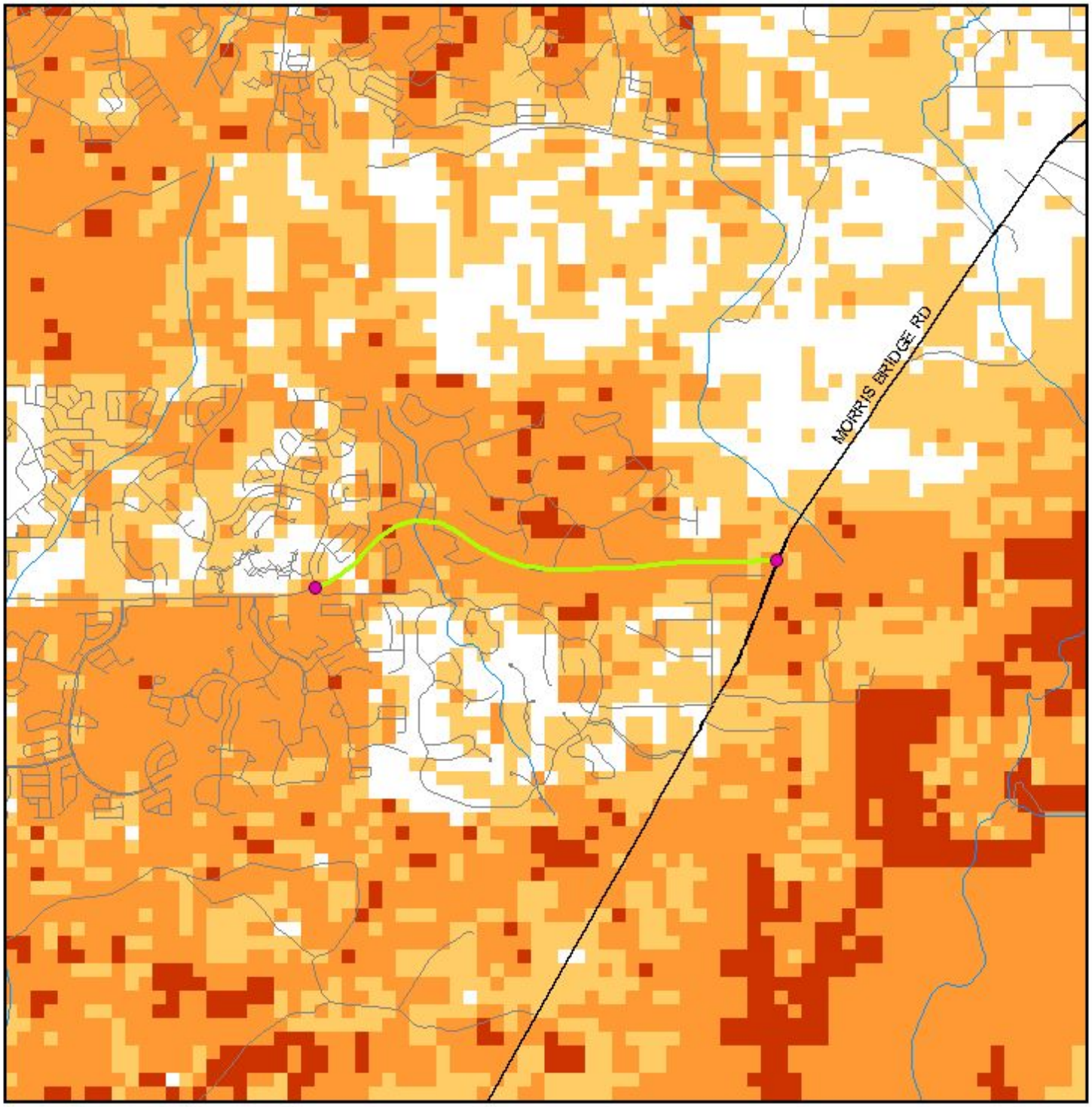
Conservation and Recreation Area Map

- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Major Road
- Local Road or Trail
- Railroad
- County Boundary

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Natural Areas Inventory

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1
West Cory Lake Boulevard to Morris Bridge Road



0 0.8 Miles

Species Potential Habitat Model Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Potential Habitat for Focal Species

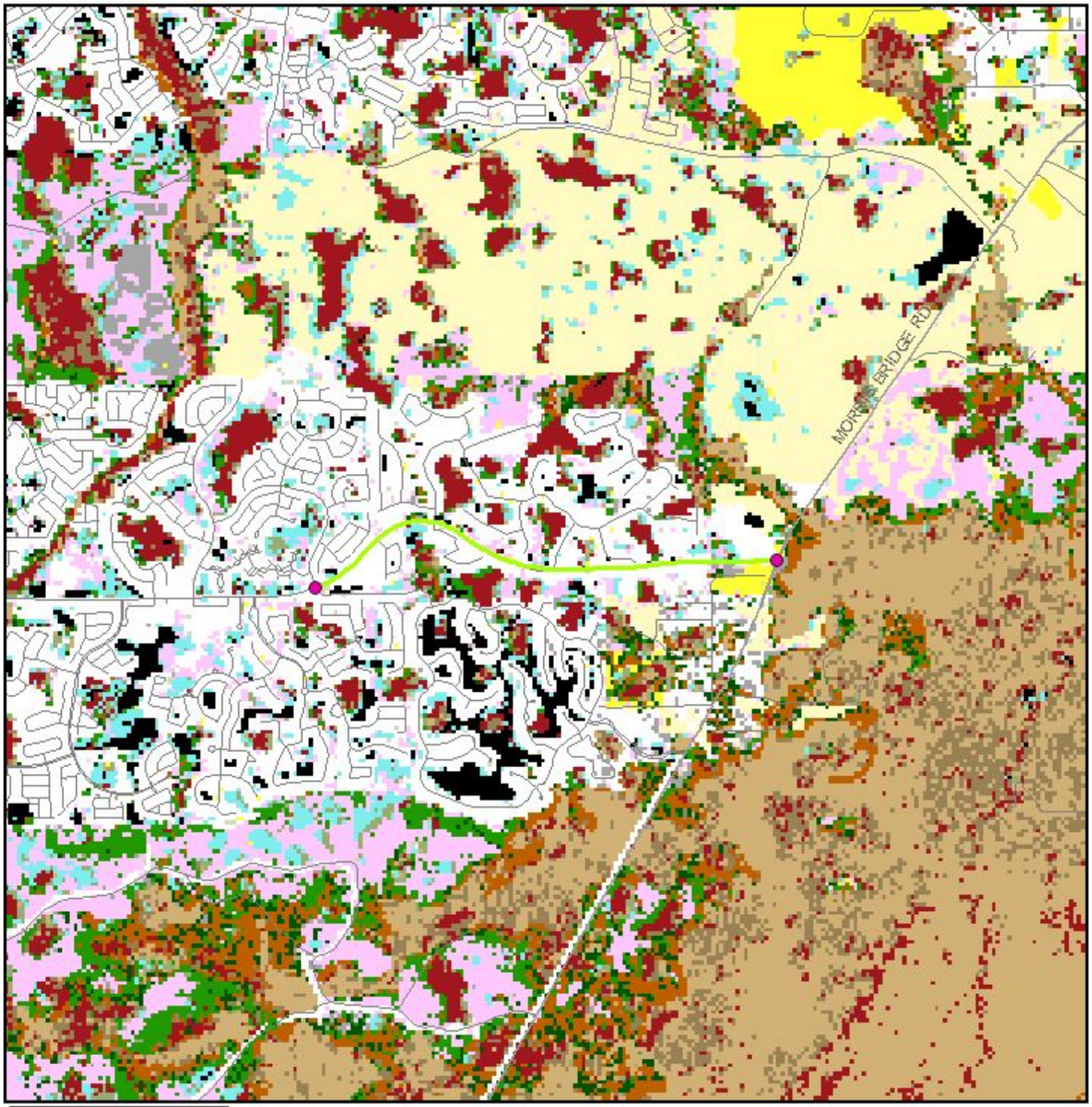
- 1 - 6 Species
- 7 - 12 Species
- 13 - 18 Species
- > 18 Species

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 1 Miles

Vegetation and Land Cover Map

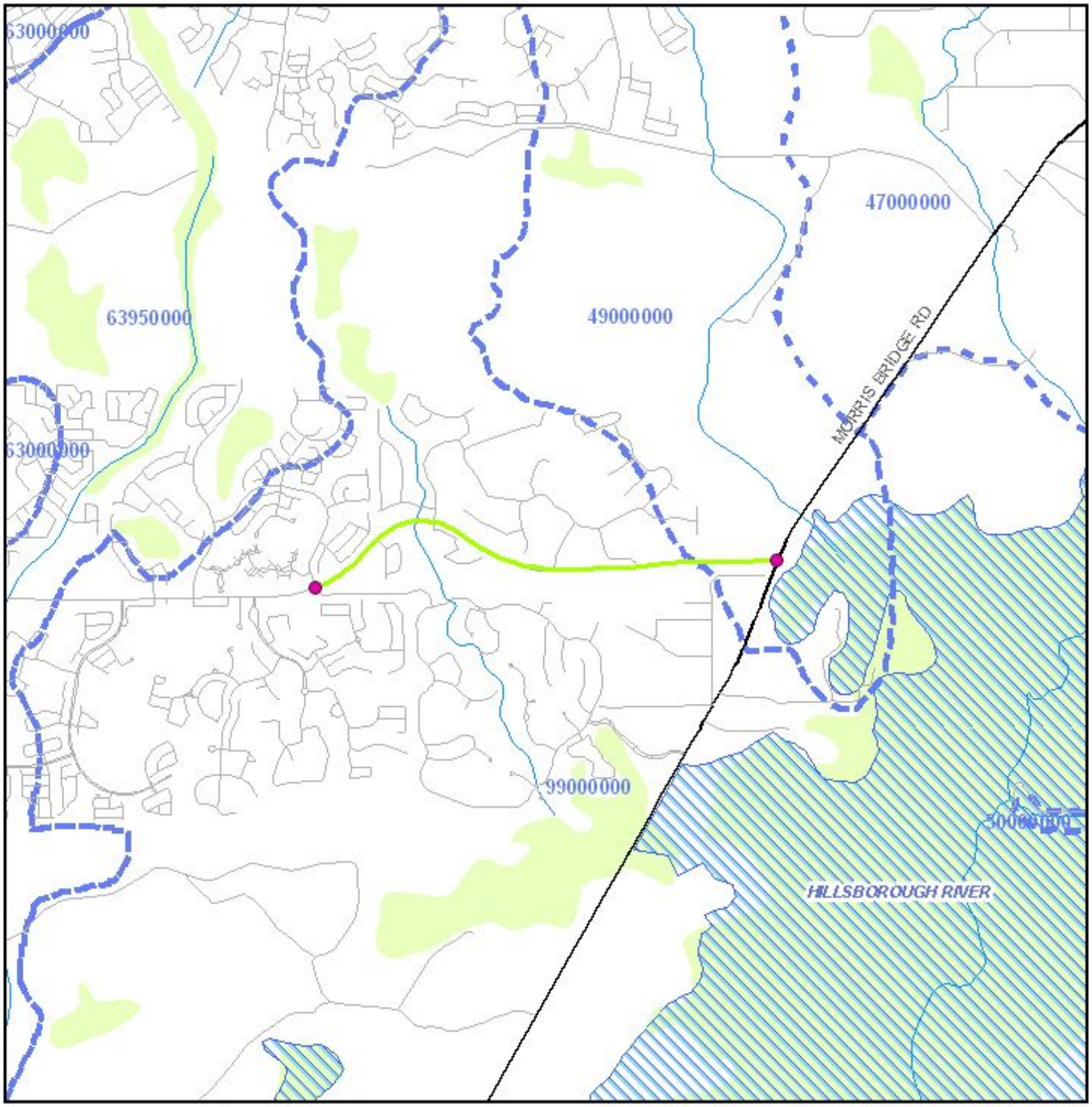
- ETDM Alternative Polygon
- ETDM Alternative Segment
- ETDM Alternative Terminus
- ETDM Alternative Point
- Major Road
- Local Road or Trail

- Not Classified
- Coastal Strand
- Sand/Beach
- Xeric Oak Scrub
- Sand Pine Scrub
- Sandhill
- Dry Prairie
- Mixed Hardwood-pine Forest
- Hardwood Hammocks and Forests
- Pinelands
- Cabbage Palm-live Oak Hammock
- Tropical Hardwood Hammock
- Freshwater Marsh and Wet Prairie
- Sawgrass Marsh
- Cattail Marsh
- Shrub Swamp
- Bay Swamp
- Cypress Swamp
- Cypress/Pine/Cabbage Palm
- Mixed Wetland Forest
- Hardwood Swamp
- Hydric Hammock
- Bottomland Hardwood Forest
- Salt Marsh
- Mangrove Swamp
- Scrub Mangrove
- Tidal Flats
- Open Water
- Shrub and Brushland
- Grassland
- Bare Soil/Clearcut
- Improved Pasture
- Unimproved Pasture
- Sugarcane
- Citrus
- Row and Field Crops
- Other Agriculture
- Exotic Plants
- Australian Pine
- Melaleuca
- Brazilian Pepper
- High Impact Urban
- Low Impact Urban
- Extractive

Data Sources:
Geographic Data Technology, Inc.; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1
West Cory Lake Boulevard to Morris Bridge Road



0 1 Miles

Water Resources Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- 1st Magnitude Spring
- River, Stream or Canal
- Navigable Water Way
- Drainage Basin
- Outstanding Florida Water
- Surface Water Class I
- Surface Water Class II
- Other Water Body
- Swamp/Marsh

Data Sources:

Geographic Data Technology, Inc.
US Geological Survey

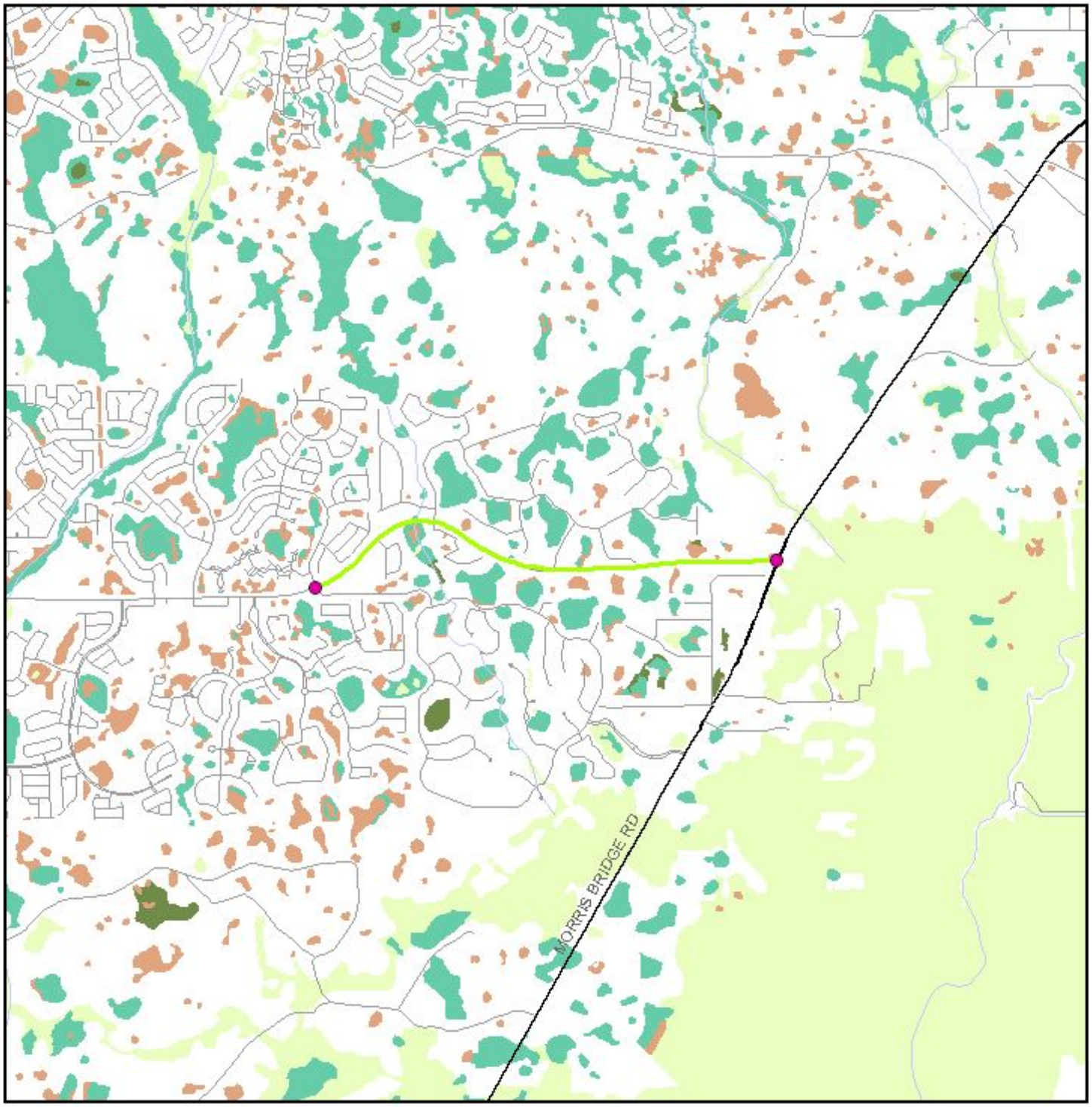
Florida Department of Transportation
Florida Department of Environmental Protection

Florida Geological Survey
US Bureau of Transportation Statistics

Map Generated on: 4/3/2007

8727 Cross Creek Boulevard, Alternative #1

West Cory Lake Boulevard to Morris Bridge Road



0 0.8 Miles

Wetland Resource Map

- ETDM Alternative Polygon
- ETDM Alternative Segment
- ETDM Alternative Terminus
- ETDM Alternative Point
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Wetland Hardwood Forest
- Wetland Coniferous Forest
- Wetland Forested Mixed
- Vegetated Non-forested Wetland
- Non-vegetated Wetland
- Cut Over Wetland
- Wetland Scrub Shrub

Data Sources: Geographic Data Technology, Inc.; Florida Water Management Districts; US Geological Survey

Map Generated on: 4/3/2007

Appendices

Degree of Effect Legend

Legend			
Color Code	**Meaning**	**ETAT**	**Public Involvement**
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The *None* degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

GIS Analyses

Since there are so many GIS Analyses available for Project #8727 - Cross Creek Boulevard, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public

ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

http://etdmpub.fla-etat.org/est/index.jsp?tpID=8727&startPageName=GIS%20Analysis%20Results

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 08/28/2008 by Steve Love Milestone** is selected. GIS Analyses snapshots have been taken for Project #8727 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

APPENDIX F

Public Hearing Materials

ORIGINAL

1 **PUBLIC HEARING**

2 **CROSS CREEK BOULEVARD**

3 **Financial Project Number: 420625-1-28-01**

4 **City of Tampa Number: PW 4819**

5

6

7

8 DATE: November 3, 2009

9 TIME: 6:30 p.m. - 6:55 p.m.

10 HELD AT: New Tampa Regional Library
Tampa, Florida

11

12 REPORTED BY: V. Liz Nieves,
Court Reporter

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MS. DORZBACK: Good evening, Ladies and Gentlemen. Welcome to the public hearing concerning the Cross Creek Boulevard project development and environment study or PD&E study. My name is Jean Dorzback. I'm the transportation manager for the City of Tampa.

This hearing is being conducted by the City of Tampa. It is being held at the New Tampa Regional Library at 6:30 p.m. on November 3, 2009 and concerns the following project: Financial project ID number 420625-1-28-01. It is City of Tampa number PW 4819.

The project is described as the proposed improvement of the Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road in the City of Tampa and Hillsborough County.

The Cross Creek Boulevard PD&E study and public hearing are being conducted under applicable federal and state laws. Those citations are shown on the display board located at the door as you came in. This public hearing was advertised consistent with federal and state requirements and is being conducted consistent with the Americans with Disabilities Act of 1990.

We are here tonight to present to you and

1 explain the engineering and environmental studies
2 accomplished so far and to give you an opportunity
3 to publicly and officially comment on the project.
4 Public participation at this hearing is encouraged
5 and solicited without regard to race, color,
6 religion, sex, age, national origin, disability or
7 family status. This information is provided in the
8 project brochure and on a sign displayed at the
9 registration table.
10 When you arrived this evening, you were
11 offered a handout containing information concerning
12 the project. It also contains a brief description
13 of what happens next. Inside the handout is a
14 comment sheet which you may fill out for the record
15 and drop in our comment box. And Vickie, our
16 comment box is? Right here by the front. If you
17 did not receive a handout, please see the staff at
18 the registration table.
19 After tonight's public hearing, the City will
20 take your comments and together with the
21 engineering and environmental work that has been
22 accomplished make a final assessment.
23 At this time I would like to recognize any
24 elected officials or their representatives who are
25 here. I would ask that you stand and introduce

1 yourselves. I know we have Mr. Joseph Catano, our
2 City Council Member for the New Tampa area. We've
3 also got Mr. Bob Campbell, who is the
4 Transportation Director for Hillsborough County.
5 Chief Dennis Jones of the Tampa Fire Departments.
6 And anyone else that wants to be recognized?
7 MR. BARRAVECCHIO: Dan Barravecchio, Heritage
8 Isles Community Development District resident and
9 chairman.
10 MS. DORZBACK: Welcome. Thank you so much.
11 Now I will tell you about the project and the
12 engineering environmental work that has been
13 accomplished to date.
14 Cross Creek Boulevard is currently a two-lane
15 undivided collector roadway from West Cory Lake
16 Boulevard to Morris Bridge Road and a four-lane
17 divided roadway from Bruce B. Downs to West Cory
18 Lake Boulevard. Cross Creek Boulevard provides the
19 only east-west route in New Tampa between Bruce B.
20 Downs Boulevard and Morris Bridge Road.
21 This evening we are presenting a build all
22 alternative and a no build alternative. The no
23 build alternative has been considered as a viable
24 alternative throughout the PD&E study. The no
25 build alternative consists of cancelling the

1 project and postponing the improvements to Cross
2 Creek Boulevard and limiting work in the project
3 area to routine maintenance.
4 There are advantages and limitations
5 associated with the no build alternative. The
6 advantages include: No major design and
7 construction costs, no disruption to existing lands
8 uses, traveling public or property owners due to
9 construction activities and no disturbance to
10 natural resources.
11 Limitations associated with the no build
12 alternative include increased traffic congestion
13 and user costs associated with increased travel
14 times, potential increase in crashes due to
15 increased traffic congestion, inconsistency with
16 the local transportation plan and the local
17 comprehensive plan, increased emergency vehicle
18 response times and increased roadway maintenance
19 costs in the future.
20 It is important to note that the no build
21 alternative will remaining under consideration
22 until after the public hearing.
23 Now we will talk about the build alternative.
24 The proposed improvements involve widening Cross
25 Creek Boulevard from two lanes undivided to four

1 lanes divided between West Cory Lake Boulevard and
2 Morris Bridge Road. The western portion of Cross
3 Creek Boulevard from Bruce B. Downs to West Cory
4 Lake Boulevard has already been widened to a
5 four-lane roadway.
6 The right-of-way and all the necessary
7 drainage and wetland mitigation required for a
8 four-lane roadway for the entire length of Cross
9 Creek Boulevard were developed and conveyed to the
10 City in the year 2002 by the original developers of
11 the project area.
12 The need for the proposed improvements had
13 been established based on future travel demand
14 generated by approved development in the project
15 area; based on increased population and employment;
16 and consistency with local transportation plans.
17 In accordance with executive order 11988
18 floodplain management, the project has been studied
19 to identify potential floodplain and floodway
20 impacts. A small portion of the proposed roadway
21 is located within the 100 year floodplain. This
22 floodplain impact was included in previous
23 Southwest Florida Water Management District
24 permits. However, there will be no significant
25 change in flood risk and there will not be a

1 significant change in the potential for
2 interruption or termination of emergency service or
3 emergency evacuation routes. Therefore, it has
4 been determined that these encroachments are not
5 significant.
6 In accordance with Executive Order 11990
7 protection of wetlands, the project was evaluated
8 for potential wetland impacts. Impacts to wetlands
9 were previously permitted and mitigated for the
10 entire right-of-way of Cross Creek Boulevard.
11 There will be no wetland impact as a result of the
12 proposed widening.
13 Threatened and endangered species are afforded
14 special protection under the Endangered Species Act
15 of 1973 as amended and Florida Statutes. It has
16 been determined that this project will not affect
17 any listed wildlife or plant species.
18 A study was performed to evaluate the effects
19 of traffic noise associated with the proposed
20 improvement. For the build alternative, none of
21 the noise sensitive sites located adjacent to the
22 project corridor were predicted to experience
23 traffic noise levels that approach, meet or exceed
24 the federal highway administrations noise abatement
25 criteria.

1 An assessment of air quality resulting from
2 the proposed project was conducted. The this
3 project is located in an area that has been
4 designated as an attainment area for the air
5 quality standards provided in the Clear Air Act
6 Amendment of 1990, and is in conformance with the
7 state implementation plan. This project meets the
8 maximum air quality standards established by the
9 U.S. Environmental Protection Agency.
10 Construction activities will cause minor
11 short-term air quality impacts in the form of dust
12 from earthwork and unpaved roads and smoke from
13 open burning. These impacts will be minimized by
14 adherence to all state and local regulations and to
15 standard specifications for road and bridge
16 construction.
17 A contamination survey was conducted which
18 identified eight potential contamination sites.
19 One has been identified as having a high
20 probability of contamination involvement; two were
21 identified as having a medium probability; four
22 were identified as having a low; and one site was
23 identified as having a non-ranking. It is
24 recommended that a review of the medium and high
25 rated sites be conducted during the design phase.

1 The potential environmental impact for
2 contamination sites has been determined not
3 significant.
4 Access management is the process used to plan
5 the location, design and operation of driveways,
6 median openings, intersections, and street
7 connections. Proposed median opening locations are
8 shown on the concept plans on display tonight.
9 New traffic signals are being proposed at West
10 Cory Lake Boulevard, Sandy Pointe Drive and Grand
11 Isle Drive. In addition, an emergency signal will
12 be installed at the location of the new fire
13 station number 22 when it is constructed. And I do
14 believe that construction will occur approximately
15 by the summer of next year.
16 Copies of the draft engineering and
17 environmental reports prepared for the project are
18 on display this evening. In addition, city
19 engineers and environmental specialists are present
20 to answer questions you may have and to address
21 your personal concerns.
22 Now I would like to describe how you can sign
23 up to give your testimony. Anyone wishing to speak
24 this evening should complete a speaker's card and
25 submit it to a staff member. If you have a

completed card, please hold it up and a staff member will collect it. If you did not receive a card, please raise your hand and a staff member will be happy to provide you with one. Please complete the card and return it to a staff member. The order that the cards are returned will be the order that I call you to speak.

This hearing will remain open until November 16, 2009. All written materials received at this public hearing and at the City of Tampa Transportation Division Office located at 306 East Jackson Street, fourth floor east, Tampa, Florida 33602 postmarked no later than November 16, 2009 will become a part of the public record for this hearing.

All written comments should be addressed to any Nina Mabilleau Project Manager. Comments may be also be e-mailed to any Ninamabilleau@tampagov.net or submitted on the project website at www.crosscreekwidening.com by November 16, 2009. Both of these addresses are in your handout. Those comments will be the same as if you walked up to the microphone this evening and gave your comments.

Now we will begin the testimony portion of the

1 hearing. In an effort to accommodate all requests
2 to speak, we ask that each speaker keep their
3 comments to three minutes. Those that wish to
4 provide additional comments may return to the
5 microphone following the last speaker or you may
6 present your additional comments directly to the
7 court reporter at the end of the hearing.
8 Obviously, our court reporter right over here.
9 As I call your name please step up to the
10 microphone, state your name and address before
11 making your comment. If you represent an
12 organization, please state that information also.
13 If you have any questions, please see one of the
14 city representatives following this portion of the
15 hearing.
16 So I guess we'll start taking the cards.
17 First card that I have is David Burman. Please
18 state your name and address for the record.
19 MR. BURMAN: You want me to come up there?
20 MS. DORZBACK: Yes, if you would, please.
21 MR. BURMAN: David Burman, 10646 Corey Lake
22 Drive, Tampa, Florida. I just have a question. You
23 mentioned there are going to be some traffic lights
24 placed along Cross Creek Boulevard. Who's going to pay
25 for them?

1 MS. DORZBACK: Where is Ron? You want me to
2 answer just for public hearing purposes? I can
3 answer the question.
4 MR. GREGORY: We are here to receive the
5 questions and respond to them later, so it becomes
6 an official request of the public record.
7 MR. BURMAN: That's the question.
8 MS. DORZBACK: Okay.
9 MR. CATANO: Jean, can I say something?
10 MS. DORZBACK: Yes.
11 MR. CATANO: There's supposed to be a red
12 light there right now and supposed to be put up by
13 the developer. And I talked to Susan Johnson
14 today, they have stopped issuing building permits
15 for any big subdivisions other than the single lot.
16 If you own a lot, they're not going to stop you.
17 But Corey Lake is supposed to put that red light
18 up.
19 MS. DORZBACK: And I guess just for purposes
20 of, you know, meeting the requirements of the
21 public hearing, if you would just come up and state
22 your question, comment, issue, concern, complaint
23 however you want to describe it. And then once you
24 do that, we will be glad to discuss the issue. We
25 just want to get it on record that you all have

1 particular comments, concerns or questions.
2 If you just state your issue, we will get it
3 on the record and when we finish the testimony
4 part, we can have any kind of one-on-one
5 conversation about whatever particular item you are
6 interested in. We're not trying to not answer your
7 question. We're trying to get all this on the
8 record.
9 The next speaker that I have is Mr. Dan
10 Barravecchio. If you could state your name and
11 address please.
12 MR. BARRAVECCHIO: Dan Barravecchio, 10624
13 Grand Riviere. Also coming here as resident of
14 Heritage Isles Community Development District and
15 its chairman.
16 I want to raise some concerns that at our last
17 board meeting that we had. We have approximately
18 five retention ponds that are bordering Cross Creek
19 Boulevard. You see them here on either side of
20 Grand Isle Drive as well as Sandy Pointe. There's
21 also one that is adjacent to Nassau Point here
22 right, behind them actually that will have a tie in
23 with Cross Creek Boulevard.
24 I just looked at the site maps for some of the
25 retention ponds that are going to be tied into some

1 of the swells along Cross Creek. The concern The
2 Board has as well as community is that the impact
3 of the storm water runoff is going to either
4 overflow or create undue stress on these retention
5 ponds that I have identified.
6 That, in turn, has created some concerns that
7 there's going to be an overflow into some of the
8 areas that you see here that are heavy treed
9 wetland if you would that contain a significant
10 amount of wildlife, namely reptile and snake.
11 Every once in a while when we have a very large
12 rainfall, we have a significant uptake in
13 rattlesnake activity that go into the streets.
14 Some even go up to the doors of some of the
15 residents homes to their surprise.
16 With that being said, that's where we live.
17 We live in the State of Florida which inhabit these
18 type of creatures. We just don't want to see any
19 type of increase in anything that is not necessary.
20 So the request by the district, as well as the
21 community, to see if an analysis would be done to
22 see if these retention areas can handle the
23 increased volume of water.
24 From my recollection, the subdivision was
25 annexed into the City of Tampa from the County and

1 originally slated for 1599 homes. It is now been
2 scaled down to 1020 and that was pre 2001, if I
3 recall. I also recall that the developer decided
4 to scale back the project to 1020 to not contribute
5 to the expansion of Cross Creek, namely the
6 additional two lanes and stop lights I believe what
7 you're also putting in at Sandy Pointe and Grand
8 Isle Drive.
9 So the -- those are the concerns that the
10 district has. I just want to make that part of the
11 record and I also put it in writing on the
12 comment card and wanted to see if that information
13 could be relayed back to the district so they can
14 review it, as well as their engineer. Thank you.
15 MS. DORZBACK: Thank you. Last speaker is
16 Mr. Ahsan Khalil.
17 MR. KHALIL: That's me.
18 MS. DORZBACK: Sorry, if I am not reading your
19 handwriting.
20 MR. KHALIL: Hello. My name is Ahsan Khalil,
21 19104 Sweetwater Lane, Tampa, Florida. Just had
22 one question: Wanted to find out from the traffic
23 engineers if they incorporated the traffic that
24 would eventually come down Kinnan Road. Right now
25 Keenan does not connect to Mansfield Boulevard in

1 Pasco. The road is already constructed, but I
2 guess there's some debate going on between the
3 commissioners in Pasco and Hillsborough. But
4 eventually that will get resolved.
5 Once that road opens up, how is that traffic
6 going to affect this section of roadway, whether
7 that traffic is incorporated in the PD&E study or
8 not. I'd like to get some clarification on that
9 issue, see if the road will behave the way it is.
10 Thank you.
11 MS. DORZBACK: Thank you. Did anyone else
12 want to come up and make any kind of comment or
13 state anything for the record? Yes, sir? Your
14 name and address please.
15 MR. ERCHID: My name is Ahmad Erchid, 10503
16 Palm Cove Avenue.
17 You mentioned noise control and this project
18 does not exceed the federal standards. I would
19 like to know if there's any measures that would be
20 taken towards controlling the noise if that minimum
21 standards -- to protect the residents that are
22 close to Cross Creek. Thank you.
23 MS. DORZBACK: Okay. Any further questions,
24 comments or statements for the record?
25 If not, we will continue on. The verbatim

1 transcript of the hearing, oral proceedings,
2 together with all written materials received as
3 part of the hearing record and all studies,
4 displays and information material provided at the
5 hearing will be made part of the project decision
6 making process and will be available for public
7 review upon request at the City of Tampa
8 Transportation Division Office 306 East Jackson
9 Street, fourth floor east in Tampa after receipt of
10 location design concept acceptance from the Federal
11 Highway Administration.
12 Thank you for attending this public hearing
13 and providing your input into this project. It is
14 now ten minutes till seven. I officially close the
15 public hearing for the Cross Creek Boulevard PD&E
16 study.
17 So that concludes the formal portion of our
18 hearing. We certainly want the speakers that got
19 up and made a statement or request to get your
20 questions answered. So if you want to come on up
21 to the front here we can get the right person with
22 you to give you further information about the issue
23 that you raised and the question that you have and
24 we'll just resume to our informal format for the
25 termination of our hearing.

1 MR. GREGORY: Jean, you may want to mention
2 too that any of the comments that were given
3 tonight are actually formally addressed in the
4 document that goes to the Federal Highway
5 Administration. So, every one of the comments will
6 be researched thoroughly if we have to go back and
7 do more work and stuff rather than give you an
8 off-the-cuff answer tonight. So we have to
9 document the actual responses publicly.
10 MS. DORZBACK: We can speak to you about your
11 question, but your question will appear in what
12 used to be called the coordination report, if it
13 has the same name. We will have a formal document
14 that will have all the comments in there and there
15 will be a response in writing to that issue which
16 would be similar to the explanation you hear this
17 evening from either the enviornmental scientists or
18 the engineer, so...
19 VOICE: That would include any comments that
20 have previously been submitted by e-mail?
21 MS. DORZBACK: Yes. It doesn't just relate to
22 the ones that were heard here. Any written
23 comments, e-mail comments, anything that we get up
24 until November 16th will be reflected in the
25 document. If you go home and few days later decide

that you want to ask about something else through the various forms of communication which are in your handout, you can submit that question, comment to us and that will become part of the same document.

So that officially closes the hearing, which is of course as you know, all of this is per our federal procedures. We will reopen the meeting to our informal format for you to come up and get further information from the staff here on your particular concerns.

I know you had a question about connection and road and the traffic person that can speak to Khalil about that .

MR. GREGORY: Domingo Noreiga who heads up our traffic engineering group --

MS. DORZBACK: Okay.

MR. GREGORY: -- can address that question and then there was one about the stormwater drainage Tammy Kreisle is the design engineer and she commented to me that when the project goes to design and we have to go back to SWFWMD for permit renewal, all those issues would be addressed at that time in conjunction with SWFWMD who granted the permits.

So, we can look into that issue in the next phase of drainage design because this is a concept development.

MS. DORZBACK: Since we have such a small group, if you all prefer we can have someone get up and answer each of the questions that was raised if you all are interested in hearing that information. If not, we can have a one-on-one with those people that asked the question.

Give a show of hands if you all want to hear the answer to all the questions, we can continue with this format, otherwise we can go back to a more informal scenario. So if you maybe just raise your hand, you prefer to have us answer the questions here at podium that you heard, raise your hand.

Otherwise, we'll go back to informal format if you prefer then. Thank you so much.

STATE OF FLORIDA)
)
HILLSBOROUGH COUNTY)

I, V. LIZ NIEVES, Notary Public, State of Florida, do hereby certify that I was authorized to and did stenographically report the Cross Creek Boulevard Public Hearing; and that the foregoing transcript, pages 1 through 22, is a true record of my stenographic notes.

I FURTHER CERTIFY THAT I am not a relative, employee, attorney or counsel of any of the participants connected of said hearing, nor am I financially interested in the outcome of said hearing.

DATED this 22nd day of November, 2009, at Tampa, Hillsborough County, Florida.

V. LIZ NIEVES

Notary Public, State of Florida

VIRMA LIZ NIEVES
Comm# DD0619165
Expires 12/3/2010
Florida Notary Assn., Inc

TRANSCRIPT ORDERED: 11/3/09

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[7] 2:15 4:20 4:23 4:24 6:8 6:11 9:24

Western
[1] 6:10

Wetland
[4] 6:15 7:17 7:21 15:5

Wetlands
[2] 7:16 7:18

Widened
[1] 6:12

Widening
[2] 6:7 7:22

Wildlife
[2] 8:3 15:6

Wish
[1] 11:20

Wishing
[1] 10:13

Writing
[2] 16:9 19:20

Written
[4] 10:25 11:7 18:4 20:4

Www.crosscreekwidening.com
[1] 11:11

Y

Year
[3] 6:18 7:5 10:5

Yourselves
[1] 4:4

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

FPN: 420625-1 • FAP: SFT1 205 R • City of Tampa No. PW 4819

URS

Public Hearing

November 3, 2009

Please Sign In
(Please Print)

Name	Address	City/Zip
Joe Pasternuk	8527 Curley Sound Circle	Tampa, 33647
Peggy Callaha	5405 Meadstone Ct	Tpa 33624
WARREN DIXON	16006 BURNHAM WAY	TAMPA 33647
Marguerite Puca	18126 Sweet Jasmine	Tampa 33647
Isabel Zamancho	19230 Climbing Aster Dr.	Tampa 33647
DENNIS W. JONES	18827 DUQUESNE DR.	TAMPA 33647
Tom FRANKFURTH	10317 A CROSS CREEK BLVD.	" "
Paul Foley	5708 Piney Ln Dr	Tampa 33625
John Darling	10505 Cory Lake Dr.	Tampa 33647
DAN BARRANECCHIO	10624 GRANDRIDGE DR	TAMPA FL 33647

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

FPN: 420625-1 • FAP: SFT1 205 R • City of Tampa No: PW 4819

URS

Public Hearing

November 3, 2009

Please Sign In
(Please Print)

Name	Address	City/Zip
Joseph Carlson	17202 Talence Ct	Tampa 33647
Bob Campbell	601 E. Kennedy Blvd Tampa 33601	" "
David Burman	10646 Cory Lakedr	" "
Ewan Prescott	5614 Maxima Pl NE St Pete, Fl	St Pete 33702
Scott Eakes	809 E. Zack St	Tampa Fl 33602
Ahmad Erchid	10503 Palm Cove Ave	Tampa 33647
Luise Burman	10646 Cory Lake Dr.	Tampa 33647

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

FPN: 420625-1 • FAP: SFT1 205 R • City of Tampa No: PW 4819

URS

Public Hearing

November 3, 2009

Please Sign In

(Please Print)

Name	Address	City/Zip
ERIC SAGGARS	15705 IBISBRIDGE DR, LITHIA	LITHIA, 33547
Rick + Jana Radtke	10301 CROSS CREEK BLVD	TAMPA 33647
Michael Smith	15345 Amberly Dr.	" "
AHSAN KHALIL	19104 Sweetclover Ln.	TAMPA, 33647
Frankie Portner		Brandon FL

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

FPN: 420625-1 • FAP: SFT1 205 R • City of Tampa No: PW 4819

URS

Public Hearing

November 3, 2009

STAFF

Please Sign In

(Please Print)

Name	Address	City/Zip
Ken Gregory	7650 WCCC Tampa	33607
Vickie Scott	" "	" "
Bob O'Donnell	" "	" "
Trish Toaves	" "	" "
Tammy Kreisle	" "	" "
Megan McKinney	" "	" "
Domingo Noriega	" "	"
Jean Dorzback	306 E Jackson City of Tampa	Tampa, Fl 33602
[illegible]		
Desiree Davis	Faller, Davis	

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

FPN: 420625-1 • FAP: SFT1 205 R • City of Tampa No: PW 4813

URS

Public Hearing

November 3, 2009

STAFF

Please Sign In

(Please Print)

Name	*Address*	*City/Zip*
Robin Rhinesmith	11201 N. McKinley Dr. Tampa, FL 33612	FDOT D-7

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Speaker Request Card

Number

To be completed prior to making a recorded statement

PUBLIC HEARING - November 3, 2009

Cross Creek Boulevard PD&E Study

From West Cory Lake Boulevard to Morris Bridge Road

PLEASE PRINT

Name: DAVID (First) J. (Middle) BURMAN (Last)

Address: 10646 CORY LAKE DRIVE (Street)

TAMPA (City) FL (State) 33647 (Zip Code)

Telephone: 813-982-1480

Representing: Self _____ Firm/Agency _____

Government Agency _____

Civic Organization _____

Home Owners Association _____

Other CDD

Speaker Request Card

Number

To be completed prior to making a recorded statement

PUBLIC HEARING - November 3, 2009

Cross Creek Boulevard PD&E Study

From West Cory Lake Boulevard to Morris Bridge Road

PLEASE PRINT

Name: DAN (First) M (Middle) BARRAVECCHIO (Last)

Address: 10624 GRAND RIVIERE Dr (Street)

TAMPA (City) FL (State) 33647 (Zip Code)

Telephone: 813-433-6275

Representing: Self _____ Firm/Agency _____

Government Agency HERITAGE ISLES CDD

Civic Organization _____

Home Owners Association _____

Other _____

Speaker Request Card

Number

To be completed prior to making a recorded statement

PUBLIC HEARING - November 3, 2009

Cross Creek Boulevard PD&E Study

From West Cory Lake Boulevard to Morris Bridge Road

PLEASE PRINT

Name: AHSAN (First) K. (Middle) KHALIL (Last)

Address: 19104 Sweetclover Ln. (Street)

Tampa (City) FL (State) 33647 (Zip Code)

Telephone: 813-765-6973

Representing: Self ✓ Firm/Agency _____

Government Agency _____

Civic Organization _____

Home Owners Association _____

Other _____

Speaker Request Card

Number

To be completed prior to making a recorded statement

PUBLIC HEARING - November 3, 2009

Cross Creek Boulevard PD&E Study

From West Cory Lake Boulevard to Morris Bridge Road

PLEASE PRINT

Name: Ahmad (First) M. (Middle) Erchid (Last)

Address: 10503 Palm Cove Ave (Street)

Tampa (City) FL (State) 33647 (Zip Code)

Telephone: 813/984-9898

Representing: Self X Firm/Agency _____

Government Agency _____

Civic Organization _____

Home Owners Association _____

Other _____

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road FPN: 420625-1 • FAP: SFT1 205 R • City of Tampa No. PW 4819

Public Hearing

November 3, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

11/3/09

Respondant: Dan Barravecchio - Heritage Isles Community Development District. Representing 1020 Landowners.

Concerns: Stormwater runoff from the Cross Creek Extension may place significant stress on existing Retention ponds located within Heritage Isles Subdivision. The Subdivision was originally slated to have 1599 units. The Developer scaled back the project to 1020 which allowed the Developer to not contribute to the Expansion of Cross Creek Blvd to 4 lanes. We suspect that the Retention ponds were only built for the smaller capacity of water held in them for a 2 lane RD on Cross Creek. We would recomend that an analysis be provided to the District advising of any Impact. The District also has concerns over potential impact to the wildlife both marine & Reptile. ~~[illegible]~~ A large population of venomous snakes have pushed into the community especially after significant rainfall. We would like to gain an understanding of how this maybe impacted.

Attach additional sheets if needed

Name: Dan Barravecchio

Address: 10624 Grand Riviere Dr

City, State, Zip: Tampa, FL, 33647

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Nina Mabilleau at the address on the back of this Comment Form, postmarked by November 16, 2009. You may also provide your comments via the project website at www.crosscreekwidening.com by November 16, 2009.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road FPN: 420625-1 • FAP: SFT1 205 R • City of Tampa No. PW 48 19

URS

Public Hearing

November 3, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Was there any Noise Control measures taken into Consideration.

Attach additional sheets if needed

Name: Ahmad M. Erchid

Address: 10503 Palm Cove Ave

City, State, Zip: Tampa, FL 33647

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Nina Mabilleau at the address on the back of this Comment Form, postmarked by November 16, 2009. You may also provide your comments via the project website at www.crosscreekwidening.com by November 16, 2009.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

BRIGHAM MOORE LLP

EMINENT DOMAIN & PROPERTY RIGHTS LAWYERS

October 26, 2009
Sent Via Email

Nina Mabilleau, Project Manager
City of Tampa, Transportation Division
306 East Jackson Street #290A4E
Tampa, FL 33602

Re: Cross Creek Boulevard PD&E Study
From West Cory Lake Boulevard to Morris Bridge Road
FPN: 420625-1-28-01

Dear Ms. Mabilleau:

Pursuant to Chapter 119, Florida Statutes, with regard to the above referenced project, we request **electronic** copies of the following documents, if available, and hard copies if electronic files are not available.

1. Most recent **Project Development & Environment (PD&E) Study**, including any color conceptual maps or illustrations;
2. Most recent **Pond Siting Report**, including any color conceptual maps or illustrations;
3. **Project Scheduling Report** (Primavera Report).

Please call me at (727) 579-9000 or fax the invoice to me at (727) 579-9400 to let me know the cost and when we can obtain the requested documents. **Please send any communication and/or document to me at cmarlow@brighammoore.com or 1780 – 102nd Avenue, North Suite 100, St. Petersburg, FL 33716-3600.** Thank you for your attention to this matter.

Sincerely,
Charlotte Marlow, CP, FCP
Certified Paralegal
Florida Registered Paralegal
Project Manager

Thomson <thomson.fl@gmail.com>

11/02/2009 04:55 PM

Please respond to
thomson.fl@gmail.com

To mark_crowell@urscorp.com, nina.mabilleau@ci.tampa.fl.us, jean.dorzback@ci.tampa.fl.us, ron_gregory@urscorp.com, vickie_scott@urscorp.com

cc

bcc

Subject CrossCreek Widening Comment Form

Sent from CrossCreek Widening contact form

Name: Thomson
Address: 18017 Avalon Lane
City: Tampa
State: Florida
Zip Code: 33647
Email: thomson.fl@gmail.com

Message:
Hello,

I have some questions about the first phase of the Cross Creek Widening. I live in Arbor Greene and when the first phase of the widening was done, only 2 crosswalks were put in at Arbor Greene Drive and Cross Creek, a 3 way intersection. Why was that? Having two crosswalks on a 3 way intersection (instead of 3) unnecessarily requires people to cross Arbor Greene Dr. and then Cross Creek to reach the other side of the street.

I would also like to know why a right turn lane turning onto Arbor Greene Dr. was not a part of the first phase of the widening.

Thank you.

Sent from (ip address): 169.139.222.5 (169.139.222.5.hccfl.edu)
Coming from (referer): http://crosscreekwidening.com/comments.php
Using (user agent): Mozilla/5.0 (X11; U; Linux i686; en-US; rv:1.9.1.3) Gecko/20090911 Jolicloud/alpha (robby) Firefox/3.5.3

Vickie Scott/Tampa/URSCorp
11/16/2009 09:26 AM

To cmarlow@brighammoore.com
cc jean.dorzback@ci.tampa.fl.us, mark_crowell@urscorp.com, nina.mabilleau@ci.tampa.fl.us, ron_gregory@urscorp.com
bcc
Subject Re: CrossCreek Widening Comment Form

Dear Ms. Marlow,

We have added your name and address to the Cross Creek Boulevard mailing list. You will receive all future mailings for this project. Thank you.

Vickie A. Scott, AICP
Senior Transportation Planner
URS CORPORATION SOUTHERN
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
Phone: 813.286.1711 ext. 6546
Direct Line: 813.675.6546
Fax: 813.286.6587

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Charlotte Marlow Cp Frp <cmarlow@brighammoore.com>

Charlotte Marlow Cp Frp
<cmarlow@brighammoore.com>
11/13/2009 02:12 PM
Please respond to
cmarlow@brighammoore.com

To mark_crowell@urscorp.com, nina.mabilleau@ci.tampa.fl.us, jean.dorzback@ci.tampa.fl.us, ron_gregory@urscorp.com, vickie_scott@urscorp.com
cc
Subject CrossCreek Widening Comment Form

```
Sent from CrossCreek Widening contact form


Name: Charlotte Marlow, Cp, Frp
Address: 1780 102nd Avenue North, Suite 100
City: St. Petersburg
State: Fl
Zip Code: 33716
Email: cmarlow@brighammoore.com


Message:
Please add me to your mailing list.
```

Thank you for your attention to this matter.

Sincerely,

Charlotte Marlow, CP, FRP

Sent from (ip address): 209.255.116.17 (brighammoore.com)
Coming from (referer):
http://crosscreekwidening.com/public-involvement.php
Using (user agent): Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.0.15) Gecko/2009101601 Firefox/3.0.15 GTB6

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

December 11, 2009

David Burman
10646 Corey Lake Drive
Tampa, Florida

RE: Cross Creek Boulevard Project Development and Environment Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01

Dear Mr. Burman,

Thank you for attending the Cross Creek Boulevard Public Hearing and for giving us your question regarding the project's traffic signals to be placed along the widened segment of Cross Creek Boulevard and asking, who would pay for them.

The City will install the required traffic signals when the roadway is widened, currently projected to begin in 2011, when the construction funds become available. Certain developers are obligated per their development agreements to either install the traffic signals associated with their developments, when warranted, or to contribute the cost of the installation of necessary traffic signals to the City of Tampa to install those traffic signals, on the developer's behalf. In the interest of public safety the City will install the needed traffic signals when the road is widened, but the developers and or their subsequent development districts are still obligated to meet the conditions of the original developer agreements and contribute the cost of the traffic signal to the City of Tampa.

A copy of the Traffic Technical Memorandum is available for review on the project website located at www.crosscreekwidening.com. Should you have any further questions, please contact Mrs. Nina Mabilleau, Project Manager, at (813) 274-8333, by email at nina.mabilleau@tampgov.net, or by mail at City of Tampa Transportation Division, 306 East Jackson Street, 290A4E, Tampa, FL 33602. Thank you for your interest in this very important project.

Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

December 3, 2009

Mr. Ahsan Khalil
19104 Sweetwater Lane
Tampa, FL 33647

RE: Cross Creek Boulevard Project Development and Environment Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01

Dear Mr. Khalil,

Thank you for attending the Cross Creek Boulevard Public Hearing and for giving us your comments regarding traffic on Kinnan Street in the vicinity of the project. According to the Tampa Bay Regional Planning Model (TBRPM), the majority of future traffic using Kinnan Street to travel to and from Pasco County will travel to and from the west on Cross Creek Boulevard towards Bruce B. Downs Boulevard. The Cross Creek Boulevard PD&E Study assessed the traffic conditions on the existing two-lane portion of Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road and was not required to analyze any traffic conditions west of this segment. Since the intersection at Kinnan Street is west of the PD&E project study area, it is outside of the scope of study for this effort. Note, however, that the area-wide growth rate used in determining the future traffic volumes does account for potential traffic increases on Cross Creek Boulevard if and when Kinnan Street connects to Mansfield Boulevard in Pasco County, as described in the project's traffic technical memorandum.

A copy of the Traffic Technical Memorandum is available for review on the project website located at www.crosscreekwidening.com. Should you have any further questions, please contact Mrs. Nina Mabilleau, Project Manager, at (813) 274-8333, by email at nina.mabilleau@tampagov.net, or by mail at City of Tampa Transportation Division, 306 East Jackson Street, 290A4E, Tampa, FL 33602. Thank you for your interest in this very important project.

Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

December 3, 2009

Mr. Dan Barravecchio
10624 Grand Riviere Drive
Tampa, FL 33647

RE: Cross Creek Boulevard Project Development and Environment Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01

Dear Mr. Barravecchio,

Thank you for attending the Cross Creek Boulevard Public Hearing and for giving us your comments regarding stormwater runoff in Heritage Isles and potential impacts to wildlife in the vicinity of the project. The stormwater runoff from the widening of Cross Creek Boulevard will not increase the runoff that was proposed by the developer to drain into the existing stormwater ponds. These ponds were designed, and permitted by the Southwest Florida Water Management District (SWFWMD), to treat and attenuate the runoff from a 4-lane Cross Creek Boulevard. The as-built conditions were certified by the SWFWMD after construction which provides a significant measure of assurance that the ponds were constructed in accordance with the permits. When the project moves into the design phase, further coordination with SWFWMD will be conducted to address construction permit requirements.

A Wetlands Evaluation Biological Assessment Report, which assessed the potential effects of the proposed project to state and federally listed species within the project corridor, was completed during the Project Development and Environment Study. As a result of coordination with the Florida Fish and Wildlife Conservation Commission and the US Fish and Wildlife Service, it was determined that the proposed project will not affect any state or federally listed species.

A copy of the Preliminary Pond Siting Report and the Wetlands Evaluation Biological Assessment Report are available for review on the project website located at www.crosscreekwidening.com. Should you have any further questions, please contact Mrs. Nina Mabilleau, Project Manager, at (813) 274-8333, by email at nina.mabilleau@tampagov.net, or by mail at City of Tampa Transportation Division, 306 East Jackson Street, 290A4E, Tampa, FL 33602. Thank you for your interest in this very important project.

Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

December 3, 2009

Mr. Ahmad M. Erchid
10503 Palm Cove Avenue
Tampa, FL 33647

RE: Cross Creek Boulevard Project Development and Environment Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01

Dear Mr. Erchid,

Thank you for attending the Cross Creek Boulevard Public Hearing and for giving us your comment regarding traffic noise. During the Cross Creek Boulevard Project Development and Environment (PD&E) Study, a traffic noise analysis was performed. The analysis was performed following Florida Department of Transportation (FDOT) procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise) and were performed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM), Version 2.5.

Based on the results of the Cross Creek Boulevard traffic noise analysis, none of the noise sensitive sites adjacent to Cross Creek Boulevard were predicted to experience noise levels that approach, meet, or exceed the FHWA's Noise Abatement Criteria as a result of the proposed improvements. Therefore, noise abatement measures were not considered for this project.

A copy of the Noise Study Report is available for review on the project website located at www.crosscreekwidening.com. Should you have any further questions, please contact Mrs. Nina Mabilleau, Project Manager, at (813) 274-8333, by email at nina.mabilleau@tampagov.net, or by mail at City of Tampa Transportation Division, 306 East Jackson Street, 290A4E, Tampa, FL 33602. Thank you for your interest in this very important project.

Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

December 3, 2009

Mr. Richard Radtke
10301 Cross Creek Boulevard
Tampa, FL 33647

RE: Cross Creek Boulevard Project Development and Environment Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01

Dear Mr. Radtke,

Thank you for sending us your comments and for attending the Cross Creek Boulevard Public Hearing on November 3, 2009. This letter is in response to your concern regarding access at the Primrose School of Cross Creek and the Cory Lakes Professional Center. The project engineers have reviewed the issue regarding your request for a full median opening. As a result, the concept plans have been revised to provide for a left turn movement from the Primrose School/Cory Lakes Professional Center to westbound Cross Creek Boulevard. A copy of the revised concept plan sheet is attached to this letter for your information.

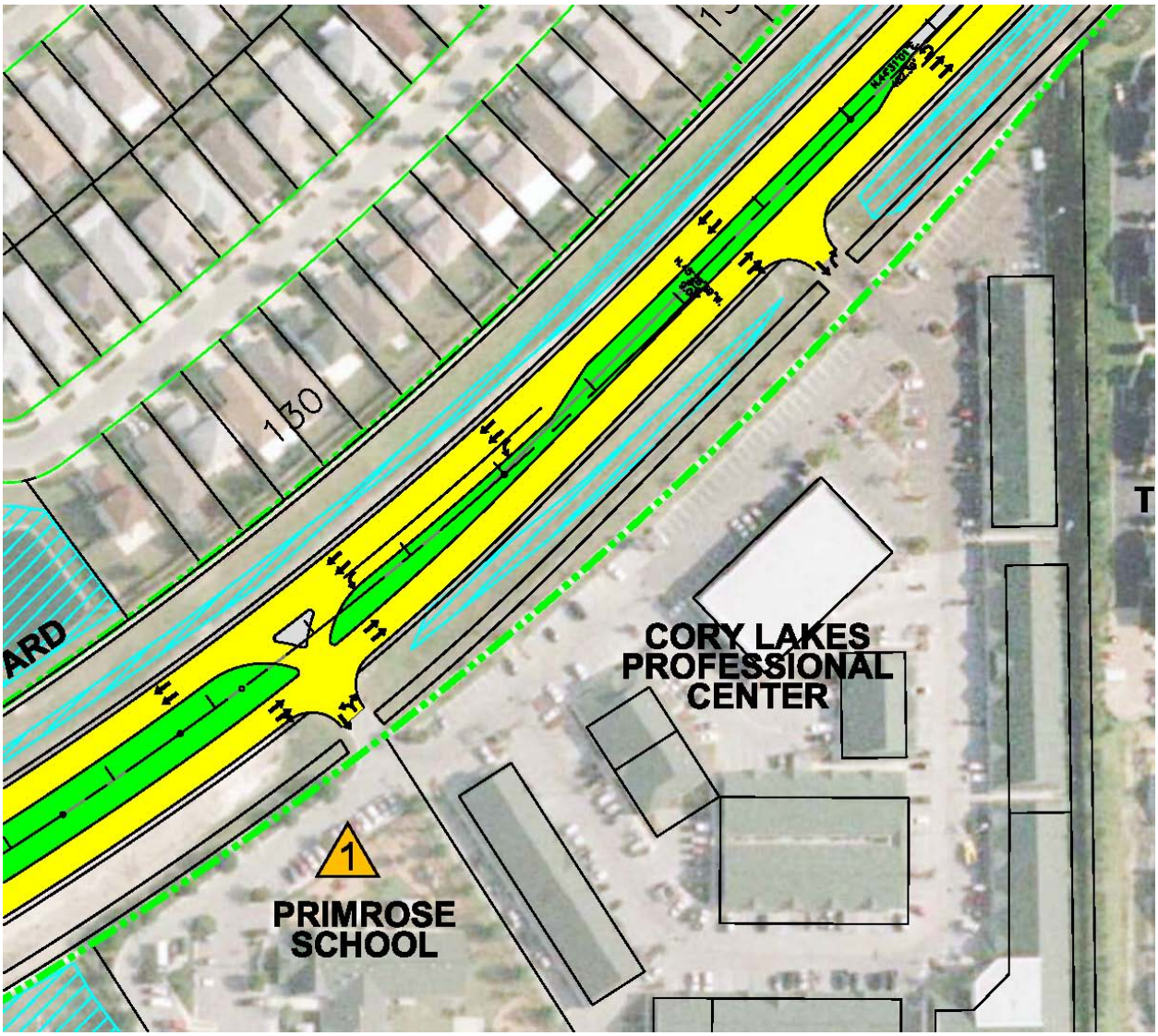
We hope that this concept plan revision will address your concerns. Should you have any further questions, please contact Mrs. Nina Mabilleau, Project Manager, at (813) 274-8333, by email at nina.mabilleau@tampagov.net, or by mail at City of Tampa Transportation Division, 306 East Jackson Street, 290A4E, Tampa, FL 33602. Thank you for your interest in this very important project.

Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

Cross Creek Boulevard Project Development & Environment Study
Revised concept plan for Primrose School and Cory Lakes Professional Center



"Nina Mabilleau"
<Nina.Mabilleau@ci.tampa.fl.us>
11/20/2009 01:59 PM

To "Bertha Mitchell" <Bertha.Mitchell@ci.tampa.fl.us>
cc <Ron_Gregory@URSCorp.com>, <Vickie_Scott@URSCorp.com>
bcc
Subject ACTION ITEM: PUBLIC RECORDS REQUEST - Fwd: Cross Creek Boulevard PD&E Study, FPN: 420625-1-28-01, PW 4819

** High Priority **

After the Legal Dept.'s "blessing", please send me a copy of the City's response, that is returned to Ms. Marlow, as it needs to be included in the 'Public Comment / Response' portion of the PD&E Public Hearing Document ! Her original request was made 10/26/09.

Thank you.

Mrs. Mabilleau
Project Management Engineer III

City of Tampa
Transportation Division
306 E. Jackson Street, 290A4E
Tampa, Florida 33602

Phone: 813-274-8542
Fax: 813-274-8901
Email: nina.mabilleau@tampagov.net

----- Message from "Nina Mabilleau" <Nina.Mabilleau@ci.tampa.fl.us> on Thu, 12 Nov 2009 09:53:18 -0500 -----

To: "Bertha Mitchell" <Bertha.Mitchell@ci.tampa.fl.us>
cc: "Jean Dorzback" <Jean.Dorzback@ci.tampa.fl.us>, <Ron_Gregory@URSCorp.com>
Subject: ACTION ITEM: PUBLIC RECORDS REQUEST - Fwd: Cross Creek Boulevard PD&E Study, FPN: 420625-1-28-01, PW 4819

** High Priority **

Bertha, The Transportation Manager has approved this response, below, for a 10/26/09, Public Records Request. Please copy the appropriate individuals and send to send to:

Charlotte Marlow, CP, FRP
Certified Paralegal, Florida Registered Paralegal
Project Manager
1780 102nd Avenue, North
Suite 100
St. Petersburg, Florida 33716-3600
Voice: 727-579-9000
Fax: 727-579-9400
CMarlow@brighammoore.com
www.eminentdomain.com

---

1. Most recent Project Development & Environment (PD&E) Study, including any color conceptual maps or illustrations;
Reply: All DRAFT documents are currently being published to the project website at http://crosscreekwidening.com/index.html by the consultant URS Corporation. They will be online by midnight 11/3/09.

2. Most recent Pond Siting Report, including any color conceptual maps or illustrations;
Reply: This DRAFT document is currently being published to the project website at http://crosscreekwidening.com/index.html . It will be online by midnight 11/3/09.

3. Project Scheduling Report (Primavera Report).

The most recent project schedule, 11/11/09, is attached.

The FDOT's project schedule is located at:
http://www2.dot.state.fl.us/fmsupportapps/workprogram/Support/WPItemRept.aspx?RF=WP&IT=420625&IS=1&RP=SCHD

Thank you.

Mrs. Mabilleau
Project Management Engineer III

City of Tampa
Transportation Division
306 E. Jackson Street, 290A4E
Tampa, Florida 33602

Phone: 813-274-8542
Fax: 813-274-8901
Email: nina.mabilleau@tampagov.net

Cross Creek Schedule_Revised 11 11 09.pdf

"Nina Mabilleau"
<Nina.Mabilleau@ci.tampa.fl.us>
11/17/2009 05:13 PM

To <Vickie_Scott@URSCorp.com>
cc <Ron_Gregory@URSCorp.com>
bcc
Subject Fwd: Inquiry about Cross Creek Blvd. Phase 1, 4-Laning

City response to attached:

"11/9/2009 9:19 AM Closed

Mike Scanlon, Engineer IV, Public Works
Email was directed to:
? Thomson (Requestor)

Other Actions:
- Message status changed to Closed

Message: Mr. (??) Thomson,
The original signal design left out the pedestrian crossing on the west side because this is a T intersection and the primary movement is the northbound left turn which directly conflicts with the installation of a pedestrian phase on the west side. The thought was to protect pedestrians as well as reduce vehicle delay as drivers would be required to yield to pedestrians.

Thank you for your interest in traffic safety issues and if you have any additional questions, please give me a call at 813-274-8105.

Sincerely,
Michael R. Scanlon
Traffic Design Engineer"

Mrs. Mabilleau
Project Management Engineer III

City of Tampa
Transportation Division
306 E. Jackson Street, 290A4E
Tampa, Florida 33602

Phone: 813-274-8542
Fax: 813-274-8901
Email: nina.mabilleau@tampagov.net

----- Message from "Nina Mabilleau" <Nina.Mabilleau@ci.tampa.fl.us> on Tue, 03 Nov 2009 13:08:35 -0500 -----

To: <thomson.fl@gmail.com>
cc: <Ron_Gregory@URSCorp.com>,<Vickie_Scott@URSCorp.com>
Subject: Inquiry about Cross Creek Blvd. Phase 1, 4-Laning

Thomson,

This service for general correspondence to the Transportation Roadway & Bridge

Design Section where the situation does not require immediate attention. The Transportation Division Roadway Design Section of the Department of Public Works is responsible for the management of survey, design, and construction engineering for city streets and bridges.

A Customer Service Center Request has been created. You can track, update or access your request at http://www.tampagov.net/appl_customer_service_center/ with the following information:

Tracking Nbr: 212837
Access Key: O498

Thank you for using the Customer Service Center.

Mrs. Mabilleau
Project Management Engineer III

City of Tampa
Transportation Division
306 E. Jackson Street, 290A4E
Tampa, Florida 33602

Phone: 813-274-8542
Fax: 813-274-8901
Email: nina.mabilleau@tampagov.net

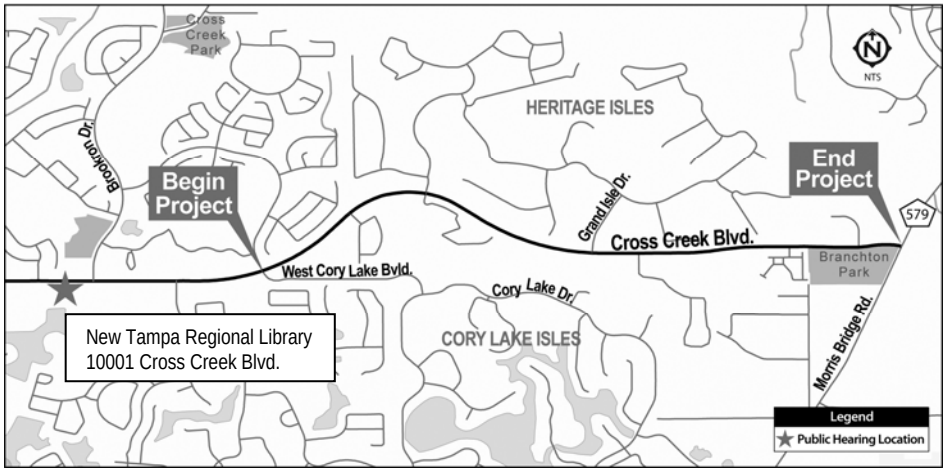
PUBLIC HEARING
CROSS CREEK BOULEVARD PD&E STUDY
From West Cory Lake Boulevard to Morris Bridge Road
Hillsborough County, Florida
Financial Project Number: 420625-1-28-01

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study, Financial Aid No. SFT1 205 R. **The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL. The hearing will begin as an open house at 5:30 p.m. with a formal presentation at 6:30 p.m.**

This public hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements, and in accordance with Federal Executive Orders 11990 and 11988. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County.

The draft project documents and other information will be available for review from October 13, 2009 through November 16, 2009 during regular operating hours at: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and at the City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by sending them to Nina Mabilleau, Project Manager, at the City of Tampa, Transportation Division, 306 E. Jackson Street, 290A4E, Tampa, FL 33602. All exhibits or statements postmarked on or before November 16, 2009 will become a part of the public hearing record.

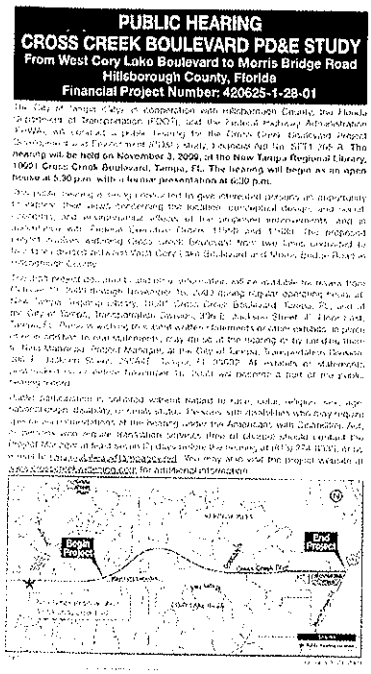
Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status. Persons with disabilities who may require special accommodations at the hearing under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact the Project Manager at least seven (7) days before the hearing at (813) 274-8333, or by e-mail to nina.mabilleau@tampagov.net. You may also visit the project website at www.crosscreekwidening.com for additional information.



The Tampa Tribune

Published Daily

Tampa, Hillsborough County, Florida



PUBLIC HEARING
CROSS CREEK BOULEVARD PD&E STUDY
From West Cory Lake Boulevard to Morris Bridge Road
Hillsborough County, Florida
Financial Project Number: 420625-1-28-01

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study, pursuant to 23 U.S.C. 128 and 23 CFR 771.105 A. **The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL. The hearing will begin as an open house at 5:30 p.m. with a formal presentation at 6:30 p.m.**

This public hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements, and to satisfy the Federal Execution Orders 11988 and 11990. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County.

This PD&E project [illegible] information will be available for review from October 19, 2009 through November 10, 2009 during regular operating hours at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL, and at the City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL. Persons wishing to submit written statements or other exhibits in place of or in addition to oral statements, may do so at the hearing or by sending them to Nina Mateescu, Project Manager, at the City of Tampa, Transportation Division, 306 E. Jackson Street, 4N64E, Tampa, FL 33602. All exhibits or statements must be received or postmarked no later than November 10, 2009 and become a part of the public hearing record.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status. Persons with disabilities who may require special accommodations at the hearing under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact the Project Manager at least seven (7) days before the hearing at (813) 274-8301, or be present to request assistance at the hearing. You may also visit the Project website at www.cityoftampa.com for additional information.

Begin Project
End Project
Cross Creek Blvd
Morris Bridge Rd
Cory Lake Blvd
Hillsborough County
Pasco County
Pinellas County
Polk County
Hillsborough County
Tampa
Temple Terrace
Plant City
Lutz
Brandon
Riverview
Sun City Center
Ruskin
Gibsonton
Apollo Beach
Wimauma
Gibsonton
Dover
Mango
Seffner
Thonotosassa
Lithia
Gibsonton
Riverview
Ruskin
Sun City Center
Wimauma
Apollo Beach
Dover
Mango
Seffner
Thonotosassa
Lithia
Plant City
Temple Terrace
Tampa
Lutz
Brandon

DATE AND TIME: Wednesday, October 28, 2009, 12:00 Noon
PLACE: Fishkind & Associates, 12051 Corporate Blvd., Orlando, FL 32817
GENERAL SUBJECT MATTER TO BE CONSIDERED: Board of Trustees:
Dr. Henry Fishkind
Mr. Joseph MacLaren
Mr. James Anderson
Mr. Mark Mason
Mr. Harry Dressler
Mr. Fritz Behring
are to consider the following matters:
1. CALL TO ORDER/ROLL CALL
2. BUSINESS ADMINISTRATION
a. Minutes of July 2009 meeting
b. Economic update and portfolio structure
c. Third quarter unaudited financial report
d. Budget update
3. BUSINESS ITEMS
a. Adoption of an Investment Policy
4. STAFF REPORTS
a. The Reserve and Credit Watch update
b. Marketing
i. Map activity and plans
ii. Participant list
5. SET NEXT MEETING DATE/ADJOURNMENT
a. Future meeting dates
A copy of the agenda may be obtained by contacting: Bill Spivey, VP/Client Services Manager at 1(866)999-1216 or bill@flsafe.org.
Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 48 hours before the workshop/meeting by contacting: Judy Minter, (407)382-3256. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).
If any person decides to appeal any decision made by the Board with respect to any matter considered at this meeting or hearing, he/she will need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence from which the appeal is to be issued.
For more information, you may contact: Bill Spivey, VP/Client Services Manager at 1(866)999-1216 or bill@flsafe.org.

CITY OF TAMPA

The **City of Tampa** announces a hearing to which all persons are invited.
DATE AND TIME: Tuesday, November 3, 2009, 5:30 p.m. – 7:30 p.m.
PLACE: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, Florida
GENERAL SUBJECT MATTER TO BE CONSIDERED: The City of Tampa invites you to attend and participate in a public hearing for the Project Development and Environment (PD&E) study for proposed improvements to Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road in Hillsborough County, Financial Project ID #420625-1.
PURPOSE: This public hearing is being held to afford interested persons the opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements to Cross Creek Boulevard. The study evaluated engineering and environmental effects associated with widening the road from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road along the existing project corridor.
A copy of the agenda may be obtained by contacting: Nina Mabilleau, Project Manager, City of Tampa, Department of Public Works, 306 E. Jackson Street, 4E, Tampa, FL 33602, (813)274-8542.
Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: the Project Manager at the phone number or address listed above. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).
For more information, you may contact: Nina Mabilleau, Project Manager at (813)274-8542.

FLORIDA WORKERS' COMPENSATION INSURANCE GUARANTY ASSOCIATION

The Investment Committee of the **Florida Workers' Compensation Insurance Guaranty Association** announces a telephone conference call to which all persons are invited.
DATE AND TIME: Monday, October 19, 2009, 10:00 a.m. (EST)
PLACE: via Teleconference
GENERAL SUBJECT MATTER TO BE CONSIDERED: The Committee will meet regarding general business of the committee as well as a Parliamentary Investments Consultants Report.
A copy of the agenda may be obtained by contacting: Cathy Irvin at cirvin@agfgroup.org.

FLORIDA DEPARTMENT OF STATE
Kurt S. Browning, Secretary of State
Division of Library
Administrative Code Unit
The Gray Building - 500 S. Bronough Street, Suite101 - Tallahassee, Fl. 32399-0250 - (850)245-6270

Billed to:
URS/PSTA PROJECT OFFICE
7650 W COURTNEY CAMPBELL CSWY
TAMPA, FL 33607-0000
Attn: VICKIE SCOTT

Account: 10200 **Invoice Date: 10/16/2009** **Invoice Number: 015498**

	P.O. #	Publication in Florida Administrative Weekly	# units	$each	Extension
1		Volume:35/40 Pages:5036	35	1.49	$52.15

Invoice # must appear on all checks and correspondence. Please pay balance due: **$52.15**
F.E.I.D. number: 59-3466865 *** Net Due - 15 days - No Discount ***

TO INSURE PROPER CREDIT, PLEASE RETURN THIS PORTION.
Department of State - Division of Administrative Services - Bureau of Planning, Budget and Financial Services
R.A. Gray Bldg - 500 S. Bronough St, 4th Fl. - Tallahassee, Fl. 32399-0250

Account: 10200 **Invoice Date: 10/16/2009** **Number: 015498** **Amount Due: $52.15**

State Agencies - Journal Transfer to Account Code: 45-60-2-572001-45400100-00 BF Obj 019000 BF Cat 001903
Org Code / EO :45400120200 7X Object: 019032 Category: 001903

For Accounting Use Only: Object Code: Cat: ARGL: GL:
Samas Account Code/Vendor:

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 9, 2009

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Property Owner/Interested Party:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will be held from 5:30 p.m. to 6:30 p.m. and the formal public hearing will begin at 6:30 p.m.

The City, in accordance with Section 339.155(6) Florida Statutes, is providing notice to those whose property lies, in whole or in part, within 300 feet on either side of the centerline of the proposed facility. However, this does not mean that all properties may be directly affected. All other parties that have requested and given their contact information are also receiving this notification.

The public hearing will allow interested persons the opportunity to express their views concerning the conceptual design, social, economic, and environmental effects of the proposed improvements. During the formal hearing, beginning at 6:30 p.m., the City will provide a presentation on the proposed improvements. Following the presentation, there will be a time for public comment, which will become a part of the official transcript. In addition, written statements or exhibits submitted at the hearing or received by November 16, 2009, will become part of the official public hearing record.

The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status. Anyone needing special accommodations at the hearing under the Americans with Disabilities Act of 1990 or persons who require translation services (free of charge) should contact the Project Manager at least seven (7) days before the hearing. Any questions regarding the Cross Creek Boulevard PD&E Study should be directed to Nina Mabilleau, Project Manager, at (813) 274-8333.

Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

TampaGov
www.tampagov.net

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable George LeMieux
United States Senate
356 Russell Senate Office Building
Washington DC 20510

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Senator LeMieux:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

The public hearing will allow interested persons the opportunity to express their views concerning the conceptual design, social, economic, and environmental effects of the proposed improvements. During the formal hearing, beginning at 6:30 p.m., the City will provide a presentation on the proposed improvements. Following the presentation, there will be a time for public comment, which will become a part of the official transcript. In addition, written statements or exhibits submitted at the hearing or received by November 16, 2009, will become part of the official public hearing record.

The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Bill Nelson
United States Senate
Sam Gibbons Federal Courthouse
801 N. Florida Ave., 4th Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Senator Nelson:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

The public hearing will allow interested persons the opportunity to express their views concerning the conceptual design, social, economic, and environmental effects of the proposed improvements. During the formal hearing, beginning at 6:30 p.m., the City will provide a presentation on the proposed improvements. Following the presentation, there will be a time for public comment, which will become a part of the official transcript. In addition, written statements or exhibits submitted at the hearing or received by November 16, 2009, will become part of the official public hearing record.

The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Gus Bilirakis
United States House of Representatives, District 9
10941 N. 56th Street
Temple Terrace, FL 33617

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Congressman Bilirakis:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

The public hearing will allow interested persons the opportunity to express their views concerning the conceptual design, social, economic, and environmental effects of the proposed improvements. During the formal hearing, beginning at 6:30 p.m., the City will provide a presentation on the proposed improvements. Following the presentation, there will be a time for public comment, which will become a part of the official transcript. In addition, written statements or exhibits submitted at the hearing or received by November 16, 2009, will become part of the official public hearing record.

The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status. Anyone needing special accommodations at the hearing under the Americans with Disabilities Act of 1990 or persons who require translation services (free of charge) should contact the Project Manager at least seven (7) days before the hearing. Any questions regarding the Cross Creek Boulevard PD&E Study should be directed to Nina Mabilleau, Project Manager, at (813) 274-8333.

Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Will W. Weatherford
Florida House of Representatives, District 61
28963 State Road 54
Suite A
Wesley Chapel, FL 33544

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Representative Weatherford:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

The public hearing will allow interested persons the opportunity to express their views concerning the conceptual design, social, economic, and environmental effects of the proposed improvements. During the formal hearing, beginning at 6:30 p.m., the City will provide a presentation on the proposed improvements. Following the presentation, there will be a time for public comment, which will become a part of the official transcript. In addition, written statements or exhibits submitted at the hearing or received by November 16, 2009, will become part of the official public hearing record.

The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Victor D. Crist
Florida Senate, District 12
11961 N Florida Avenue
Suite B
Tampa, FL 33612

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Senator Crist:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Rose V. Ferlita
Hillsborough County Board of County Commissioners, District 1
601 East Kennedy Boulevard
County Center, 2nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Commissioner Ferlita:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Ken Hagan
Hillsborough County Board of County Commissioners, District 2
601 East Kennedy Boulevard
County Center, 2nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Commissioner Hagan:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

The public hearing will allow interested persons the opportunity to express their views concerning the conceptual design, social, economic, and environmental effects of the proposed improvements. During the formal hearing, beginning at 6:30 p.m., the City will provide a presentation on the proposed improvements. Following the presentation, there will be a time for public comment, which will become a part of the official transcript. In addition, written statements or exhibits submitted at the hearing or received by November 16, 2009, will become part of the official public hearing record.

The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Kevin White
Hillsborough County Board of County Commissioners, District 3
601 East Kennedy Boulevard
County Center, 2nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Commissioner White:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Al Higginbotham
Hillsborough County Board of County Commissioners, District 4
601 East Kennedy Boulevard
County Center, 2nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Commissioner Higginbotham:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Jim Norman
Hillsborough County Board of County Commissioners, District 5
601 East Kennedy Boulevard
County Center, 2nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Commissioner Norman:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Kevin Beckner
Hillsborough County Board of County Commissioners, District 6
601 East Kennedy Boulevard
County Center, 2nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Commissioner Beckner:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Mark Sharpe
Hillsborough County Board of County Commissioners, District 7
601 East Kennedy Boulevard
County Center, 2nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Commissioner Sharpe:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Pam Iorio, Mayor
City of Tampa
306 East Jackson Street
City Hall Plaza
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mayor Iorio:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Gwen Miller, Chair Pro-Tem
Tampa City Council, District 1 (At-Large)
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, FL 33602-5211

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Councilwoman Miller:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Mary Mulhern
Tampa City Council, District 2 (At-Large)
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, FL 33602-5211

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Councilwoman Mulhern:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Linda Saul-Sena
Tampa City Council, District 3 (At-Large)
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, FL 33602-5211

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Councilwoman Saul-Sena:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable John Dingfelder
Tampa City Council, District 4
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, FL 33602-5211

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Councilman Dingfelder:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Thomas Scott, Chairman
Tampa City Council, District 5
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, FL 33602-5211

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Councilman Scott:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Charlie Miranda
Tampa City Council, District 6
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, FL 33602-5211

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Councilman Miranda:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Joseph Caetano
Tampa City Council, District 7
315 East Kennedy Boulevard
City Hall, 3rd Floor
Tampa, FL 33602-5211

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Councilman Caetano:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Sheriff David Gee
Hillsborough County Sheriff's Office
P.O. Box 3371
Tampa, FL 33601

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Sheriff Gee:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Doug Belden
Hillsborough County Tax Collector
P.O. Box 172920
Tampa, FL 33672-0920

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Belden:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Earl Lennard
Hillsborough County Supervisor of Elections
601 East Kennedy Boulevard
County Center, 16th Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Lennard:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. MaryEllen Elia
Hillsborough County Superintendent of Schools
901 East Kennedy Boulevard
Tampa, FL 33601

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Elia:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Rob Turner
Hillsborough County Property Appraiser
601 East Kennedy Boulevard
County Center, 16th Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Turner:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Buford Rolin, Chairman
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Chairman Rolin:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable A.D. Ellis, Principal Chief
Muscogee (Creek) Nation
Office of the Administration
P.O. Box 580
Okmulgee, OK 74447

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Chief Ellis:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Enoch Kelly Haney, Principal Chief
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, OK 74884

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Chief Haney:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Billy Cypress, Chairman
Miccosukee Tribe of Indians of Florida
P.O. Box 440021
Tamiami Station
Miami, AL 33144

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Chairman Cypress:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

The Honorable Mitchell Cypress, Chairman
Seminole Tribe of Florida
6300 Stirling Road
Hollywood, FL 33024

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Chairman Cypress:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Jorge Rivera, Area Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Rivera:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Deborah Getzoff, Director
Florida Department of Environmental Protection
Southwest District
13051 N. Telecom Parkway
Tampa, FL 33637

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Getzoff:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. JuDee Pettijohn, Interim Director
Florida Department of State Division of Historical Resources
R.A. Gray Building
500 South Bronough Street, 4th Floor
Tallahassee, FL 32399-0250

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Pettijohn:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

TampaGov
www.tampagov.net

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Greg Holder, Regional Director
Florida Fish and Wildlife Conservation Commission
Southwest Region
3900 Drane Field Road
Lakeland, FL 33811-1299

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Holder:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Carolyn Ismart, Manager
State Environmental Management Office
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, FL 32399

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms Ismart:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Alba Mas, P.E., Regulation Director
Southwest Florida Water Management District
Tampa Service Office
7601 U.S. Highway 301
Temple Terrace, FL 33617-6759

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Mas:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Manny L. Pumariega, Executive Director
Tampa Bay Regional Planning Council
4000 Gateway Centre Boulevard, Suite 100
Pinellas Park, FL 33782

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Pumariega:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Irvin Lee, P.E., Director
City of Tampa Public Works Department
306 East Jackson Street
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Lee:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Shannon Edge, Director
City of Tampa Neighborhood and Community Relations
306 East Jackson Street
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Edge:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Karen Palus, Director
City of Tampa Parks, Recreation and Conservation
1420 North Tampa Street
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Palus:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Herbert Fecker,
City of Tampa Real Estate Department
306 East Jackson Street, 3N
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Fecker:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Dennis Fernandez, Manager
City of Tampa Historic Preservation
Dept. of Business & Housing Development
306 East Jackson Street, 3N
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Fernandez:

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

TampaGov
www.tampagov.net

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Dennis Jones, Fire Chief
City of Tampa Fire Department
808 East Jack Street
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Jones:

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Jane Castor, Police Chief
City of Tampa Police Department
411 North Franklin Street
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Castor:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Cynthia Miller, Director
City of Tampa Growth Management & Development Services
306 East Jackson Street, 3N
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Miller:

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Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. David Armijo, Chief Executive Officer
Hillsborough Area Regional Transit Authority
201 East Kennedy Boulevard, Suite 900
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Armijo:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

The public hearing will allow interested persons the opportunity to express their views concerning the conceptual design, social, economic, and environmental effects of the proposed improvements. During the formal hearing, beginning at 6:30 p.m., the City will provide a presentation on the proposed improvements. Following the presentation, there will be a time for public comment, which will become a part of the official transcript. In addition, written statements or exhibits submitted at the hearing or received by November 16, 2009, will become part of the official public hearing record.

The environmental documents and conceptual design plans for the Cross Creek Boulevard project will be available for public review from October 13, 2009, through November 16, 2009, during regular operating hours at the following locations: New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL; and City of Tampa, Transportation Division, 306 E. Jackson Street, 4th Floor East, Tampa, FL.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Patricia G. Bean, County Administrator
Hillsborough County
601 East Kennedy Boulevard, 26th Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Bean:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

TampaGov
www.tampagov.net

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Mark Thornton, Director
Hillsborough County Parks, Recreation and Conservation Department
10119 Windhorst Road
Tampa, FL 33619-1309

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Thornton:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Larry Gispert, Director
Hillsborough County Emergency Management
2711 East Hanna Avenue
Tampa, FL 33601

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Gispert:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Chief Bill Nesmith, Fire Rescue Chief
Hillsborough County Fire Department
2709 East Hanna Avenue
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Nesmith:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Bob Gordon, Director
Hillsborough County Public Works
601 E. Kennedy Boulevard, 22nd Floor
Tampa, FL 33601

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Gordon:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Karen Strickland, General Director
Hillsborough County School Board Transportation Department
9455 Harney Road
Thonotosassa, FL 33592

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Strickland:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Ramond Chiaramonte, AICP, Executive Director
Hillsborough County MPO
601 E. Kennedy Boulevard, 18th Floor
Tampa, FL 33601

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Chairamonte:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Peter Aluotto, AICP, Director
Hillsborough County Planning and Growth Management
601 East Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Aluotto:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Dr. Richard Garrity, Ph.D., Executive Director
Environmental Protection Commission of Hillsborough County
Roger P. Stewart Center
3629 Queen Palm Drive
Tampa, FL 33619-1309

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Dr. Garrity:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Don Harwig, Division Director
Hillsborough County Facilities Management Division
601 East Kennedy Boulevard, 13th Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Harwig:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Leigh Ann Pyron, P.E., Division Director
Hillsborough County Engineering - Division of Public Works
601 East Kennedy Boulevard, 22nd Floor
Tampa, FL 33602

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Pyron:

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Joyce Bear, Manager, Cultural Preservation
Muskogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Bear:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Ms. Natalie Deere, Tribal Historic Preservation Officer
Seminole Nation
P.O. Box 1498
Wewoka, OK 74884

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Ms. Deere:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Steve Terry, NAGPRA and Section 106 Representative
Miccosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, FL 33144

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Terry:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. Robert Thrower, Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Thrower:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

CITY OF TAMPA

Pam Iorio, Mayor **Transportation Division**

October 8, 2009

Mr. W. S. Steele, Tribal Historic Preservation Officer
AH-TAH-THI-KI Museum
Seminole Tribe of Florida
HC-61, Box 21-A
Clewiston, FL 33440

RE: Cross Creek Boulevard Project Development and Environment (PD&E) Study
From West Cory Lake Boulevard to Morris Bridge Road
Financial Project Number: 420625-1-28-01
Public Hearing Notification

Dear Mr. Steele:

The City of Tampa (City), in cooperation with Hillsborough County, the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), will conduct a public hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. The hearing will be held on November 3, 2009, at the New Tampa Regional Library, 10001 Cross Creek Boulevard, Tampa, FL from 5:30 p.m. to 7:30 p.m. An informal open house will begin at 5:30 p.m. and the formal public hearing will begin at 6:30 p.m.

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Sincerely,

Jean W. Dorzback, P.E.
Transportation Manager

306 East Jackson Street, 4E • Tampa, Florida 33602 • (813) 274-8333 • FAX: (813) 274-8901

Cross Creek Public Hearing
Property Owner Mailing List

FOLIO_NUMB	PIN	OWNER	COMPANY NAME	ADDR_1	ADDR_2	CITY	STATE	ZIP
59249.4414	A-09-27-20-84V-000000-18009.0	CRYSTAL MAHONEY ET AL		1 QUAIL CT		MANALAPAN	NJ	07726-
59249.4326	A-09-27-20-84V-000000-17954.0	JUDITH GUADALUPE GALLAGHER TRUSTEE		10020 CYPRESS SHADOW AVE		TAMPA	FL	33647-1858
59249.4418	A-09-27-20-84V-000000-18011.0	YAJAIRA SANTA-ROMANA		10104 NEWHAM WAY		TAMPA	FL	33647-2970
59249.4506	A-09-27-20-84V-000000-18101.0	MELANIE S WILLIAMS		10109 EVERGREEN HILL DR		TAMPA	FL	33647-2935
65913.1146	U-09-27-20-5HN-000001-00023.0	YANMING ZHAO		10130 HEATHER SOUND DR		TAMPA	FL	33647-2900
59251.1986	A-10-27-20-890-000000-00043.0	PEDRO AND ZAIDA CRUZ		10154 DEERCLIFF DR		TAMPA	FL	33647-2936
59251.2044	A-10-27-20-890-000000-00072.0	ANNIE L CABEBE AND ROBERT DUNCAN		10160 DEERCLIFF DR		TAMPA	FL	33647-2936
59249.4082	A-09-27-20-84V-000000-10441.0	SUSAN F TORPEY		1019 AUGUSTA DR		SUN CITY CENTER	FL	33573-5452
59249.4154	A-09-27-20-84V-000000-10505.0	LEONARDO R SALAZAR		1020 57TH AVE E		BRADENTON	FL	34203-5904
59249.4524	A-09-27-20-84V-000000-18110.0	YAGNESH PATEL		1020 PINE ST		MENLO PARK	CA	94025-3405
59249.4050	A-09-27-20-84V-000000-10425.0	SHANNON D JONES		10227 GRANT CREEK DR		TAMPA	FL	33647-2933
59400.1916	A-16-27-20-22M-000004-00040.0	CHARLES W AND MARIA E DAWSON		10228 SHADOW BRANCH DR		TAMPA	FL	33647-3116
59400.1914	A-16-27-20-22M-000004-00039.0	FREDERICK H III AND DORY J SCHNEIDER		10230 SHADOW BRANCH DR		TAMPA	FL	33647-3116
59400.1912	A-16-27-20-22M-000004-00038.0	PAUL J ZACK AND JENNIFER WITTENBAUER		10232 SHADOW BRANCH DR		TAMPA	FL	33647-3116
59251.1982	A-10-27-20-890-000000-00041.0	EDWARD AND LINDA LEWIS		10272 DEVONSHIRE LAKE DR		TAMPA	FL	33647-3238
59251.2026	A-10-27-20-890-000000-00063.0	DANIEL E RICKER		10272 ESTUARY DR		TAMPA	FL	33647-3123
59249.4340	A-09-27-20-84V-000000-17962.0	JASON PITHERS		10310 WELBECK CT		TAMPA	FL	33626-2663
59249.0147	U-09-27-20-ZZZ-000001-89190.2		MM & B PROPERTIES LLC	10317 CROSS CREEK BLVD STE B		TAMPA	FL	33647-2845
59249.0140	U-09-27-20-ZZZ-000001-89190.0		CORY LAKES ISLES INC	10335 CROSS CREEK BLVD STE 28		TAMPA	FL	33647-2764
59249.1434	A-09-27-20-5IO-000002-00008.0	ELIZABETH BICE AND JENNIFER PANKEY		10401 ISLEWORTH AVE		TAMPA	FL	33647-3314
59249.1432	A-09-27-20-5IO-000002-00007.0	LARRY PERLMAN		10403 ISLEWORTH AVE		TAMPA	FL	33647-3314
59249.4006	A-09-27-20-84V-000000-10403.0	VICKI A WILLIAMS		10403 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.4016	A-09-27-20-84V-000000-10408.0	RONALD BAKER		10408 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.4268	A-09-27-20-84V-000000-17908.0	JUDY AND DELMAR PROWANT ET AL		1041 PINEHURST DR		PEACHTREE CITY	GA	30269-3816
59249.1424	A-09-27-20-5IO-000002-00003.0	ROGER D LLOYD		10411 ISLEWORTH AVE		TAMPA	FL	33647-3314
59251.1540	A-10-27-20-5ZV-000004-00002.0	DIXON J AND DIANA E ORTIZ		10411 LUCAYA DR		TAMPA	FL	33647-3325
59249.1422	A-09-27-20-5IO-000002-00002.0	DEANNE S HEATH		10413 ISLEWORTH AVE		TAMPA	FL	33647-3314
59249.4032	A-09-27-20-84V-000000-10416.0	PRAVIN C AND BAKULA P PATEL		10416 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.4036	A-09-27-20-84V-000000-10418.0	RAED GHAZI ALSHABANI		10418 VILLA VIEW CIRCLE		TAMPA	FL	33647-
59249.1418	A-09-27-20-5IO-00001A-00002.0	CECILIA O GABBAUAN		10419 ISLEWORTH AVE		TAMPA	FL	33647-3314
59249.1416	A-09-27-20-5IO-00001A-00001.0	TERI BLEVINS		10421 ISLEWORTH AVE		TAMPA	FL	33647-3314
59249.1414	A-09-27-20-5IO-000001-00007.0	WALID SALEH		10427 ISLEWORTH AVE		TAMPA	FL	33647-3314
65913.1186	U-09-27-20-5HN-000003-00001.0	ABDELHAKIM AND LABIBAH AWAD		10429 BLACKMORE DR		TAMPA	FL	33647-2924
65913.1230	U-09-27-20-5HN-000005-00043.0	ROBERT M AND JENNIFER N BIRCHBAUER		10430 BLACKMORE DR		TAMPA	FL	33647-2923
65913.1188	U-09-27-20-5HN-000003-00002.0	SANDY AND LUIS R BERRIOS		10431 BLACKMORE DR		TAMPA	FL	33647-2924
59249.1410	A-09-27-20-5IO-000001-00005.0	JACQUELINE S SAYLES		10431 ISLEWORTH AVE		TAMPA	FL	33647-3314
65913.1228	U-09-27-20-5HN-000005-00042.0	WALTER J AND SALLY S GRAY		10432 BLACKMORE DR		TAMPA	FL	33647-2923
65913.1190	U-09-27-20-5HN-000003-00003.0	GERARDO AND NHORA M LOPEZ		10433 BLACKMORE DR		TAMPA	FL	33647-2924
59249.1408	A-09-27-20-5IO-000001-00004.0	STEVEN SATORI		10433 ISLEWORTH AVE		TAMPA	FL	33647-
65913.1226	U-09-27-20-5HN-000005-00041.0	DIAMARIE SAAVEDRA		10434 BLACKMORE DR		TAMPA	FL	33647-2923
65913.1192	U-09-27-20-5HN-000003-00004.0	ROOPERDAYE PERSAD		10435 BLACKMORE DR		TAMPA	FL	33647-2924
59249.1406	A-09-27-20-5IO-000001-00003.0	HERNANDO VERU AND NELSY S PEREZ		10435 ISLEWORTH AVE		TAMPA	FL	33647-3314
65913.1224	U-09-27-20-5HN-000005-00040.0	LARRY V AND JEFFRIE MILLER		10436 BLACKMORE DR		TAMPA	FL	33647-2923
59249.1404	A-09-27-20-5IO-000001-00002.0	ANITA R CLEMENTS		10437 ISLEWORTH AVE		TAMPA	FL	33647-3314
59249.4074	A-09-27-20-84V-000000-10437.0	JUAN J GARCIA		10437 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.2132	U-09-27-20-5PP-000003-00006.0	LUIS G AND MELVA SIERRA		10439 BLACKMORE DR		TAMPA	FL	33647-2924
59249.1402	A-09-27-20-5IO-000001-00001.0	CARLOS ALBERTO AND LILIBETH CARLEO		10439 ISLEWORTH AVE		TAMPA	FL	33647-3314
59249.2228	U-09-27-20-5PP-000005-00038.0	NAOMI TRUE		10440 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2134	U-09-27-20-5PP-000003-00007.0	JULIAN BARRERA		10441 BLACKMORE DR		TAMPA	FL	33647-2924
59249.2226	U-09-27-20-5PP-000005-00037.0	CARMEN BORRERO		10442 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2136	U-09-27-20-5PP-000003-00008.0	CARMEN D TORRES		10443 BLACKMORE DR		TAMPA	FL	33647-2924
59249.4086	A-09-27-20-84V-000000-10443.0	MARSHA JADOONATH ET AL		10443 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.2224	U-09-27-20-5PP-000005-00036.0	FERSAN A CANELAS ET AL		10444 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2138	U-09-27-20-5PP-000003-00009.0	MICHAEL D AND ANGELA COLON		10445 BLACKMORE DR		TAMPA	FL	33647-2924
59249.4090	A-09-27-20-84V-000000-10445.0	NASSER SHOKRANI		10445 VILLA VIEW CIR		TAMPA	FL	33647-
59249.2222	U-09-27-20-5PP-000005-00035.0	ALBERTO TREJOS		10446 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2220	U-09-27-20-5PP-000005-00034.0	WILLIAM H AND CLAIRE C SCHALLER		10448 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2218	U-09-27-20-5PP-000005-00033.0	IVANA M DIAZ		10450 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2144	U-09-27-20-5PP-000003-00012.0	NORA L MARROQUIN		10451 BLACKMORE DR		TAMPA	FL	33647-2924
59249.4102	A-09-27-20-84V-000000-10451.0	CARMEN D LLANES		10451 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.2216	U-09-27-20-5PP-000005-00032.0	MARTHA GALINDO		10452 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2146	U-09-27-20-5PP-000003-00013.0	ELIZABETH GARCIA AND ANN MARIE GARCIA		10453 BLACKMORE DR		TAMPA	FL	33647-2924
59249.4106	A-09-27-20-84V-000000-10453.0	MARIAPAZ PENALOZA		10453 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.2214	U-09-27-20-5PP-000005-00031.0	MARY MAGDALEN ACHANA		10454 BLACKMORE DR		TAMPA	FL	33647-2923
59249.2212	U-09-27-20-5PP-000005-00030.0	MARCEL A AND SHANDRA T DINARD		10456 BLACKMORE DR		TAMPA	FL	33647-2923
59249.4112	A-09-27-20-84V-000000-10456.0	FARAH S GUADIER AND VADIM BORSHWYAK		10456 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.2150	U-09-27-20-5PP-000003-00015.0	NI HE ET AL		10457 BLACKMORE DR		TAMPA	FL	33647-2924
59249.4114	A-09-27-20-84V-000000-10457.0	JONATHAN W GERLACH		10457 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.3102	U-09-27-20-5UI-000003-00016.0	PETER ELIOGU		10459 BLACKMORE DR		TAMPA	FL	33647-2924
59249.4118	A-09-27-20-84V-000000-10459.0	NIKUNJ C AND KRUTI VORA		10459 VILLA VIEW CIR		TAMPA	FL	33647-2598
59249.3104	U-09-27-20-5UI-000003-00017.0	MARIE JOUBERT AND DORET JEAN		10461 BLACKMORE DR		TAMPA	FL	33647-2924
59249.3190	U-09-27-20-5UI-000005-00027.0	MYRNA R SANTIAGO		10462 BLACKMORE DR		TAMPA	FL	33647-2923
59249.3106	U-09-27-20-5UI-000003-00018.0	WALE AND TOSIN JULIUS		10463 BLACKMORE DR		TAMPA	FL	33647-2924

59249.3188	U-09-27-20-5UI-000005-00026.0	AIN K AND AMANDA B SCOTT		10464 BLACKMORE DR	TAMPA	FL	33647-2923
59249.3108	U-09-27-20-5UI-000003-00019.0	LUIS A LAGO AND JUDITH HERNANDEZ		10465 BLACKMORE DR	TAMPA	FL	33647-2924
59249.4126	A-09-27-20-84V-000000-10465.0	HEIDI BASCIANO		10465 VILLA VIEW CIR	TAMPA	FL	33647-2598
59249.3186	U-09-27-20-5UI-000005-00025.0	LUZ D ESCUDERO		10466 BLACKMORE DR	TAMPA	FL	33647-2923
59249.3110	U-09-27-20-5UI-000003-00020.0	FARGHAM BUTT AND HINA MASUD		10467 BLACKMORE DR	TAMPA	FL	33647-
59249.3184	U-09-27-20-5UI-000005-00024.0	TROY M SUMMERALL AND BARBARA F PARKER		10468 BLACKMORE DR	TAMPA	FL	33647-2923
59249.3112	U-09-27-20-5UI-000003-00021.0	CURTIS H BAUGHMAN		10469 BLACKMORE DR	TAMPA	FL	33647-2924
59249.3182	U-09-27-20-5UI-000005-00023.0	LORRAINE D BROWN		10470 BLACKMORE DR	TAMPA	FL	33647-2923
59249.3114	U-09-27-20-5UI-000003-00022.0	JORGE E RODRIGUEZ JR		10471 BLACKMORE DR	TAMPA	FL	33647-2924
59249.3180	U-09-27-20-5UI-000005-00022.0	MARIO AND IRIA MORALES		10472 BLACKMORE DR	TAMPA	FL	33647-2923
59249.3116	U-09-27-20-5UI-000003-00023.0	DEBORRAH A ARNOLD AND LAWRENCE ARNOLD JR		10473 BLACKMORE DR	TAMPA	FL	33647-2924
59249.3118	U-09-27-20-5UI-000003-00024.0	BRIAN B DALE		10475 BLACKMORE DR	TAMPA	FL	33647-2924
59249.4140	A-09-27-20-84V-000000-10479.0	JUSTINE HOUGH		10479 VILLA VIEW CIR	TAMPA	FL	33647-
59249.0145	U-09-27-20-ZZZ-000001-89190.1	J SAPP INC		105 S BRADFORD AVE	TAMPA	FL	33609-3001
59249.3122	U-09-27-20-5UI-000003-00026.0	DAVID COOLE AND MEGAN SUHR		10501 BLACKMORE DR	TAMPA	FL	33647-2969
59249.3124	U-09-27-20-5UI-000003-00027.0	OLUKAYODE T AND SALEWA OGUNDIPE		10503 BLACKMORE DR	TAMPA	FL	33647-2969
59249.4646	A-09-27-20-89V-000027-00008.0	AHMAD M ERCHID AND JIHAN KHALIL		10503 PALM COVE AVE	TAMPA	FL	33647-3000
59249.4150	A-09-27-20-84V-000000-10503.0	VICKYANA VANDERPOOL ET AL		10503 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.4152	A-09-27-20-84V-000000-10504.0	LAURA VARACCHI		10504 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.3126	U-09-27-20-5UI-000003-00028.0	JOHN OLALERE BAALE		10505 BLACKMORE DR	TAMPA	FL	33647-2969
59249.4648	A-09-27-20-89V-000027-00009.0	ROBERT J AND ANALYNN J YOUNG		10505 PALM COVE AVE	TAMPA	FL	33647-
59249.3128	U-09-27-20-5UI-000003-00029.0	JOHN J AND KELLY ANN WISNESKI		10507 BLACKMORE DR	TAMPA	FL	33647-2969
59249.4650	A-09-27-20-89V-000027-00010.0	JESSICA L ST CLAIR		10507 PALM COVE AVE	TAMPA	FL	33647-3000
59249.4164	A-09-27-20-84V-000000-10510.0	KRISTIN L TETZ		10510 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.4630	A-09-27-20-89V-000026-00010.0	WING KWONG MASH AND CHRISTINE LIU		10511 PALM COVE AVE	TAMPA	FL	33647-3000
59249.4628	A-09-27-20-89V-000026-00009.0	MICHAEL F MACCHIAROLA AND KRISTIN A MACCHIAROLA		10513 PALM COVE AVENUE	TAMPA	FL	33647-
59249.4626	A-09-27-20-89V-000026-00008.0	DHARMESH AND VAISHALI PATEL		10515 PALM COVE AVENUE	TAMPA	FL	33647-
59249.4624	A-09-27-20-89V-000026-00007.0	JAMES S AND BETTY J GLOVER		10517 PALM COVE AVE	TAMPA	FL	33647-3000
59251.1978	A-10-27-20-890-000000-00039.0	MARIFEL JUARBE		10520 MARTINIQUE ISLE DR	TAMPA	FL	33647-2774
59249.4620	A-10-27-20-89V-000026-00005.0	THOMAS AND ANDREA N MORAN		10521 PALM COVE AVE	TAMPA	FL	33647-
59249.4190	A-09-27-20-84V-000000-10523.0	CIARA A RODRIGUEZ		10523 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.4614	A-10-27-20-89V-000026-00002.0	MARTIN AND CELESTE CONRAD		10527 PALM COVE AVE	TAMPA	FL	33647-
59249.4612	A-10-27-20-89V-000026-00001.0	VICTOR OSEI-KOFI		10529 PALM COVE AVE	TAMPA	FL	33647-3000
59249.4206	A-09-27-20-84V-000000-10531.0	SCOTT S COCHRAN		10531 VILLA VIEW CIR	TAMPA	FL	33647-
59249.4218	A-09-27-20-84V-000000-10537.0	JENA K FORKEL		10537 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.4222	A-09-27-20-84V-000000-10539.0	ANN PENISTON		10539 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.4226	A-09-27-20-84V-000000-10541.0	THOMAS BROWN AND DORIS PAQUIN-BROWN		10541 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.4232	A-09-27-20-84V-000000-10547.0	ROBERT MINOGUE		10547 VILLA VIEW CIR	TAMPA	FL	33647-2599
59249.4242	A-09-27-20-84V-000000-10557.0	MARJORIE T BEMAN AND ANDREW D BEMAN-CAVALLARO		10557 VILLA VIEW CIR	TAMPA	FL	33647-2599
59251.0402	A-10-27-20-5IH-000028-00001.0	THOMAS P ADAMS		10641 PLANTATION BAY DR	TAMPA	FL	33647-3462
59251.0404	A-10-27-20-5IH-000028-00002.0	MODUPE OYENUSI AND ADEOLU OYENUSI		10643 PLANTATION BAY DR	TAMPA	FL	33647-3462
59251.1802	A-10-27-20-86E-000000-A0001.0		SOULS @ PLAY LLP	10701 CROSS CREEK BLVD	TAMPA	FL	33647-4035
59251.0410	A-10-27-20-5IH-000030-00001.0	ANDY AND HYUNG S YANG		10701 PLANTATION BAY DR	TAMPA	FL	33647-3303
59251.0412	A-10-27-20-5IH-000030-00002.0	CHRISTOPHER A AND LETICIA G LEPPERT		10703 PLANTATION BAY DR	TAMPA	FL	33647-3303
59251.0414	A-10-27-20-5IH-000030-00003.0	LUIS JARA		10705 PLANTATION BAY DR	TAMPA	FL	33647-3303
59251.0416	A-10-27-20-5IH-000030-00004.0	RALPH D PRATT AND SUSAN M PRATT		10707 PLANTATION BAY DR	TAMPA	FL	33647-3303
59251.0418	A-10-27-20-5IH-000030-00005.0	BRIAN P AND CHRISTY L JARABEK ET AL		10709 PLANTATION BAY DR	TAMPA	FL	33647-3303
59251.0422	A-10-27-20-5IH-000030-00007.0	JORGE AND DEBORAH RAYON		10713 PLANTATION BAY DR	TAMPA	FL	33647-3303
59251.0424	A-10-27-20-5IH-000030-00008.0	MICHAEL R AND ROSEMARY CORBETT		10715 PLANTATION BAY DR	TAMPA	FL	33647-3303
59249.3120	U-09-27-20-5UI-000003-00025.0	IRA D SMITH		10751 CERES AVE	WHITTIER	CA	90604-2547
59249.4378	A-09-27-20-84V-000000-17981.0	EDWARD E WARD		10755 E TAMARISK WAY	SCOTTSDALE	AZ	85262-3201
59251.1924	A-10-27-20-890-000000-00012.0	FRANK K AND KIMBERLY OLANO		10802 CELTIC WOODS AVE	TAMPA	FL	33647-
59251.1922	A-10-27-20-890-000000-00011.0	SILVIA SCHNEIDER		10806 CELTIC WOODS AVE	TAMPA	FL	33647-4036
59251.1954	A-10-27-20-890-000000-00027.0	FAICAL IDRISSI AZAMI		10806 DRAGONWOOD DRIVE	TAMPA	FL	33647-
59251.1950	A-10-27-20-890-000000-00025.0	JAYAR BANEZ		10812 DRAGONWOOD DR	TAMPA	FL	33647-4039
59249.2148	U-09-27-20-5PP-000003-00014.0	ALUARO AND LINA MURIEL		10814 ANCIENT FUTURES DR	TAMPA	FL	33647-3554
59251.1914	A-10-27-20-890-000000-00007.0	AGNUS M ROMELUS LIFE ESTATE		10814 CELTIC WOODS AVE	TAMPA	FL	33647-4036
59249.4166	A-09-27-20-84V-000000-10511.0	RICHARD MILLS		10816 CELTIC WOODS AVE	TAMPA	FL	33647-4036
59251.1908	A-10-27-20-890-000000-00004.0	HAROLD GULLI AND NALIZETE CHOROST		10820 CELTIC WOODS AVE	TAMPA	FL	33647-4036
59251.1906	A-10-27-20-890-000000-00003.0	JOHNNY AND MIA WARD		10822 CELTIC WOODS AVE	TAMPA	FL	33647-
59249.1412	A-09-27-20-5IO-000001-00006.0	HERNANDO VERU AND YOLANDA VERU-TORRES		10828 CORY LAKE DR	TAMPA	FL	33647-2783
59251.1972	A-10-27-20-890-000000-00036.0	JOHN S AND LUZ ELENA KLOPP		10831 DRAGONWOOD DR	TAMPA	FL	33647-4044
59249.4360	A-09-27-20-84V-000000-17972.0	MARTINA SHARKEY		10831 REXDALE AVE	PORT RICHEY	FL	34668-2550
59251.2064	A-10-27-20-890-000000-00082.0	RONALD BENT		10832 CELTIC WOODS AVE	TAMPA	FL	33647-4036
59251.1974	A-10-27-20-890-000000-00037.0	MICHAEL AND SHARON PERRY		10833 DRAGONWOOD DR	TAMPA	FL	33647-4044
59251.1976	A-10-27-20-890-000000-00038.0	MOIRA ALFARO		10835 DRAGONWOOD DR	TAMPA	FL	33647-4044
59251.1958	A-10-27-20-890-000000-00029.0	SPENCER K AND SHERYL L MEGGS		10836 BARBADOS ISLE DR	TAMPA	FL	33647-2791
59251.2058	A-10-27-20-890-000000-00079.0	TATIANA DE ARAUJO AND NEWTON PONTARA		10838 CELTIC WOODS AVE	TAMPA	FL	33647-4036
59251.2074	A-10-27-20-890-000000-00087.0	ANDRE SOOKOO		10838 DRAGONWOOD DR	TAMPA	FL	33647-4039
59251.2054	A-10-27-20-890-000000-00077.0	PERRY MILLER AND DARYL CHANEY		10842 CELTIC WOODS AVE	TAMPA	FL	33647-4036
59251.2084	A-10-27-20-890-000000-00092.0	MARIE TOVAR		10848 DRAGONWOOD DR	TAMPA	FL	33647-4039
59249.4440	A-09-27-20-84V-000000-18022.0	ROGER AND ODESSA BROWN		10852 BARBADOS ISLE DR	TAMPA	FL	33647-2791
59251.1996	A-10-27-20-890-000000-00048.0	KAMLESHKUMAR AND HINA DARJI		10859 DRAGONWOOD DR	TAMPA	FL	33647-4044
59251.1998	A-10-27-20-890-000000-00049.0	LENWOOD J WILLIAMS		10863 DRAGONWOOD DRIVE	TAMPA	FL	33647-

59251.1702	A-10-27-20-74B-000000-00001.0		BULL'S EYE INVESTMENTS INC	10865 CROSS CREEK BLVD	TAMPA	FL	33647-4033
59251.2002	A-10-27-20-890-000000-00051.0	BRITTANY R GRIFFIN		10867 DRAGONWOOD DR	TAMPA	FL	33647-4044
59251.2008	A-10-27-20-890-000000-00054.0	PETER M DAVIDSON		10873 DRAGONWOOD DR	TAMPA	FL	33647-
59251.2010	A-10-27-20-890-000000-00055.0	KAGAN D MCFARLAND		10877 DRAGONWOOD DR	TAMPA	FL	33647-
59251.2014	A-10-27-20-890-000000-00057.0	MEHDI LIKANE & RICHARD LIKANE		10881 DRAGONWOOD DR	TAMPA	FL	33647-4044
59271.3332	A-11-27-20-83B-000000-B0000.0		CROSS CREEK SHELL LLC	109 N BRUSH ST STE 440	TAMPA	FL	33602-4159
59249.4196	A-09-27-20-84V-000000-10526.0	RAJAN AND RENNY RAJAN THOMAS		1103 EVESHAM CT	WEST CHESTER	PA	19382-7909
59249.4174	A-09-27-20-84V-000000-10515.0	DAVID MARTINEZ AND GIOVANNY VILLASMIL		11104 SUMMER DR	TAMPA	FL	33624-7001
59249.4282	A-09-27-20-84V-000000-17915.0	MONIQUE S AND JOSEPH CALDWELL		11223 LAKE LANIER DR	RIVERVIEW	FL	33569-2935
59249.4026	A-09-27-20-84V-000000-10413.0	RAJANIKANTH R BATCHU AND SUMANA KAKIVAYI		113 SEATON CIR	MONTGOMERY	AL	36116-7200
59249.4324	A-09-27-20-84V-000000-17952.0		DAKOTAH PARTNERS LLC	1136 55TH AVENUE SOUTH	FARGO	ND	58104-
59249.3194	U-09-27-20-5UI-000005-00029.0	MUIDEEN O AND MONSURAT A ABIMBOLA		11447 DUTCH IRIS DR	RIVERVIEW	FL	33578-3728
59249.2140	U-09-27-20-5PP-000003-00010.0	DANIEL A MONTILLA ET AL		11512 BAY GARDENS LOOP	RIVERVIEW	FL	33569-2032
59249.4066	A-09-27-20-84V-000000-10433.0	MARK GILBERT		116 E 130TH AVE	TAMPA	FL	33612-4218
59249.4314	A-09-27-20-84V-000000-17942.0	ANDRE D DIXON		11731 NEWBERRY GROVE LOOP	RIVERVIEW	FL	33579-3904
59249.2142	U-09-27-20-5PP-000003-00011.0	CARLOS HUMBERTO RESTREPO ET AL		11831 HICKORYNUT DR	TAMPA	FL	33625-5667
59249.4540	A-09-27-20-84V-000000-18118.0	TREVOR SINCLAIR		12 JULIA CIR	DIX HILLS	NY	11746-8299
59249.4030	A-09-27-20-84V-000000-10415.0	MYRIAM A AND FELIX J FERNANDEZ ET AL		120 NW 64TH CT	MIAMI	FL	33126-4557
59249.0149	U-09-27-20-ZZZ-000001-89190.8		CORY LAKE ISLES PROFESSIONAL CENTER LLC	12001 CORY LAKE BLVD	TAMPA	FL	33647-2701
59249.4094	A-09-27-20-84V-000000-10447.0	JOSEPHINE HERNANDEZ		12001 MARKET ST APT 449	RESTON	VA	20190-6223
59249.4456	A-09-27-20-84V-000000-18032.0	CHRISTOPHER LUIS MIGLIORE		1223 NASHVILLE DR	WESLEY CHAPEL	FL	33544-7215
59249.4024	A-09-27-20-84V-000000-10412.0	DAVID AND DENISE CADY		12351 LAVENDER LOOP	BRADENTON	FL	34212-2975
59249.4234	A-09-27-20-84V-000000-10549.0	ROBERT AND EMILY DANNER AND ANGELA SDANO		12510 SLATER ST	OVERLAND PARK	KS	66213-1771
59251.1960	A-10-27-20-890-000000-00030.0	OTHMANE AND JENNIGER AMEQRANE		12836 DARBY RIDGE DR	TAMPA	FL	33624-4303
59249.4272	A-09-27-20-84V-000000-17910.0	DANE CRICHTON		13030 NW 5TH ST	PLANTATION	FL	33325-2221
59251.1994	A-10-27-20-890-000000-00047.0	DAVID DANG		1319 ELDAMAR CT	SAN JOSE	CA	95121-2529
59251.2036	A-10-27-20-890-000000-00068.0	DINH TRAN		1319 ELDAMAR CT	SAN JOSE	CA	95121-2529
59251.1534	A-10-27-20-5ZV-000003-00005.0	JERRY R MENDOZA AND LINDA L BRUNSCHEEN		1326 AMBRIDGE DRIVE	WESLEY CHAPEL	FL	33543-6879
59249.4176	A-09-27-20-84V-000000-10516.0	LUIS ACEVEDO AND DENISE ECEVEDO		13305 KRAMERIA WAY	TAMPA	FL	33626-2923
59249.4132	A-09-27-20-84V-000000-10471.0	BOZENA DAKAKE		1334 SCATTERED PINES PL	WESLEY CHAPEL	FL	33543-5745
59249.4530	A-09-27-20-84V-000000-18113.0	RANDY AND BARBARA SHINDLE		13427 NW 93RD LN	ALACHUA	FL	32615-6759
59251.2076	A-10-27-20-890-000000-00088.0	STEVEN BEACH		13805 SUMAC PL	TAMPA	FL	33625-4041
59249.4384	A-09-27-20-84V-000000-17984.0	JOHN D GATT		14 RAINBOW RIDGE RD	POMONA	CA	91766-4968
59249.4498	A-09-27-20-84V-000000-18074.0	DIANA HARDY AND JASON A SMITH		14103 CITRUS CREST CIR	TAMPA	FL	33625-3110
59249.4008	A-09-27-20-84V-000000-10404.0	KENNETH MAMULA		14676 VILLAGE GLEN CIR	TAMPA	FL	33618-2709
59249.4504	A-09-27-20-84V-000000-18080.0	MICHAEL W AND MELODIE COOPER		14809 DAISY LN	TAMPA	FL	33613-1811
59249.4122	A-09-27-20-84V-000000-10461.0	DEAN AND MICHI WEBSTER ET AL		14906 PERRIWINKLE PL	TAMPA	FL	33625-1536
59249.4502	A-09-27-20-84V-000000-18078.0	NILESH AND MITA DESAI		15 JUSTIN CT	VOORHEES	NJ	08043-3428
59249.4264	A-09-27-20-84V-000000-17906.0	CAROL MCGRATH		1507 PRIMWOOD LN	LUTZ	FL	33549-9351
59249.4228	A-09-27-20-84V-000000-10543.0	DANE CRICHTON		1509 NE 4TH AVE	FORT LAUDERDALE	FL	33304-1000
59249.0120	U-09-27-20-ZZZ-000001-89180.0	CORY LAKES CDD		15310 AMBERLY DR STE 175	TAMPA	FL	33647
59249.4148	A-09-27-20-84V-000000-10502.0	MATTHEW J AND RITA P ANDROLEWICZ		15350 AMBERLY DR UNIT 424	TAMPA	FL	33647-1606
59249.4200	A-09-27-20-84V-000000-10528.0	SCOTT D AND CARRIE L BRINSON		15401 PLANTATION OAKS DR APT 2	TAMPA	FL	33647-2161
59249.4160	A-09-27-20-84V-000000-10508.0	ANNILA MAHARAJH		15441 PLANTATION OAKS DR APT 7	TAMPA	FL	33647-2134
59249.4210	A-09-27-20-84V-000000-10533.0	JIMMY AND MICHELLE TOVAR		1547 GRACIOSA ST	WESLEY CHAPEL	FL	33544-8655
59262.5150	U-11-27-20-ZZZ-000001-89520.0	JOHN R NICHOLS AND EDNA W NICHOLS		15711 MORRIS BRIDGE RD	THONOTOSASSA	FL	33592-2243
59264.0000	U-11-27-20-ZZZ-000001-89530.0	CHARLES L AND DEBORAH P HAVRE		15801 MORRIS BRIDGE RD	THONOTOSASSA	FL	33592-2244
59249.4208	A-09-27-20-84V-000000-10532.0	RICKIE RINBERGER		15807 PENNINGTON RD	TAMPA	FL	33624-1582
65913.1148	U-09-27-20-5HN-000001-00024.0	JUAN I CARRILLO		15807 STAGS LEAP DR	LUTZ	FL	33559-2000
59251.1604	A-10-27-20-5ZV-000009-00004.0	KEIUNTA DENARD SPAN ET AL		15924 COUNTRYBROOK ST	TAMPA	FL	33624-1543
59249.4084	A-09-27-20-84V-000000-10442.0	DANIEL L AND BONNIE M PERRY		16004 ARMISTEAD LN	ODESSA	FL	33556-3301
59251.2042	A-10-27-20-890-000000-00071.0	THANH PHAM		161 KNIGHTSHAVEN WAY	SAN JOSE	CA	95111-3741
59249.4344	A-09-27-20-84V-000000-17964.0	EDWARD PIJUAN ET UX		16152 SW 36TH CT	MIRAMAR	FL	33027-4525
59249.4252	A-09-27-20-84V-000000-10567.0	JOSE E CALVO		16231 W COURSE DR	TAMPA	FL	33624-1189
59249.4390	A-09-27-20-84V-000000-17990.0	BRIAN L AND PAMELA WOODHAM		16302 DOUNE CT	TAMPA	FL	33647-2761
59249.4554	A-09-27-20-84V-000000-18130.0	BROOKE E RICHARDSON		16305 E COURSE DR	TAMPA	FL	33624-1127
59249.4412	A-09-27-20-84V-000000-18008.0	NEAL AND MORGENDEE FLANNERY		1634 BONITA BLUFF CT	RUSKIN	FL	33570-3216
59251.1592	A-10-27-20-5ZV-000008-00004.0	FREDERIC S BLACKBURN		16403 AVILA BLVD	TAMPA	FL	33613-1034
59249.4120	A-09-27-20-84V-000000-10460.0	WENDY BOLES		16601 VALLELY DR	TAMPA	FL	33618-1100
59249.4182	A-09-27-20-84V-000000-10519.0	DENNIS P SEARS		16807 108TH AVE	ORLAND PARK	IL	60467-5465
59249.4472	A-09-27-20-84V-000000-18048.0	ADAM O HUGHES		1706 W FERRIS AVE	TAMPA	FL	33603-2820
59249.0155	U-09-27-20-ZZZ-000001-89190.3		DARDER LLC	17529 EDINBURGH DR	TAMPA	FL	33647-2234
59251.1936	A-10-27-20-890-000000-00018.0	BRIDGETTE R HOUCK		1767 HERMITAGE BLVD APT 9307	TALLAHASSEE	FL	32308-7720
59249.3192	U-09-27-20-5UI-000005-00028.0	DINKAR AND UMA ANKOLA		17800 COLIMA RD APT 319	ROWLAND HEIGHTS	CA	91748-1725
59249.0185	U-09-27-20-ZZZ-000001-89190.7		C AND D HUERTA ENTERPRISES LLC	17802 OSPREY POINTE PL	TAMPA	FL	33647-2275
59249.4136	A-09-27-20-84V-000000-10475.0	GREGORY A AND KIMBERLY L THOMAS		17813 HICKORY MOSS PL	TAMPA	FL	33647-2285
59249.4256	A-09-27-20-84V-000000-17902.0	SHANNON L FERGUSON AND MATTHEW J HUTNICK		17902 VILLA CREEK DR	TAMPA	FL	33647-2579
59249.4370	A-09-27-20-84V-000000-17977.0	LOGAN A MITCHELL AND GEORGE GALIOURIDIS		17903 BAHAMA ISLE DR	TAMPA	FL	33647-2777
59249.4134	A-09-27-20-84V-000000-10473.0	JOHN GREESON		17908 ARBOR GREENE DR	TAMPA	FL	33647-3138
59249.4284	A-09-27-20-84V-000000-17916.0	SARAH PEAT		17916 VILLA CREEK DR	TAMPA	FL	33647-2579
59249.4398	A-09-27-20-84V-000000-18001.0	SAMER KOUSSAUER		17917 ARBOR HAVEN DR	TAMPA	FL	33647-2918
59249.4296	A-09-27-20-84V-000000-17924.0	SEAN ISAACSON		17924 VILLA CREEK DR	TAMPA	FL	33647-2579
59251.2134	A-10-27-20-89U-000029-00012.0	ANTONIO AND LAVETTE JOHNSON		17925 ARBOR GREENE DR	TAMPA	FL	33647-2831
59249.4298	A-09-27-20-84V-000000-17926.0	JULIE ANN RAMSDEN		17926 VILLA CREEK DR	TAMPA	FL	33647-2579

59249.4312	A-09-27-20-84V-000000-17940.0	JOSHUA M BAKER	17940 VILLA CREEK DR	TAMPA	FL	33647-2579
59251.2096	A-10-27-20-890-000000-00098.0	CHARLES P MANZINO	17956 HOLLY BROOK DR	TAMPA	FL	33647-2247
59249.4330	A-09-27-20-84V-000000-17957.0	LEONEL ARCNIEGAS	17957 VILLA CREEK DR BLDG 14	TAMPA	FL	33647-2579
59249.4334	A-09-27-20-84V-000000-17959.0	NADINE NEWBOLD	17959 VILLA CREEK DRIVE	TAMPA	FL	33647-
59249.4338	A-09-27-20-84V-000000-17961.0	AMIR ALRAHBI	17961 VILLA CREEK DR	TAMPA	FL	33647-2579
59249.4342	A-09-27-20-84V-000000-17963.0	QAISER JEHAN KHAN	17963 VILLA CREEK DRIVE UNIT 17963	TAMPA	FL	33647-
59249.4348	A-09-27-20-84V-000000-17966.0	DONA DENOYELLES	17966 VILLA CREEK DR	TAMPA	FL	33647-2579
59249.4350	A-09-27-20-84V-000000-17967.0	MICHAEL SCHLAPPIA	17967 VILLA CREEK DR	TAMPA	FL	33647-2579
59249.4352	A-09-27-20-84V-000000-17968.0	LAURA J PETTYCREW	17968 VILLA CREEK DR	TAMPA	FL	33647-2579
59249.4368	A-09-27-20-84V-000000-17976.0	KIMBERLY I MOORE	17976 VILLA CREEK DR	TAMPA	FL	33647-2579
59249.4392	A-09-27-20-84V-000000-17992.0	ALEXANDER JESUS TUIPE AND YIRSA YOHENIS BLANCHARD	17992 VILLA CREEK DR	TAMPA	FL	33647-
59249.4396	A-09-27-20-84V-000000-17996.0	WILLIAM MARTIN AND WILLLIAM MARTIN JR	17996 VILLA CREEK DR	TAMPA	FL	33647-2579
65913.1144	U-09-27-20-5HN-000001-00022.0	HUBERT BLAISE AND MARIE G MARC	18001 BIRDWATER DR	TAMPA	FL	33647-
59251.2018	A-10-27-20-890-000000-00059.0	BROOKE M JONES	18001 MELIBEE STONE ST	TAMPA	FL	33647-
59251.1940	A-10-27-20-890-000000-00020.0	FARID ZABLAH ORTIZ	18001 NEW WALES PL	TAMPA	FL	33647-4046
65913.1142	U-09-27-20-5HN-000001-00021.0	DONNA WASHINGTON AND SANDRA WASHINGTON	18002 BIRDWATER DR	TAMPA	FL	33647-2907
59251.2072	A-10-27-20-890-000000-00086.0	GALEN V AND ALETHEA O BELEN	18002 MAJESTIC KINGS PL	TAMPA	FL	33647-4042
65913.1140	U-09-27-20-5HN-000001-00020.0	REYNALDO CRUZ AND ANA M VELEZ	18004 BIRDWATER DR	TAMPA	FL	33647-2907
59249.4404	A-09-27-20-84V-000000-18004.0	CORY THOMASON	18004 VILLA CREEK DR	TAMPA	FL	33647-2596
59251.2068	A-10-27-20-890-000000-00084.0	BONNIE LYNN BENNETT ET AL	18006 MAJESTIC KINGS PL	ASHBURN	VA	20147-2822
59249.4408	A-09-27-20-84V-000000-18006.0	JAMES CHANDLER JR	18006 VILLA CREEK DRIVE	TAMPA	FL	33647-
59251.2024	A-10-27-20-890-000000-00062.0	MARSHALL AND SHARON ECKHARDT	18007 MELIBEE STONE ST	TAMPA	FL	33647-4045
65913.1136	U-09-27-20-5HN-000001-00018.0	SUSAN I PERRY	18008 BIRDWATER DR	TAMPA	FL	33647-2907
59251.2066	A-10-27-20-890-000000-00083.0	GIACOMO GUARGLIARDO AND GEANE GUAGLIARDO	18008 MAJESTIC KINGS PL	TAMPA	FL	33647-4042
59249.4448	A-09-27-20-84V-000000-18026.0	RICHARD HERUSKA	18008 MALAKAI ISLE DR	TAMPA	FL	33647-2990
59251.1926	A-10-27-20-890-000000-00013.0	GUARA WOODWARD AND HELOISE BORGES	18008 NEW WALES PL	TAMPA	FL	33647-
65913.1150	U-09-27-20-5HN-000001-00025.0	JORGE TORO AND SONIA CASTRO	18009 BIRDWATER DR	TAMPA	FL	33647-2908
65913.1134	U-09-27-20-5HN-000001-00017.0	NORMA FLAQUER	18010 BIRDWATER DR	TAMPA	FL	33647-2907
59249.4416	A-09-27-20-84V-000000-18010.0	OSCAR RAGGIO	18010 VILLA CREEK DR	TAMPA	FL	33647-2596
59251.2092	A-10-27-20-890-000000-00096.0	SOPHIE M MATSANGOS	18014 MELIBEE STONE ST	TAMPA	FL	33647-4041
59249.4428	A-09-27-20-84V-000000-18016.0	ROSE MARY SCHALLER ET AL	18016 VILLA CREEK DR	TAMPA	FL	33647-2596
59251.2048	A-10-27-20-890-000000-00074.0	JASON AND ANGELA HILL	18017 JAVA ISLE DR	TAMPA	FL	33647-2752
59249.4432	A-09-27-20-84V-000000-18018.0	PAULA AND ROBERT F SMITH	18018 VILLA CREEK DR	TAMPA	FL	33647-2596
59251.2032	A-10-27-20-890-000000-00066.0	SUNDER K AND LAJWANTI H SAJNANI	18021 AVALON LN	TAMPA	FL	33647-3192
59251.1984	A-10-27-20-890-000000-00042.0	THOMAS AND NANCY MUSELLA	18021 KINGS PARK DR	TAMPA	FL	33647-2873
59251.2050	A-10-27-20-890-000000-00075.0	TERESA MIRANDA	18037 MELIBEE STONE ST	TAMPA	FL	33647-
59251.2052	A-10-27-20-890-000000-00076.0	GILMA CAMACHO	18039 MELIBEE STONE ST	TAMPA	FL	33647-4045
59249.4466	A-09-27-20-84V-000000-18042.0	CHRISTINA LAUREN HARANGI	18044 VILLA CREEK DR	TAMPA	FL	33647-
59249.4468	A-09-27-20-84V-000000-18044.0	ENA SIERRA	18044 VILLA CREEK DR	TAMPA	FL	33647-
59249.4476	A-09-27-20-84V-000000-18052.0	GARY DAVIS	18052 VILLA CREEK DR	TAMPA	FL	33647-2596
59249.4478	A-09-27-20-84V-000000-18054.0	DINGIRI HEMANTHA UDUGAMA	18054 VILLA CREEK DR	TAMPA	FL	33647-2596
59249.4486	A-09-27-20-84V-000000-18062.0	SHERRY H HARLAN	18062 VILLA CREEK DR	TAMPA	FL	33647-
59249.4490	A-09-27-20-84V-000000-18066.0	JOHN SCARPULLA	18066 VILLA CREEK DR	TAMPA	FL	33647-2596
59249.4492	A-09-27-20-84V-000000-18068.0	CHERYL A HANCOCK	18068 VILLA CREEK DR BLDG 3	TAMPA	FL	33647-2596
59249.4500	A-09-27-20-84V-000000-18076.0	MATTHEW T HUSKA	18076 VILLA CREEK DR	TAMPA	FL	33647-2596
59251.0598	A-10-27-20-5IJ-000024-00010.0	SAMUEL B AND ANNA E PERLOZZO	18101 EMERALD BAY ST	TAMPA	FL	33647-3316
59251.1560	A-10-27-20-5ZV-000005-00006.0	JOSEPH A ROMEO JR ET AL	18101 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2138	A-10-27-20-89U-000029-00014.0	DEVIN GARRITY AND MICHELLE GARRITY	18101 PALM BEACH DR	TAMPA	FL	33647-4048
59251.0610	A-10-27-20-5IJ-000025-00006.0	EDNA V SLAVEN	18102 EMERALD BAY ST	TAMPA	FL	33647-3315
59251.1538	A-10-27-20-5ZV-000004-00001.0	RONALD ROSENBLATT ET AL	18102 NASSAU POINT DR	TAMPA	FL	33647-3336
59249.4508	A-09-27-20-84V-000000-18102.0	ESTHER BARBET	18102 VILLA CREEK DR #2-18102	TAMPA	FL	33647-
59251.0596	A-10-27-20-5IJ-000024-00009.0	CLIFTON AND PATRICIA A COLLINS	18103 EMERALD BAY ST	TAMPA	FL	33647-3316
59251.1558	A-10-27-20-5ZV-000005-00005.0	TANYA Z ALCOCER	18103 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2140	A-10-27-20-89U-000029-00015.0	ABDALLAH SULAIMAN AND JANAN SIAM	18103 PALM BEACH DR	TAMPA	FL	33647-4048
59249.4510	A-09-27-20-84V-000000-18103.0	LORENZO RUGGERIO JR AND CAROL A MATRUMALO	18103 VILLA CREEK DRIVE	TAMPA	FL	33647-
59251.0608	A-10-27-20-5IJ-000025-00005.0	CHRISTOPHER WOJTOWICZ AND EILEEN O'CONNOR	18104 EMERALD BAY ST	TAMPA	FL	33647-3315
59249.4512	A-09-27-20-84V-000000-18104.0	VICTOR M AND ROBIN R ORTIZ	18104 VILLA CREEK DRIVE	TAMPA	FL	33647-
59251.1554	A-10-27-20-5ZV-000005-00003.0	BRETT AND RHONDA BRITTO	18105 DIAMOND COVE CT	TAMPA	FL	33647-3333
59251.0594	A-10-27-20-5IJ-000024-00008.0	ROBERT W MARTIN AND MARY F GILLARD	18105 EMERALD BAY ST	TAMPA	FL	33647-3316
59251.1556	A-10-27-20-5ZV-000005-00004.0	DEBORAH R HOWARD	18105 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2142	A-10-27-20-89U-000029-00016.0	GUILLERMO A AND MARIA B ROCHA	18105 PALM BEACH DR	TAMPA	FL	33647-4048
59251.0606	A-10-27-20-5IJ-000025-00004.0	PAUL R AND JOYCE JACKSON	18106 EMERALD BAY ST	TAMPA	FL	33647-3315
59251.1542	A-10-27-20-5ZV-000004-00003.0	KELLI A HAUTH	18106 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2136	A-10-27-20-89U-000029-00013.0	LUANA AND RICKY BOYKINS	18106 PALM BEACH DR	TAMPA	FL	33647-4047
59251.0592	A-10-27-20-5IJ-000024-00007.0	WILLIAM AND PATRICE L DRISCOLL	18107 EMERALD BAY ST	TAMPA	FL	33647-3316
59251.2144	A-10-27-20-89U-000029-00017.0	FREDY AND DAWN R LOUIS	18107 PALM BEACH DR	TAMPA	FL	33647-4048
59251.0604	A-10-27-20-5IJ-000025-00003.0	CONRAD A AND CHARMAINE MORRISON BLACK	18108 EMERALD BAY ST	TAMPA	FL	33647-3315
59251.0590	A-10-27-20-5IJ-000024-00006.0	PETER G AND MAUREEN GROER	18109 EMERALD BAY ST	TAMPA	FL	33647-3316
59251.2146	A-10-27-20-89U-000029-00018.0	LUIS A MELENDEZ AND YAMIRA V SOTO-MELENDEZ	18109 PALM BEACH DR	TAMPA	FL	33647-4048
59249.4522	A-09-27-20-84V-000000-18109.0	FRED C MEZGER	18109 VILLA CREEK DR	TAMPA	FL	33647-2597
59251.0602	A-10-27-20-5IJ-000025-00002.0	CHACKO AND MOLLY ABRAHAM	18110 EMERALD BAY ST	TAMPA	FL	33647-3315
59251.1546	A-10-27-20-5ZV-000004-00005.0	JAMES A AND ROBERTA T KANE	18110 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2132	A-10-27-20-89U-000029-00011.0	TRACY WILLIAMS	18110 PALM BEACH DR	TAMPA	FL	33647-4047
59251.0588	A-10-27-20-5IJ-000024-00005.0	ALDO V TRUONG	18111 EMERALD BAY ST	TAMPA	FL	33647-3316

59251.1550	A-10-27-20-5ZV-000005-00001.0	LEONARD A AND LUCY A VISTA	18111 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2148	A-10-27-20-89U-000029-00019.0	AARON P AND JENNIFER L WETHERINGTON	18111 PALM BEACH DR	TAMPA	FL	33647-4048
59251.0600	A-10-27-20-5IJ-000025-00001.0	KAMPTA AND RAJPATIE DOOBAY	18112 EMERALD BAY ST	TAMPA	FL	33647-3315
59251.2130	A-10-27-20-89U-000029-00010.0	STEVEN C AND SONJI L WILLIAMS	18112 PALM BEACH DR	TAMPA	FL	33647-4047
59251.0586	A-10-27-20-5IJ-000024-00004.0	FAISAL B AND TEHREEN KHAN	18113 EMERALD BAY ST	TAMPA	FL	33647-3316
59251.1572	A-10-27-20-5ZV-000006-00006.0	MARCELO LOPES AND ALESSANDRA SELLMANN	18113 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2150	A-10-27-20-89U-000029-00020.0	BRIAN J MACKIN	18113 PALM BEACH DR	TAMPA	FL	33647-4048
59251.1526	A-10-27-20-5ZV-000003-00001.0	ROBERT W AND KIMBERLY A THOMPSON	18114 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.0584	A-10-27-20-5IJ-000024-00003.0	KEITH J AND LORREL MARGELOWSKY	18115 EMERALD BAY ST	TAMPA	FL	33647-3316
59251.1570	A-10-27-20-5ZV-000006-00005.0	JOSE I REY	18115 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2152	A-10-27-20-89U-000029-00021.0	LENARD DEONNE HOLCOMB AND CYNTHIA HOLCOMB	18115 PALM BEACH DR	TAMPA	FL	33647-4048
59251.1528	A-10-27-20-5ZV-000003-00002.0	STEWART A SKIPPER II	18116 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2126	A-10-27-20-89U-000029-00008.0	KORY AND ELIZABETH GRUENBAUM	18116 PALM BEACH DR	TAMPA	FL	33647-4047
59251.1568	A-10-27-20-5ZV-000006-00004.0	STEPHEN M AND DEBORAH HLUCHANYK	18117 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2154	A-10-27-20-89U-000029-00022.0	SCOTT A AND JOCELYN M SLONE	18117 PALM BEACH DR	TAMPA	FL	33647-4048
59251.1530	A-10-27-20-5ZV-000003-00003.0	ROBERT J AND SANDRA A ARCHER	18118 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2124	A-10-27-20-89U-000029-00007.0	SHAHINAZ KALDAS AND IBRAHIM GHOBRIAL	18118 PALM BEACH DR	TAMPA	FL	33647-4047
59249.4542	A-09-27-20-84V-000000-18119.0	MELANIE PAULIN	18119 VILLA CREEK DR	TAMPA	FL	33647-2597
59251.1532	A-10-27-20-5ZV-000003-00004.0	VINNETT A SHEDDEN	18120 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2122	A-10-27-20-89U-000029-00006.0	MARK BIANCHINI AND REBECCA TING-BIANCHINI	18120 PALM BEACH DR	TAMPA	FL	33647-4047
59251.2158	A-10-27-20-89U-000029-00024.0	MICHAEL J AND FRANCES C HOPF	18121 PALM BEACH DR	TAMPA	FL	33647-4048
59251.2120	A-10-27-20-89U-000029-00005.0	NASIM M WASHAH AND REEMA F WASHAH-ALGHABISH	18122 PALM BEACH DR	TAMPA	FL	33647-4047
59251.1562	A-10-27-20-5ZV-000006-00001.0	ERIK AND AGNETA HULTKRANTZ	18123 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2160	A-10-27-20-89U-000029-00025.0	BABU THOMAS AND SUMATHI BABU	18123 PALM BEACH DR	TAMPA	FL	33647-4048
59251.1536	A-10-27-20-5ZV-000003-00006.0	ROBERT J BOYE JR ET AL	18124 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2118	A-10-27-20-89U-000029-00004.0	MAYNARD GROSSMAN	18124 PALM BEACH DR	TAMPA	FL	33647-4047
59251.1584	A-10-27-20-5ZV-000007-00006.0	RICHARD AND BRENDA SWENSON	18125 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2116	A-10-27-20-89U-000029-00003.0	PAUL P JACKSON	18126 PALM BEACH DR	TAMPA	FL	33647-4047
59251.1582	A-10-27-20-5ZV-000007-00005.0	ANTHONY LEMBO	18127 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1514	A-10-27-20-5ZV-000002-00001.0	LAWRENCE E PAYNE	18128 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2114	A-10-27-20-89U-000029-00002.0	MAZEN AND RIMA BONDOGJI	18128 PALM BEACH DR	TAMPA	FL	33647-4047
59251.1580	A-10-27-20-5ZV-000007-00004.0	RALPH RADHAY	18129 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1516	A-10-27-20-5ZV-000002-00002.0	JAMES AND JANET DOPICO	18130 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.2112	A-10-27-20-89U-000029-00001.0	EUGENE B AND TAMMY A LONG	18130 PALM BEACH DR	TAMPA	FL	33647-4047
59251.1578	A-10-27-20-5ZV-000007-00003.0	CARMEN R GOLDSMITH	18131 NASSAU POINT DR	TAMPA	FL	33647-3337
59249.4556	A-09-27-20-84V-000000-18132.0	MICHAEL C BORDEN ET AL	18132 VILLA CREEK DR	TAMPA	FL	33647-2597
59251.1576	A-10-27-20-5ZV-000007-00002.0	MATTHEW GROELINGER	18133 NASSAU POINT DR	TAMPA	FL	33647-3337
59249.4304	A-09-27-20-84V-000000-17932.0	VIVIAN OBENG	18133 SANDY POINTE DR	TAMPA	FL	33647-3308
59251.1574	A-10-27-20-5ZV-000007-00001.0	RICHMOND GARRETT BRYANT AND REBECCA KLEIN	18135 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1522	A-10-27-20-5ZV-000002-00005.0	ABDUL FOX	18136 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.1596	A-10-27-20-5ZV-000008-00006.0	JAMES E SCOTT II	18137 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1524	A-10-27-20-5ZV-000002-00006.0	JOSE PEREZ AND MONIKA PATTON	18138 NASSAU POINT DR	TAMPA	FL	33647-3336
59249.4562	A-09-27-20-84V-000000-18138.0	HARVEY AND HONEY FREEMAN	18138 VILLA CREEK DR	TAMPA	FL	33647-2597
59251.1594	A-10-27-20-5ZV-000008-00005.0	SARAH M RIBLETT ET AL	18139 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1502	A-10-27-20-5ZV-000001-00001.0	JASON KRISTOWSKI	18140 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.1504	A-10-27-20-5ZV-000001-00002.0	KAREN PELUSO	18142 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.1590	A-10-27-20-5ZV-000008-00003.0	MARIAN L SANTOS ET AL	18143 NASSAU POINT DR	TAMPA	FL	33647-
59251.1506	A-10-27-20-5ZV-000001-00003.0	STANTON M DARIES II	18144 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.1588	A-10-27-20-5ZV-000008-00002.0	NEIL ARCHIBALD	18145 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1508	A-10-27-20-5ZV-000001-00004.0	LARA ZARR ET AL	18146 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.1586	A-10-27-20-5ZV-000008-00001.0	NIDIA C ESTRADA	18147 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.2006	A-10-27-20-890-000000-00053.0	AMBREEN ALAM	18147 SANDY POINTE DR	TAMPA	FL	33647-3308
59251.1510	A-10-27-20-5ZV-000001-00005.0	DEBRA Y AND MARC C HENRY	18148 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.1608	A-10-27-20-5ZV-000009-00006.0	GABRIELA LODEIRO	18149 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1512	A-10-27-20-5ZV-000001-00006.0	CARL M AND ROXANNE DAWSON	18150 NASSAU POINT DR	TAMPA	FL	33647-3336
59251.1606	A-10-27-20-5ZV-000009-00005.0	ANASTASIA SNYDER AND TODD HOCH	18151 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1602	A-10-27-20-5ZV-000009-00003.0	JUSTIN BARACK AND NICOLE F BARACK	18155 NASSAU POINT DR	TAMPA	FL	33647-3337
59251.1600	A-10-27-20-5ZV-000009-00002.0	JAMES J AND JACQUELINE L JAQUISH	18157 NASSAU POINT DR	TAMPA	FL	33647-3337
59249.4092	A-09-27-20-84V-000000-10446.0	RONNIE AND DIANA NUNEZ	18301 30TH ST	LUTZ	FL	33559-5894
59251.1988	A-10-27-20-890-000000-00044.0	JAMES AND DIANA MCCLUSKEY	18432 EASTWYCK DR	TAMPA	FL	33647-3184
59249.4462	A-09-27-20-84V-000000-18038.0	HERMAN J KLEINHAMMER TRUSTEE	18704 FOREST GLEN CT	TAMPA	FL	33647-1878
59271.3334	A-11-27-20-83B-000000-C0000.0	FD MORRIS BRIDGE LLC	19046 BRUCE B DOWNS BLVD	TAMPA	FL	33647-2434
59249.4308	A-09-27-20-84V-000000-17936.0	JAIME KATTAN	19046 BRUCE B DOWNS BLVD UNIT 45	TAMPA	FL	33647-
59249.4192	A-09-27-20-84V-000000-10524.0	KENNETH ALLEN SALE TRUSTEE	19107 MERRY LN	LUTZ	FL	33548-5025
59249.4184	A-09-27-20-84V-000000-10520.0	MANUELA R THOMAS	19123 CYPRESS GREEN DR	LUTZ	FL	33558-9758
59251.2012	A-10-27-20-890-000000-00056.0	JEFFREY AND APRIL PETCH	1925 OCOEE CROWN POINT PKWY	OCOEE	FL	34761-5060
59251.2016	A-10-27-20-890-000000-00058.0	CHRIS DEDYO	19309 AQUA SPRINGS DR	LUTZ	FL	33558-9709
59249.4532	A-09-27-20-84V-000000-18114.0	ROSANGELA EARNEST	1932 NADINE RD APT 302	WESLEY CHAPEL	FL	33544-4940
59249.4300	A-09-27-20-84V-000000-17928.0	PAULETTE BOND	1938 E TREMONT AVE APT 1F	BRONX	NY	10462-5661
59249.4526	A-09-27-20-84V-000000-18111.0	ATLANTIC COAST HOUSES LLC	1940 PARK AV	MIAMI BEACH	FL	33139-
59249.4376	A-09-27-20-84V-000000-17980.0	SUZANNE S AND PAUL HORNING	1964 STOCKBRIDGE RD	AKRON	OH	44313-4539
59251.1928	A-10-27-20-890-000000-00014.0	JULIUS BEN-ACQUAAH	20112 NATURES HIKE WAY	TAMPA	FL	33647-3581
65913.1138	U-09-27-20-5HN-000001-00019.0	AMADO MANRIQUEZ AND REBECCA MENDOZA	20130 NOB OAK AVE	TAMPA	FL	33647-3359
59249.4244	A-09-27-20-84V-000000-10559.0	RONALD MOLA AND ANBERT MONTESINOS ET AL	20310 CHESTNUT GROVE DR	TAMPA	FL	33647-3344

59251.1980	A-10-27-20-890-000000-00040.0	STEVEN M ECKHARDT TRUSTEE		2032 ASHLEY OAKS CIR	WESLEY CHAPEL	FL	33544-6400
59251.1932	A-10-27-20-890-000000-00016.0	MARCUS BARSOTTI		209 N FORT LAUDERDALE BEACH BLVD APT 7 F	FT LAUDERDALE	FL	33304-4337
59249.4204	A-09-27-20-84V-000000-10530.0	CORNELIUS MOENANDAR		209 SE 8TH ST	CAPE CORAL	FL	33990-1531
59249.4188	A-09-27-20-84V-000000-10522.0	WILLIAM J AND NATALIE T DEVENEY ET AL		21 BILLS WAY	LANDENBERG	PA	19350-1033
65913.1194	U-09-27-20-5HN-000003-00005.0	DUANE M AND NANCY JONES		21165 WALKER CT	CASTRO VALLEY	CA	94546-5718
59249.4144	A-09-27-20-84V-000000-10483.0	JEFFREY EIRING		21231 SKY VISTA DR	LAND O LAKES	FL	34637-7460
59249.4162	A-09-27-20-84V-000000-10509.0	RICHARD B AND LINDA J COHEN		21391 ALISO CT	LAKE FOREST	CA	92630-6596
59249.4546	A-09-27-20-84V-000000-18122.0	MALONIE K BANAN		2160 CENTURY PARK E APT 902	LOS ANGELES	CA	90067-2220
59249.4566	A-09-27-20-84V-000000-C0000.0		THE VILLAS CONDO ASSOC INC	2180 W STATE ROAD 434 STE 5000	LONGWOOD	FL	32779-5042
59249.4482	A-09-27-20-84V-000000-18058.0	TOM MATHAL AND SARAH THOMAS		2201 CLUBHOUSE DR	PLANT CITY	FL	33566-9313
59249.4316	A-09-27-20-84V-000000-17944.0	TOM M AND SARAH THOMAS		2201 COUBHOUSE DRIVE	PLANT CITY	FL	33566-
59251.2020	A-10-27-20-890-000000-00060.0	RICHARD CATONE AND KAREN DAVIS		2206 PRINCESS JULIA LN	LUTZ	FL	33549-5009
59249.4180	A-09-27-20-84V-000000-10518.0	TINA MARIE ELOIAN AND SUREN MESROPIAN		2229 CAMP INDIANHEAD RD	LAND O LAKES	FL	34639-5276
59249.4382	A-09-27-20-84V-000000-17983.0	JOSE R AND LILY WU FLORES		2236 CLIMBING IVY DR	TAMPA	FL	33618-1711
59249.4538	A-09-27-20-84V-000000-18117.0	KERRY ENGLE		225 LOGAN AVE	READING	PA	19610-2655
59249.4320	A-09-27-20-84V-000000-17948.0	LONG P TRAN AND CHRISTIE H BUI TRUSTEE		2259 WOODBURY CT	SAN JOSE	CA	95121-3226
59249.4100	A-09-27-20-84V-000000-10450.0	JANINE I WRIGHT		23 CHAMPLAIN AVE	WESTPORT	NY	12993-4302
59249.4170	A-09-27-20-84V-000000-10513.0		D AND J PROPERTIES I LLC	2305 DOVEWOOD ESTATES CT	VALRICO	FL	33594-4659
59251.1566	A-10-27-20-5ZV-000006-00003.0	NONNA BEETGE		2307 S CLEWIS CT APT 6	TAMPA	FL	33629-6204
59249.4042	A-09-27-20-84V-000000-10421.0	ADAM FERNANDEZ		2320 W AZEELE ST UNIT 314	TAMPA	FL	33609-3366
59249.4420	A-09-27-20-84V-000000-18012.0	RICHARD J PANEK		235 APOLLO BEACH BLVD SUITE 240	APOLLO BEACH	FL	33572-2251
59249.4062	A-09-27-20-84V-000000-10431.0	MANUEL A FIGUEROA		238 S 13TH ST APT 3F	PHILADELPHIA	PA	19107-5626
59249.4212	A-09-27-20-84V-000000-10534.0	BRAD WEISMAN AND DANIEL POWELL		2411 GODDARD AVE	READING	PA	19608-9165
59271.3312	A-11-27-20-69I-000000-00001.0		AMSOUTH BANK	250 RIVERCHASE PKWY E	BIRMINGHAM	AL	35244-1832
59251.1990	A-10-27-20-890-000000-00045.0	RAMON AND LAQUETTA LOPEZ		252 FALLINGLEAF DR	RAEFORD	NC	28376-5485
59251.2030	A-10-27-20-890-000000-00065.0	PETER G AND ROBIN K WIDMANN		2520 KINGSGLEN CT	ATLANTA	GA	30360-1654
59249.4394	A-09-27-20-84V-000000-17994.0	NICK AND AMANDA BOLLI		27320 ROSELING CT	WESLEY CHAPEL	FL	33544-7316
59249.4458	A-09-27-20-84V-000000-18034.0	JOHN DEITZ		27643 PLEASURE RIDE LOOP	WESLEY CHAPEL	FL	33544-1837
59249.1420	A-09-27-20-5IO-000002-00001.0	GEROGE T AND ESTRELLA L MONTECLARO		2804 BRANCH CREEK AVE	CLEARWATER	FL	33760-1957
59249.1430	A-09-27-20-5IO-000002-00006.0	MANUEL AND NATIVIDAD DASILVA		28345 DEEDRA DR	WESLEY CHAPEL	FL	33544-3538
59251.0406	A-10-27-20-5IH-000028-00003.0	KEVIN S AND LORI A NISSEN		28711 HANGING MOSS LOOP	WESLEY CHAPEL	FL	33543-6457
59251.2062	A-10-27-20-890-000000-00081.0	ORLANDO AND ESTEFANIA ARAUJO		29 CAPITOL CT	DEERFIELD BEACH	FL	33442-9119
59251.1564	A-10-27-20-5ZV-000006-00002.0	STELLA BERNAL-JAIMES TRUSTEE		2939 VAN NESS ST NW APT 336	WASHINGTON	DC	20008-4600
59249.4564	A-09-27-20-84V-000000-18140.0	RACHEL SEMIDAY		29438 TANSY PASS	WESLEY CHAPEL	FL	33543-6579
59249.4216	A-09-27-20-84V-000000-10536.0	PETER MUTHARD AND LELIS HABER		298 MAKA HOU LOOP	WAILUKU	HI	96793-3513
59249.4052	A-09-27-20-84V-000000-10426.0	SHARRI WHLNER		300 E 59TH ST APT 804	NEW YORK	NY	10022-2051
59251.2080	A-10-27-20-890-000000-00090.0	MICHAEL AND SUSAN SCARCELL		302 REPUBLIC CT	DEERFIELD BEACH	FL	33442-9142
59249.1428	A-09-27-20-5IO-000002-00005.0	MATTHEW A COMO		30429 ANNADALE DR	WESLEY CHAPEL	FL	33545-
59249.4488	A-09-27-20-84V-000000-18064.0	SUSAN B AND JAMES BUCENELL		30623 BITTSBURY CT	WESLEY CHAPEL	FL	33543-3925
59249.4080	A-09-27-20-84V-000000-10440.0	NASSER SHOKRANI		3066 WISTER CIR	VALRICO	FL	33596-5662
59251.0420	A-10-27-20-5IH-000030-00006.0	PEDRO AROCHO		3089 TERRAMAR DR	NAPLES	FL	34119-7702
59249.4078	A-09-27-20-84V-000000-10439.0	MERCEDES ORTEGA		31 WASHINGTON ST	BELLEVILLE	NJ	07109-2918
59249.4246	A-09-27-20-84V-000000-10561.0	SANDRA AND MARTIN SINNOT ET AL		3131 ROAD RUNNER RD	WESLEY CHAPEL	FL	33543-6221
59249.4362	A-09-27-20-84V-000000-17973.0	MICHAEL AND KELLY LAGOMARSINO		315 MACKAY AVE	VENTURA	CA	93004-1518
59249.4254	A-09-27-20-84V-000000-17901.0	ERIKA T VALLABHANENI		317 15TH AVE	PATERSON	NJ	07504-2207
59396.3002	A-15-27-20-9K1-000000-00001.0		CANTERBURY GARDENS LLC	318 INDIAN TRACE 534	WESTON	FL	33326-2996
59251.1992	A-10-27-20-890-000000-00046.0	ANDREW LE		3225 OAKMEAD VILLAGE DR	SANTA CLARA	CA	95052-0810
59249.4018	A-09-27-20-84V-000000-10409.0	MICHELE AND ANNA PERCIBALLI		325 VAN COTT AVE	FARMINGDALE	NY	11735-3635
59249.4270	A-09-27-20-84V-000000-17909.0		DUVAL BAY LLC	3277 FRUITVILLE RD BLDG B	SARASOTA	FL	34237-6410
59249.4402	A-09-27-20-84V-000000-18003.0	FRANCISCO J PALACIOS AND LUCY LOPEZ		3281 HULL AVE	BRONX	NY	10467-3348
59249.4058	A-09-27-20-84V-000000-10429.0		SAR PROPERTIES LLC	32851 TRILBY RD	DADE CITY	FL	33523-6400
59249.4168	A-09-27-20-84V-000000-10512.0	MICHAEL AND LURAINA HILL		33 W ONTARIO ST APT 57G	CHICAGO	IL	60654-7776
59249.4044	A-09-27-20-84V-000000-10422.0	LINDA C BENZ		333 DONALD CIR	FOREST HILL	MD	21050-1304
59249.4494	A-09-27-20-84V-000000-18070.0	SONIA Y JENNER		3333 SAN JOSE ST	CLEARWATER	FL	33759-3624
59249.4194	A-09-27-20-84V-000000-10525.0	TRACEY L DAVISON		3354 CHAPEL CREEK CIR	WESLEY CHAPEL	FL	33544-7702
59249.4424	A-09-27-20-84V-000000-18014.0	BERNARD K CARRASQUILLO		3389 SHERIDAN ST # 205	HOLLYWOOD	FL	33021-3606
59251.1930	A-10-27-20-890-000000-00015.0	GILZA RIBEIRO		3391 GREENVIEW TER W	MARGATE	FL	33063-
59251.2028	A-10-27-20-890-000000-00064.0	HENSCHEL ORCINO AND LORRAINE ORCINO		33B ALOHA AVE	SAN FRANCISCO	CA	94122-3528
59249.4552	A-09-27-20-84V-000000-18128.0		US BANK NATIONAL ASSOCIATION	3415 VISION DR DEPT G-7	COLUMBUS	OH	43219-6009
59249.4474	A-09-27-20-84V-000000-18050.0	CARLOS CAMARA		34620 BLANTON RD	DADE CITY	FL	33523-6229
59251.2082	A-10-27-20-890-000000-00091.0	GISELLA BRUGGER		3475 N COUNTRY CLUB DR APT 819	AVENTURA	FL	33180-
59249.4550	A-09-27-20-84V-000000-18126.0	U S BANK NATIONAL ASSOCIATION TRUSTEE		3476 STATEVIEW BLVD MAC #X7801-013	FORT MILL	SC	29715-
59249.4230	A-09-27-20-84V-000000-10545.0	IVETT J AND ERIC TERRY		3500 S GREENVILLE ST UNIT C21	SANTA ANA	CA	92704-7000
59249.4496	A-09-27-20-84V-000000-18072.0	JACQUELINE ORTIZ		3749 SAN SIMEON CIR	WESTON	FL	33331-5050
59249.4386	A-09-27-20-84V-000000-17986.0	PRASHANT SHAH ET AL		3794 WILLOW RUN	WESTLAKE	OH	44145-5719
59249.4276	A-09-27-20-84V-000000-17912.0		VILLAS APARTMENTS LLC	3816 W LINEBAUGH AVE STE 105	TAMPA	FL	33618-8900
59249.4446	A-09-27-20-84V-000000-18025.0	PARAG AMIN ET AL		385 HIGHGATE DR	AMBLER	PA	19002-1563
59249.4220	A-09-27-20-84V-000000-10538.0	MARCELO AND DARLENE PUGNALI		4 FRANCIS WAY APT 203	BLOOMFIELD	CT	06002-5431
59249.4356	A-09-27-20-84V-000000-17970.0	WILLIAM H ZIEGLER JR		401 COUNTRY WOOD CIR	LAKE MARY	FL	32746-4842
59249.4336	A-09-27-20-84V-000000-17960.0	KENNETH MICHAEL DEWITT		404 DU PAHZE ST	NAPERVILLE	IL	60565-3100
59249.4332	A-09-27-20-84V-000000-17958.0	TRUNG VAN NGUYEN		412 PROSPECT AVENUE	KANSAS CITY	MO	64124-
59249.4618	A-10-27-20-89V-000026-00004.0		MCCAR HOMES - TAMPA LLC	4125 OLD MILTON PKWY	ALPHARETTA	GA	30005-4443
59249.4198	A-09-27-20-84V-000000-10527.0	RAJESH PATEL		420 E WHISPERING LN	GALLOWAY	NJ	08205-2917
59249.4116	A-09-27-20-84V-000000-10458.0	VIVIAN HUGHES		4201 ASHTON MEADOWS WAY	WESLEY CHAPEL	FL	33543-4993

59251.1918	A-10-27-20-890-000000-00009.0		CROSS CREEK GARDENS LLC	4201 MONTICELLO GARDENS PL	TAMPA	FL	33613-4722
59249.4436	A-09-27-20-84V-000000-18020.0	HECTOR E CLARK AND HECTOR CLARK		4217 KEY THATCH DR	TAMPA	FL	33610-9032
59249.4294	A-09-27-20-84V-000000-17922.0	IRENE CARRAM		4228 EDENROCK PL	WESLEY CHAPEL	FL	33543-6926
59249.4128	A-09-27-20-84V-000000-10467.0	ASHISH K PATEL		423 GALLYA GRV	MORGANVILLE	NJ	07751-4445
59249.4010	A-09-27-20-84V-000000-10405.0	MARK J AND SUSAN CHITWOOD		4240 MAYFAIR LN	PORT ORANGE	FL	32129-7512
59251.2070	A-10-27-20-890-000000-00085.0	TIMOTHY AND JOY SIRMEYER		4340 KEY LIME BLVD	BOYNTON BEACH	FL	33436-1618
59249.4444	A-09-27-20-84V-000000-18024.0	LAUREN M PURSELY ET AL		4381 TIDEWATER DR	ORLANDO	FL	32812-7967
59249.4248	A-09-27-20-84V-000000-10563.0	BENETTE SHILLINGFORD		4420 ATWATER DR	TAMPA	FL	33610-
59251.2060	A-10-27-20-890-000000-00080.0	US BANK NATIONAL ASSOCIATION TRUSTEE		4600 REGENT BLVD SUITE 200	IRVING	TX	75063-2443
59251.1942	A-10-27-20-890-000000-00021.0	PAM BARKER		4718 MAGNOLIA RIDGE DR	WAXHAW	NC	28173-9020
59251.1970	A-10-27-20-890-000000-00035.0	ROI M CORNISH		4749 HIGHLANDS PLACE CIR	LAKELAND	FL	33813-2134
59251.1552	A-10-27-20-5ZV-000005-00002.0		LITTON LOAN SERVICING LP	4828 LOOP CENTRAL DR STE 151	HOUSTON	TX	77081-2193
59251.2056	A-10-27-20-890-000000-00078.0	MARTHA P AREVALO AND LUISA L AREVALO ET AL		4929 CYPRESS TRACE DR	TAMPA	FL	33624-
59249.4028	A-09-27-20-84V-000000-10414.0	RONALD AND ELLEN SCHON		4935 W BAY WAY PL	TAMPA	FL	33629-4833
59249.4240	A-09-27-20-84V-000000-10555.0	RICHARD AND LINDA DE WITT		4978 WORKINGHAM DR	DUBLIN	OH	43017-8484
59249.4238	A-09-27-20-84V-000000-10553.0	MICHAEL CIARAVINO ET AL		5005 ROCKSIDE RD STE 600	INDEPENDENCE	OH	44131-6827
59251.2094	A-10-27-20-890-000000-00097.0	FLORENCE AND EDWARD W JENNINGS		5026 LURGAN RD	LAND O LAKES	FL	34638-7653
59249.4260	A-09-27-20-84V-000000-17904.0	VIPUL C PATEL		510 HICKORY MILL LN	ALPHARETTA	GA	30004-4405
59249.4156	A-09-27-20-84V-000000-10506.0	GEORGE NANCHOFF AND STEVE KRAGULIAC		5110 CORKWOOD DR	NORTH ROYALTON	OH	44133-3181
59261.0000	A-11-27-20-ZZZ-000001-89460.0		STAR 107 DEVELOPMENT INC	5115 JOANNE KEARNEY BLVD	TAMPA	FL	33619-8602
59249.4410	A-09-27-20-84V-000000-18007.0	CLAUDIO B MEDEIROS AND LILIANTE MEDEIROS		5120 NW 123RD AVE	CORAL SPRINGS	FL	33076-3452
59249.4366	A-09-27-20-84V-000000-17975.0	ROBERT H AND ROBIN S HEWLETT		5125 THE OAKS CIR	ORLANDO	FL	32809-3050
59251.2086	A-10-27-20-890-000000-00093.0	LETICIA M GAETA AND MARK YANKOVICH		5336 ARCHSTONE DR APT 302	TAMPA	FL	33634-4223
59249.4548	A-09-27-20-84V-000000-18124.0	FRANK G SKEDEL		540-4 BENT CREEK OVAL	AURORA	OH	44202-9150
59249.4518	A-09-27-20-84V-000000-18107.0	WENDY A LALONDE		540-4 BENT CREEK OVAL	AURORA	OH	44202-9150
59249.4310	A-09-27-20-84V-000000-17938.0	JESIKA BOLIN AND ROBERT MUSWIECK		5405 STORK CT	TAMPA	FL	33625-1920
59249.4520	A-09-27-20-84V-000000-18108.0	EVERTON A ROBINSON AND JUDITH T JONES		5491 FOX HILLS AVE	BUENA PARK	CA	90621-1505
59249.4034	A-09-27-20-84V-000000-10417.0	FRANCISCO E DIAZ AND ELSA E PEREZ DE DIAZ		5542 GRINDSTONE LOOP	WESLEY CHAPEL	FL	33544-
59249.4354	A-09-27-20-84V-000000-17969.0	SAMIR PATEL		57 CEDAR MEADOW DR	CAPE MAY COURT HOUSE	NJ	08210-2841
59249.4110	A-09-27-20-84V-000000-10455.0	JEFF AND KRISTALYNN WARBRITTON		5728 TORTOISE PL	APOLLO BEACH	FL	33572-3355
59251.1964	A-10-27-20-890-000000-00032.0	CHARLES AND ZENAIDA LEVY		574 ARLINGTON ST	SAN FRANCISCO	CA	94131-3017
59262.0000	U-11-27-20-ZZZ-000001-89490.0		UPMC20 LC	5818 NEAL DR	TAMPA	FL	33617-7717
59249.4158	A-09-27-20-84V-000000-10507.0	NEI FONTANA AND LILIANTE MEDEIROS		5838 COLLINS AVE PH B	MIAMI BEACH	FL	33140-2230
59249.4452	A-09-27-20-84V-000000-18028.0	DANA PETERSON ET AL		5920 DESERT PEACE AVE	LAND O LAKES	FL	34639-2715
59249.4266	A-09-27-20-84V-000000-17907.0	HEATHER LATHAM AND LARNI LATHAM		6006 GLEN ABBEY LN	BRADENTON	FL	34202-9726
59249.4108	A-09-27-20-84V-000000-10454.0	STEPHEN E JOHNSTON II		6016 BEACON SHORES ST	TAMPA	FL	33616-1317
59249.4364	A-09-27-20-84V-000000-17974.0	SEAN DAVID BOLIN		6030 JONATHANS BAY CIR APT 102	FORT MYERS	FL	33908-7238
59249.4224	A-09-27-20-84V-000000-10540.0	JOSH SHAPIRO		6101 NATIVE WOODS DR	TAMPA	FL	33625-3298
59251.2046	A-10-27-20-890-000000-00073.0	ROBERT AND BARBARA DUNCAN		62 BRAMLEY CT	MONROE	NY	10950-3957
59249.4054	A-09-27-20-84V-000000-10427.0	TANYA HORNING		62 E SERENE AVE UNIT 422	LAS VEGAS	NV	89123-7808
59251.1946	A-10-27-20-890-000000-00023.0	NAKHLE MICHAEL MOURBARAK & WALEED YOUSEF ROY		6214 ASHBURY PALMS DR	TAMPA	FL	33647-5112
59249.4318	A-09-27-20-84V-000000-17946.0	DEBORAH STUHLWEISSENBURG AND ANITA VLASS		6316 BRIDGECREST DR	LITHIA	FL	33547-4867
59251.1518	A-10-27-20-5ZV-000002-00003.0	GHISLAIN GONSETTE AND LETICIA GONSETTE TRUSTEE		632 SE 1ST CT	CRYSTAL RIVER	FL	34429-4614
59249.4358	A-09-27-20-84V-000000-17971.0	MICHAEL R AND CAROL FINLEY		6326 99TH ST E	BRADENTON	FL	34202-1721
59251.1520	A-10-27-20-5ZV-000002-00004.0	ROBERT J AND SANDRA A ARCHER		645 NETTLE CT	CHARLOTTESVILLE	VA	22903-7874
59251.1598	A-10-27-20-5ZV-000009-00001.0	DAVID MARTYN		6490 CEDARBROOK DR	PINELLAS PARK	FL	33782-2042
59249.4236	A-09-27-20-84V-000000-10551.0	SANTO T INCORVAIA		6490 PEBBLECREEK DR	INDEPENDENCE	OH	44131-3221
59249.4346	A-09-27-20-84V-000000-17965.0		CARNEY-MALAND LLC	6501 SW 100TH ST	MIAMI	FL	33156-3353
59249.4038	A-09-27-20-84V-000000-10419.0	RANDAL G AND MARJORIE STEWART		6542 SW 7TH PL	NORTH LAUDERDALE	FL	33068-2608
59251.2038	A-10-27-20-890-000000-00069.0	RICHARD A AND GRETCHEN A ANKIEL		655 ENCINO DR	MORGAN HILL	CA	95037-5703
59249.4288	A-09-27-20-84V-000000-17918.0	MIKE HASKETT		6606 TIMBER BROOK CT	TAMPA	FL	33625-1531
59249.4528	A-09-27-20-84V-000000-18112.0	GISSELLE RAMOS		6609 WHITEWAY DR	TAMPA	FL	33617-3214
59249.4516	A-09-27-20-84V-000000-18106.0	EDWARD K AND JANET S NANKIN		6970 SW 133 ST ST	MIAMI	FL	33156-
59249.4178	A-09-27-20-84V-000000-10517.0	EDDY YAPOR AND SOFIA CARRAM		698 HARTWELL ST	TEANECK	NJ	07666-5311
59251.2156	A-10-27-20-89U-000029-00023.0		SUTTON FUNDING LLC	701 CORPORATE CENTER DR	RALEIGH	NC	27607-
59249.4406	A-09-27-20-84V-000000-18005.0	SERENIDAD MABUTI AND SALVACION SARSADIAS		7090 ELKHORN DR	WEST PALM BEACH	FL	33411-5718
59249.4138	A-09-27-20-84V-000000-10477.0	HARI POLAVARAPU AND KAMESWARE VYSYARAJU		712 STONY BROOK WAY	NORTH BRUNSWICK	NJ	08902-4585
59249.4536	A-09-27-20-84V-000000-18116.0	SYLVIA ISRAEL		716 GANYMEDE DR	LOS ANGELES	CA	90065-3339
59251.2098	A-10-27-20-890-000000-A0000.0		CANTERBURY TRAIL AT CROSS CREEK HOA INC	720 BROOKER CREEK BLVD STE 206	OLDSMAR	FL	34677-2937
59249.4022	A-09-27-20-84V-000000-10411.0	GREGORY A AND JUANA DONAWA		7213 HAMMET RD	TAMPA	FL	33647-1206
65913.1328	U-09-27-20-5HN-000000-B0000.0		PINEHURST AT CROSS CREEK PARCEL M ASSN INC	7402 N 56TH ST STE 480	TAMPA	FL	33617-7783
59249.4374	A-09-27-20-84V-000000-17979.0	DAVID MARTINEZ AND GIOVANNY VILLASMIL		7710 CITRONELLA CT	TAMPA	FL	33625-3132
59249.4202	A-09-27-20-84V-000000-10529.0	RISHI J HARJANI		777 N ASHLEY DR APT 2510	TAMPA	FL	33602-4380
59249.4142	A-09-27-20-84V-000000-10481.0		HARJANI HOLDINGS LLC	7851 N 56TH ST	TAMPA	FL	33617-
59249.4430	A-09-27-20-84V-000000-18017.0	SAMUEL HEARNS		7871 EXETER BLVD E	TAMARAC	FL	33321-8798
59249.4064	A-09-27-20-84V-000000-10432.0	ELISA KARALIUS		80 STANFORD CT	WANTAGH	NY	11793-1869
59251.2004	A-10-27-20-890-000000-00052.0	NATHAN GRAY		8035 SE HIGHWAY 42	SUMMERFIELD	FL	34491-7073
59249.4322	A-09-27-20-84V-000000-17950.0	MARGARET EHRHARDT		804 SENECA CREEK ROAD WEST	SENECCA	NY	14224-
59249.4426	A-09-27-20-84V-000000-18015.0	DEBORAH E ALLEN		820 BELMONT BAY DR APT 204	WOODBRIDGE	VA	22191-5465
59249.4388	A-09-27-20-84V-000000-17988.0	DIANE COUNTS		8259 E HIGHWAY 25	BELLEVIEW	FL	34420-4753
59251.1966	A-10-27-20-890-000000-00033.0	HOC VAN PHAM		8305 VOLUSIA PL	TAMPA	FL	33637-7914
59251.1912	A-10-27-20-890-000000-00006.0	FRANCISCO A AND CARLA A PESSOA		8320 GENOVA WAY	LAKE WORTH	FL	33467-5229
59249.4020	A-09-27-20-84V-000000-10410.0	SHERYL R SKEDEL		8473 DUNHAM STATION	TAMPA	FL	33647-3339
59249.4278	A-09-27-20-84V-000000-17913.0	IGOR AND INNA KOTSENKO		8501 BRAMWELL WAY	TAMPA	FL	33647-

59251.1544	A-10-27-20-5ZV-000004-00004.0	LINDA KAY WILLSON		8548 HUNTERS KEY CIR		TAMPA	FL	33647-1399
59261.0020	A-11-27-20-ZZZ-000001-89460.2		RHUA PROPERTIES L C	8744 TANTALLON CIR		TAMPA	FL	33647-2240
59249.4046	A-09-27-20-84V-000000-10423.0	MARIA A GUERRA		8789 NW 109TH TER		HIALEAH	FL	33018-4548
59251.1938	A-10-27-20-890-000000-00019.0	ILDEFONSO MORAIS AND VIVIANE JARDIN		8912 SW 18TH RD		BOCA RATON	FL	33433-7976
59251.1956	A-10-27-20-890-000000-00028.0	EDGAR M ARDILA		8928 BAYAUD DR		TAMPA	FL	33626-2909
59251.2034	A-10-27-20-890-000000-00067.0	SABALICH AND ANIBAL VELAQUEZ-NAZARIO		9 CHICKADEE CIRCLE		BRUNSWICK	ME	04011-
59249.4438	A-09-27-20-84V-000000-18021.0	GREDELL HERNANDEZ AND JOEL SALAZAR		9116 OAK PRIDE CT		TAMPA	FL	33647-3361
59249.4004	A-09-27-20-84V-000000-10402.0	FRED KASOFF		9121 KRISTIN LN		FAIRFAX	VA	22032-1424
59251.1902	A-10-27-20-890-000000-00001.0	ANTONIO SIMOES AND JULIA CANO		916 JEFFERSON AVE		ELIZABETH	NJ	07201-1373
59249.4048	A-09-27-20-84V-000000-10424.0	DAVID W HORNING		917 CASS LN		ELK GROVE VILLAGE	IL	60007-3045
65913.1222	U-09-27-20-5HN-000005-00039.0	LIBET L PANRELL		9318 HUNTINGTON PARK WAY		TAMPA	FL	33647-2572
59249.4464	A-09-27-20-84V-000000-18040.0	WILLIAM N BOWDEN JR		9423 ROLLING CIR		SAN ANTONIO	FL	33576-4652
59251.2000	A-10-27-20-890-000000-00050.0	MAHMOOD SYED		9434 BLUEBIRD DR		TAMPA	FL	33647-2826
59251.1948	A-10-27-20-890-000000-00024.0	KALLIOPE G KANELLIS		9502 W PARK VILLAGE DR APT 101		TAMPA	FL	33626-5166
59251.2128	A-10-27-20-89U-000029-00009.0	JOYCE AND DONALD T WHITE		9506 SWIFT CREEK CIR		DOVER	FL	33527-4125
59251.2088	A-10-27-20-890-000000-00094.0	ROBERIO AND CLAUDIA A DE ALMEIDA		9550 TAVERNIER DR		BOCA RATON	FL	33496-2104
59251.1962	A-10-27-20-890-000000-00031.0	FRANK W AND KENZA TADILI ABRAMO		9708 STONE MOUNTAIN PL		TAMPA	FL	33634-1070
59249.4146	A-09-27-20-84V-000000-10501.0	LUISA A DECERTAIN AND VANESSA CERTAIN		9741 SW 148TH ST		MIAMI	FL	33176-7838
59249.4056	A-09-27-20-84V-000000-10428.0	GAIL SADLER		9756 62ND AVE N		SAINT PETERSBURG	FL	33708-4516
59249.4104	A-09-27-20-84V-000000-10452.0	KIKELOMO DENTON		9766 MONTAGUE ST		TAMPA	FL	33626-
59249.4072	A-09-27-20-84V-000000-10436.0	STANISLAV STANEV ET AL		9903 VAN RUITEN ST		BELLFLOWER	CA	90706-2438
59249.4460	A-09-27-20-84V-000000-18036.0	BRUCE AND CYNTHIA WISMANN		9937 ORTEGA LN		BONITA SPRINGS	FL	34135-6837
59251.0005	A-10-27-20-ZZZ-000001-89260.2		CITY OF TAMPA	ATTN REAL ESTATE DIVISION	306 E JACKSON ST FL 3	TAMPA	FL	33602-5208
59249.4470	A-09-27-20-84V-000000-18046.0	GARY C ROSE		BOX 423	10006 CROSS CREEK BLVD	TAMPA	FL	33647-2595
59249.4450	A-09-27-20-84V-000000-18027.0		U S BANK N A TRUSTEE	C/O ADVANTA/CHASE MORTGAGE COMPANY	10790 RANCHO BERNARDO ROAD	SAN DIEGO	CA	92127-
59249.4258	A-09-27-20-84V-000000-17903.0		BANK OF NEW YORK TRUSTEE	C/O COUNTRYWIDE HOME LOANS INC	7105 CORPORATE DR MAILSTOP PTX	PLANO	TX	75024-
59251.1934	A-10-27-20-890-000000-00017.0		CITIBANK NA TRUSTEE	C/O EMC MORTGAGE CORPORATION	2780 LAKE VISTA DR	LEWISVILLE	TX	75067-
59251.1910	A-10-27-20-890-000000-00005.0		MORGAN STANLEY MORTGAGE CAPITAL INC	C/O FIDELITY/SAXON MORTGAGE SERVICES INC	1270 NORTHLAND DRIVE STE 200	MENDOTA HEIGHTS	MN	55120-
59251.2078	A-10-27-20-890-000000-00089.0		AMERICAN HOME MORTGAGE SERVICING INC	C/O LAW OFFICES OF DANIEL C CONSUEGRA	9204 KING PALM DR	TAMPA	FL	33619-1328
59400.1950	A-16-27-20-22M-000000-000B1.0		ARBOR GREENE CDD	C/O MOYER & ASSOC/SEVERN TRENT	210 N UNIVERSITY DR STE 702	CORAL SPRINGS	FL	33071-7320
59251.0250	A-10-27-20-ZZZ-000001-89330.0		HERITAGE ISLES CDD	C/O MOYER & ASSOC/SEVERN TRENT	210 N UNIVERSITY DR STE 702	CORAL SPRINGS	FL	33071-7320
59249.0180	U-09-27-20-ZZZ-000001-89220.0		ADDISON PARK LIMITED PARTNERSHIP	C/O SENTINEL REAL ESTATE CORP	1251 AVENUE OF THE AMERICAS ST	NEW YORK	NY	10020-0078
59249.4328	A-09-27-20-84V-000000-17956.0	THU KIM DO AND AN TUYET TRINH		C/O THU KIM DO	12311 NOREAST LAKE DR	TAMPA	FL	33612-4040
59249.4130	A-09-27-20-84V-000000-10469.0		HSBC BANK USA N A TRUSTEE	MAC X7801-013	3476 STATEVIEW BLVD	FORT MILL	SC	29715-7203
59251.1920	A-10-27-20-890-000000-00010.0	ILZA B RIBEIRO		P O BOX 221236		HOLLYWOOD	FL	33022-1236
59249.4514	A-09-27-20-84V-000000-18105.0	THUCH LUONG AND MONICA LAY		P O BOX 46402		TAMPA	FL	33646-
59251.1904	A-10-27-20-890-000000-00002.0	CLAUDIO DREWS		PO BOX 1037		DEERFIELD BEACH	FL	33443-1037
59271.3002	U-11-27-20-22A-000000-00001.0		HILLSBOROUGH COUNTY	PO BOX 1110		TAMPA	FL	33601-1110
59249.4172	A-09-27-20-84V-000000-10514.0	STEVEN BROWN		PO BOX 1344		SUMMIT	NJ	07902-1344
59271.3302	A-11-27-20-62Z-000000-00001.0		CROSS CREEK 1031 LLC ET AL	PO BOX 1746		LOMBARD	IL	60148-8746
59249.4124	A-09-27-20-84V-000000-10463.0		AGM INVESTORS LLC	PO BOX 340035		TAMPA	FL	33694-
59249.0100	U-09-27-20-ZZZ-000001-89160.0		CROSS CREEK II MASTER ASSOCIATION INC	PO BOX 342069		TAMPA	FL	33694-2069
59249.4290	A-09-27-20-84V-000000-17919.0	INGRID WILSON		PO BOX 360082		TAMPA	FL	33673-0082
59251.1944	A-10-27-20-890-000000-00022.0	MARK J LAURENZO		PO BOX 41488		DES MOINES	IA	50311-0509
59251.1968	A-10-27-20-890-000000-00034.0	CHARLES AND HILDA THOMAS		PO BOX 46224		TAMPA	FL	33646-0100
59249.4372	A-09-27-20-84V-000000-17978.0	SANDRA HOLDER REED		PO BOX 46276		TAMPA	FL	33646-0103
59249.4306	A-09-27-20-84V-000000-17934.0	PAUL PINERA		PO BOX 46691		TAMPA	FL	33646-0106
59251.2090	A-10-27-20-890-000000-00095.0	ROXANNE LOPES		PO BOX 491		WEST WAREHAM	MA	02576-0491
59249.1802	A-09-27-20-5K7-000000-00001.0		HERITAGE POINTE PARTNERS LTD	PO BOX 4961		ORLANDO	FL	32802-4961
59251.0220	A-10-27-20-ZZZ-000001-89310.0	SDD TRUST A/A C/O DALE M SWOPE		PO BOX 5299		TAMPA	FL	33675-5299
59249.4076	A-09-27-20-84V-000000-10438.0	NORA LOPEZ		PO BOX 630353		LITTLE NECK	NY	11363-0353
59249.4558	A-09-27-20-84V-000000-18134.0	CHRIS DONALDSON		PO BOX 7515		TAMPA	FL	33673-7515
59249.4012	A-09-27-20-84V-000000-10406.0	RICHARD N JR AND PATRICIA MILLS ET AL		PO BOX 96		BELLVALE	NY	10912-0096
59251.0200	A-10-27-20-ZZZ-000001-89290.0		EAST MEADOWS JOINT VENTURE C/O	US HOME CORP	4902 EISENHOWER BLVD STE 380	TAMPA	FL	33634-6344
59251.1610	A-10-27-20-5ZV-000000-A0001.0		EAST MEADOWS JOINT VENTURE C/O	US HOME CORP	311 PARK PLACE BLVD	CLEARWATER	FL	33759-4904

Interested Parties Mailing List for Cross Creek Boulevard Public Hearing

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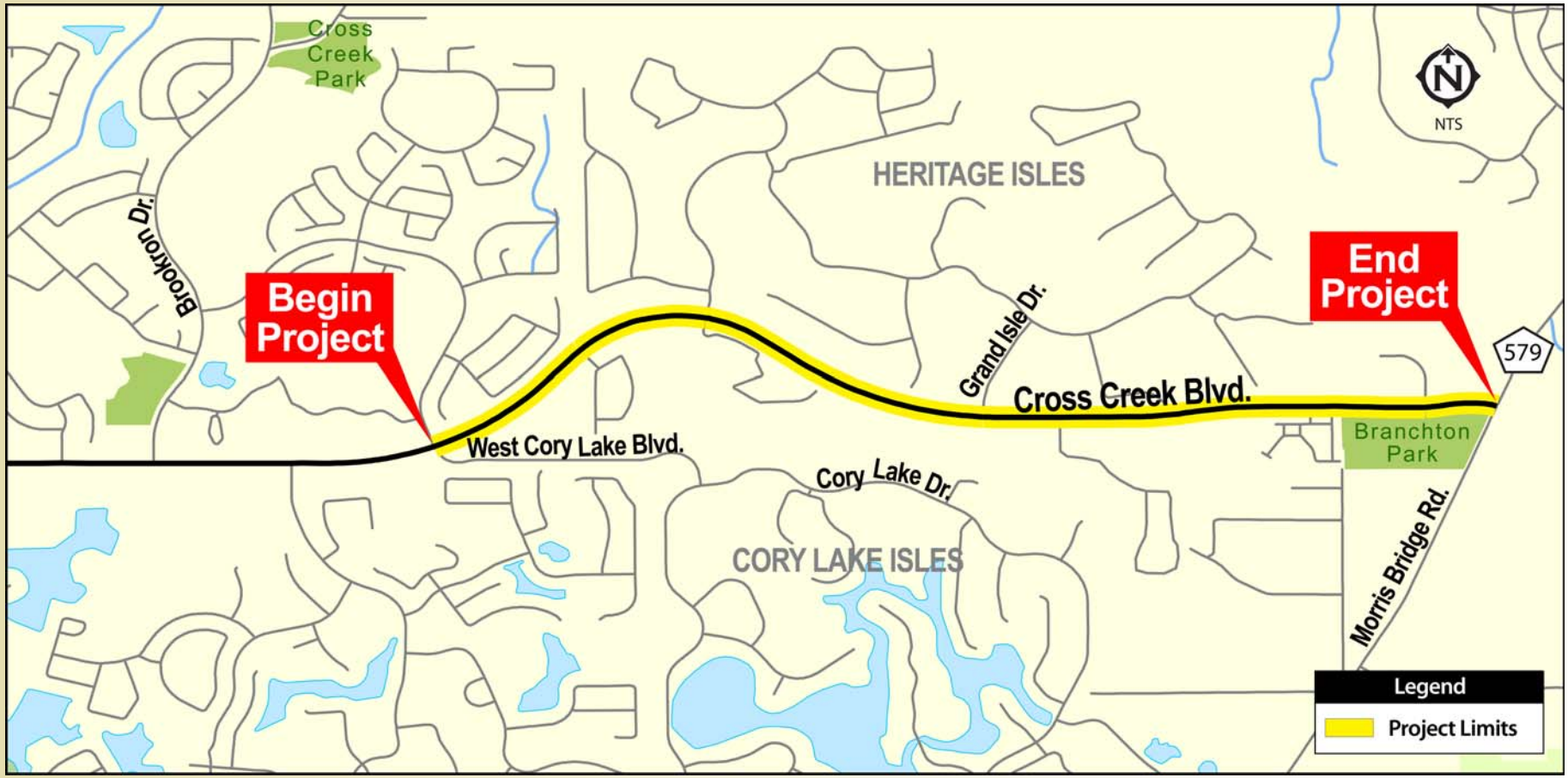
1525 ST JACQUES W UNIT 6
MONTREAL QUEBEC CANADA
H3C627

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

Financial Project ID 420625-1-28-01 - City of Tampa No. PW 4819
November 3, 2009

Project Location Map



Cross Creek Boulevard PD&E Study

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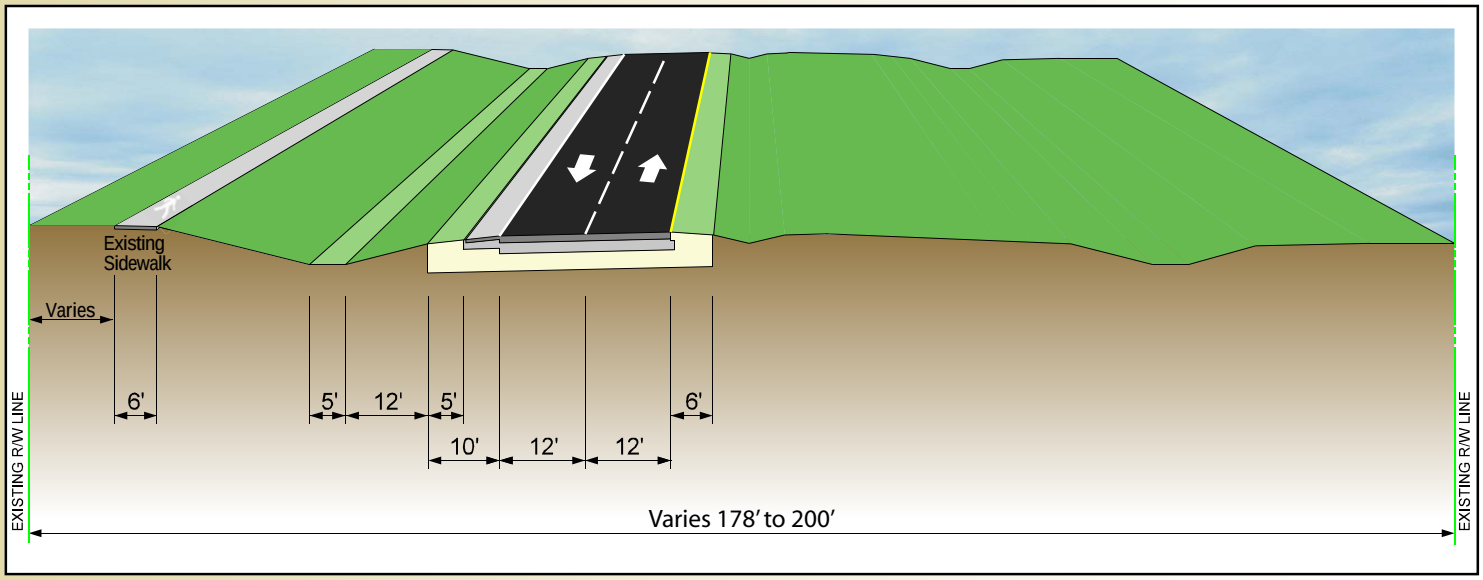
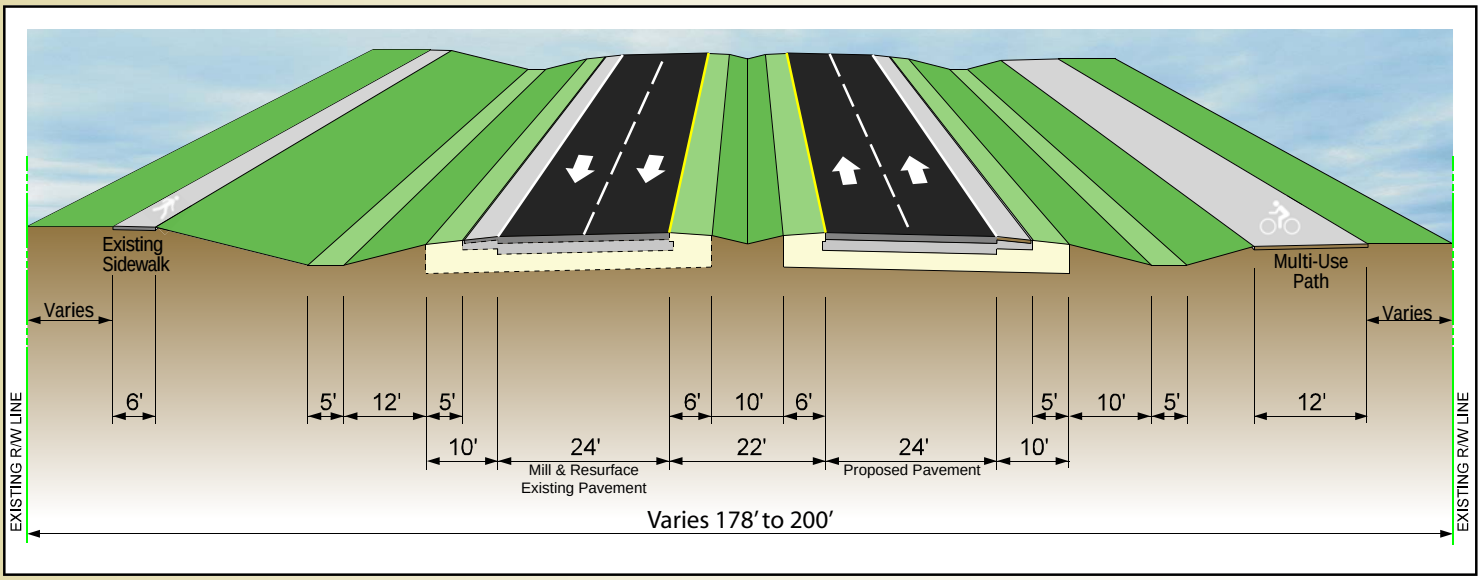
November 3, 2009

Existing Typical Section



Proposed 4-Lane Divided Typical Section



Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

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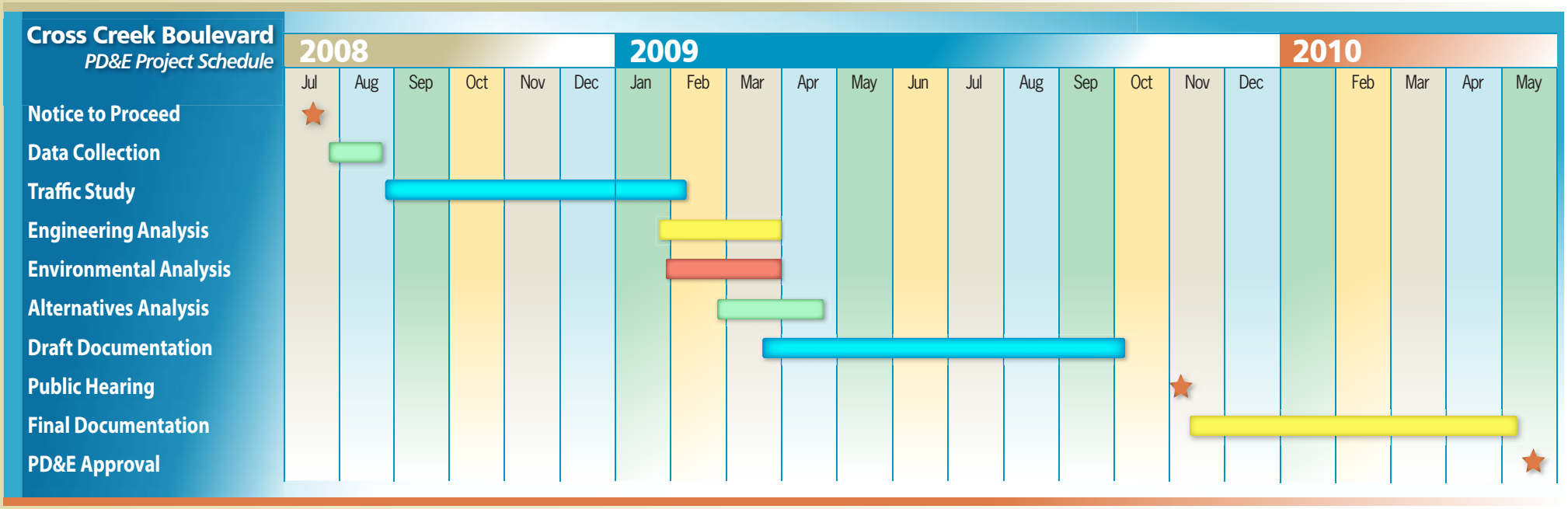
Project Schedule



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French

सावधान ।

अगर आपको अंग्रेज़ी नहीं आती, अथवा आप बहरे हैं, कम सुनाई देता है, या कम दिखाई देता है, तो आपको मुफ्त में अनुवादक की सेवाएं उपलब्ध हो सकती हैं। कृपया सहायता मांगें।

Hindi

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Portuguese

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Arabic

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Tagalog

공 고

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Korean

Προσοχή

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Greek

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Chinese

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Si ou pa pale angle, si ou pa kapab tande (soud), si ou mal pou tande, si je'ou pa bon, ou ka jwenn moun pou ede-w tradwi epi enteprete pou'ou gratis. Tanpri mande pou yo ede-w.

Hatian Creole

ກະລຸນາຟັງ

ກະລຸນາຟັງ. ຖ້າທ່ານເວົ້າພາສາອັງກິດບໍ່ໄດ້, ຫຼື ຖ້າທ່ານຫູໜວກ, ທ່ານມີຄວາມຫຍຸ້ງຍາກໃນການຟັງ, ຫຼື ທ່ານ ມີ ປັນຫາໃນການຟັງ, ທ່ານ ສາມາດ ໄດ້ຮັບການບໍລິການ ຈາກ ການແປປາກເປົ່າ ແລະ ການແປເອກະສານ ໂດຍທີ່ ບໍ່ໄດ້ ເກັບຄ່າ ບໍລິການເພີ້ມ. ກະລຸນາ ສອບຖາມ ສໍາລັບຄວາມຊ່ວຍເຫຼືອ.

Laotian

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Russian

uwaga

Jeżeli nie mowią Państwo po angielsku, albo jeśli Państwo są głusi lub nie dosłyszą lub nie dowidzą, mają Państwo dostęp do bezpłatnej pomocy tłumacza pisemnego lub ustnego. Proszę zwrócić się o pomoc w tym zakresie.

Polish

Viktig

Hvis du ikke snakker engelsk, er døv, hørselshemmet eller synshemmet kan du få tildelt tolk og oversetter uten ekstra kostnader. Vennligst be om assistanse.

Norwegian

Viktig

Om du ej talar engelska, eller om du är döv, har svårt för att höra, eller är synskadad, kan du erhålla tolknings- eller översättningsservice utan kostnad. Var god fråga om assistans.

Swedish

Achtung:

Wenn Sie nicht Englisch sprechen, taub sind, schlecht hören oder schlecht sehen, können Sie einen kostenlosen Dolmetscher- und Übersetzungsservice fordern

German

Nemt in akht

,ווען דערה וצ ן|טייקירעווש טאה רעדא, ביוט טייז ריא ביוא רעדא, שילגנע ן|ייק טיג טדער ריא ביוא
ן|פליה ר|ייא לאז. רעשטעמלאד א רעדא גנוצעזרעביא ן| טסיזמוא ן|עמוקאב ריא טגעמ ן|עמ טגנגלראפ ן|וא טוג יודא טייז

Yiddish

Chú ý

Nếu quý vị không nói tiếng Anh, hoặc nếu quý vị bị điếc, khó nghe, hoặc bị khiếm thị, quý vị có thể được cung cấp dịch vụ thông dịch và biên dịch miễn phí. Xin vui lòng đề nghị giúp đỡ.

Vietnamese

通告

英語を話さない方、または耳の不自由な方、耳の遠い方、視覚の弱い方は無料で通訳や翻訳のサービスが受けられます。担当者にお尋ね下さい。

Japanese

EMPLOY FLORIDA

Federal and State Requirements

Requirement	Description
FEDERAL REQUIREMENTS	
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - August 25, 2005
ISTEA	Intermodal Surface Transportation Efficiency Act - 1991
TEA-21	Transportation Equity Act for the 21st Century - June 9, 1998
23 CFR, Chapter I, Part 450	Planning Assistance and Standards
23 CFR, Part 771, Section 771.111	Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development
40 CFR, Chapter I, Part 93.105	Environmental Protection Agency, Transportation Conformity Rule Amendment - Consultation
40 CFR, Volume 31, Chapter V, Parts 1500-1508	Council on Environmental Quality Regulations (NEPA Requirements)
49 CFR, Subtitle A, Part 24	Uniform Relocation Assistance and Real Property Acquisition Policies Act
23 USC, Section 109(h)	Highways - Economic, Social, and Environmental Effects
23 USC, Section 128	Public Hearings
23 USC, Section 135	Statewide Planning
42 USC, Chapter 126, Section 12101	Americans with Disabilities Act of 1990, Titles I and V
42 USC, Subchapter V, Sections 2000d-2000d-7	Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes
42 USC, Title 42, Chapter 55, Section 4321	National Environmental Policy Act of 1969 (NEPA)
Executive Order 11988	Floodplain Management
Executive Order 11990	Protection of Wetlands
Executive Order 12898	Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations
Executive Order 13166	Improving access to services for persons with limited English proficiency
Technical Advisory 6640.8A	Guidance for preparing and processing Environmental and Section 4(f) documents - October 30, 1987
STATE REQUIREMENTS	
Florida Statute 120.525	Meetings, Hearings, and Workshops
Florida Statute 286.011	Government-in-the-Sunshine Law
Florida Statue 339.135	Public Hearings during the development of the Florida Transportation Plan
Florida Statute 339.155	Transportation Planning
Florida Statute 339.175	Public Transportation Finance and Planning
Florida Statute 335.02(1)	Public Transportation, State Highway System
Florida Statute 479.106, Amended - HB 273	Outdoor Advertising Signs/Noise-Attenuation Barrier
LOCAL REQUIREMENTS	
Florida Statute 163,3181(2)	Public Participation in the Comprehensive Planning Process; Intent, Alternative Dispute Resolution.

Cross Creek Boulevard PD&E Study

West Cory Lake Boulevard to Morris Bridge Road

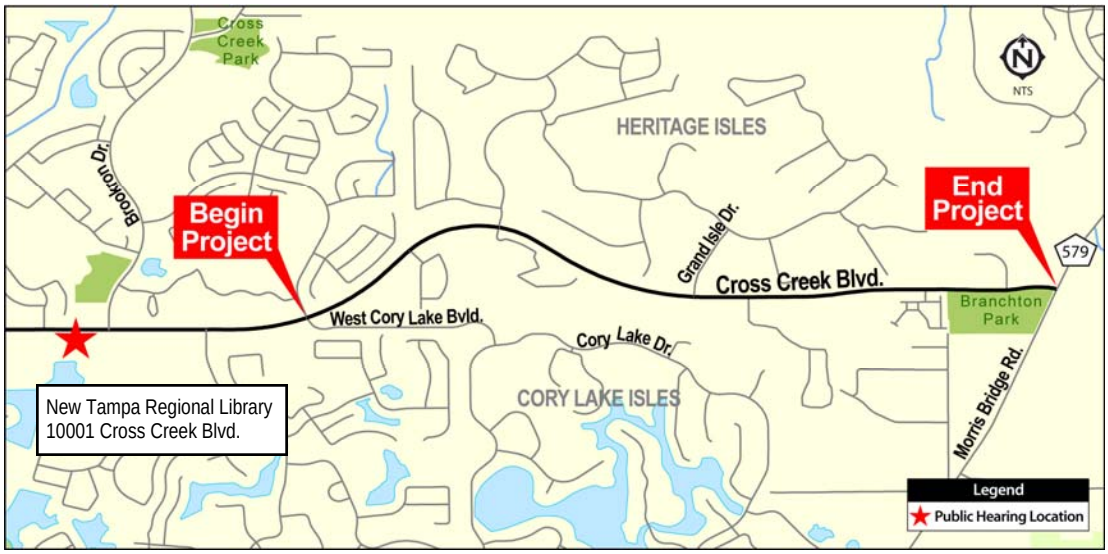
Financial Project ID 420625-1-28-01 ▪ City of Tampa No. PW 4819

October 2009

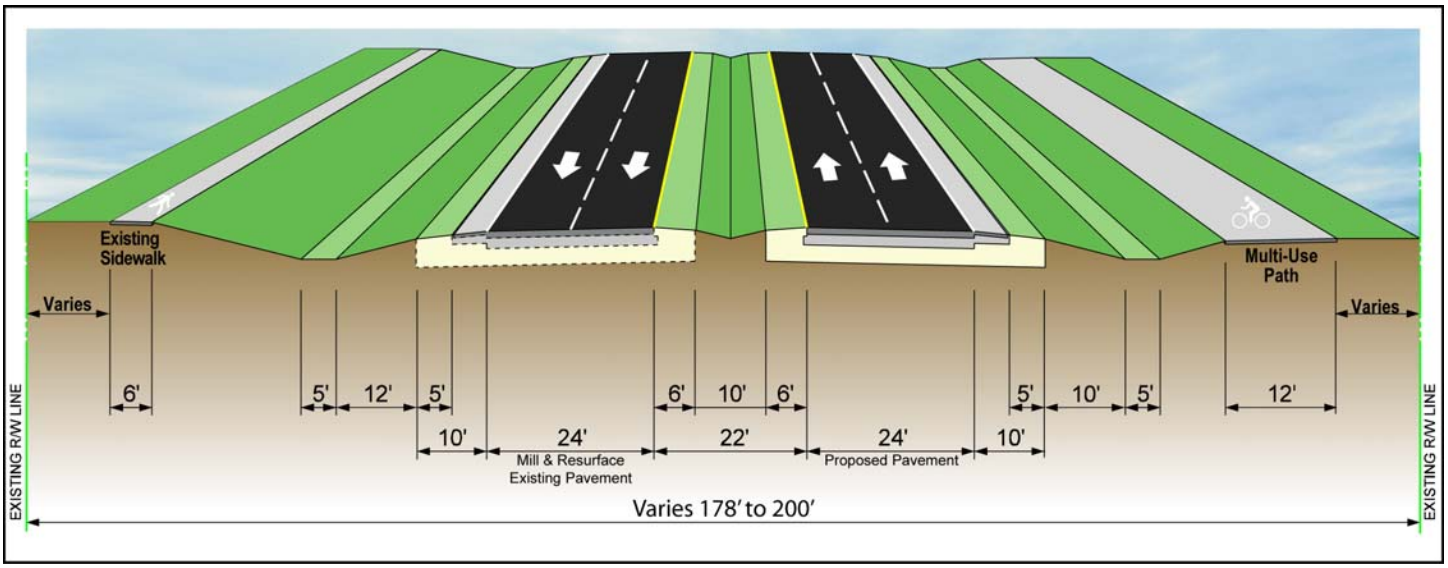
Project Description

The City of Tampa (City), in cooperation with Hillsborough County (County), the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) study to evaluate capacity and operational improvements for the eastern portion of Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road, a distance of approximately 2.3 miles. The proposed project is the second phase of an ongoing roadway widening project initiated by the City. The proposed roadway typical section is shown below. The western portion of Cross Creek Boulevard has previously been widened to four lanes divided.

The right-of-way and all necessary drainage and mitigation required for a four-lane divided roadway were developed and conveyed to the City in 2002 by the original developers of the area. Therefore, no additional right-of-way is required to construct the proposed improvements.



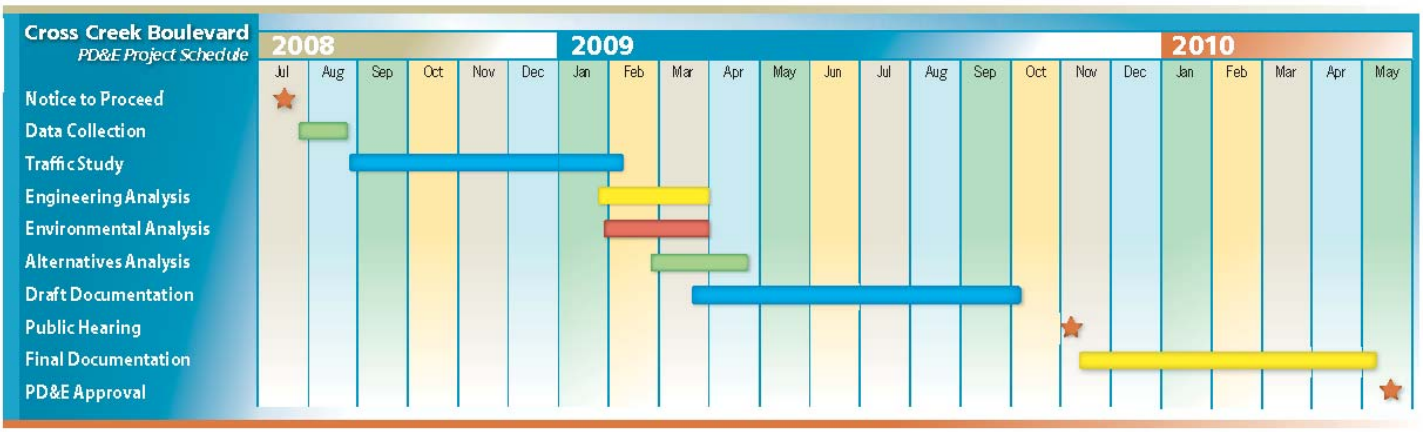
In addition to the build alternative described above, the no-build alternative is a viable alternative throughout the PD&E Study process. The no-build alternative involves leaving the existing roadway as is and providing routine maintenance as required.



Proposed Four-Lane Divided Typical Section

Project Schedule

The Cross Creek Boulevard PD&E study began in July 2008. The development and evaluation of widening alternatives is underway. A Public Hearing is scheduled for November 3, 2009 at the New Tampa Regional Library at 10001 Cross Creek Boulevard. The PD&E study is anticipated to be complete in Spring of 2010. For additional information on the project, please visit the project website at www.crosscreekwidening.com.



Your comments are important

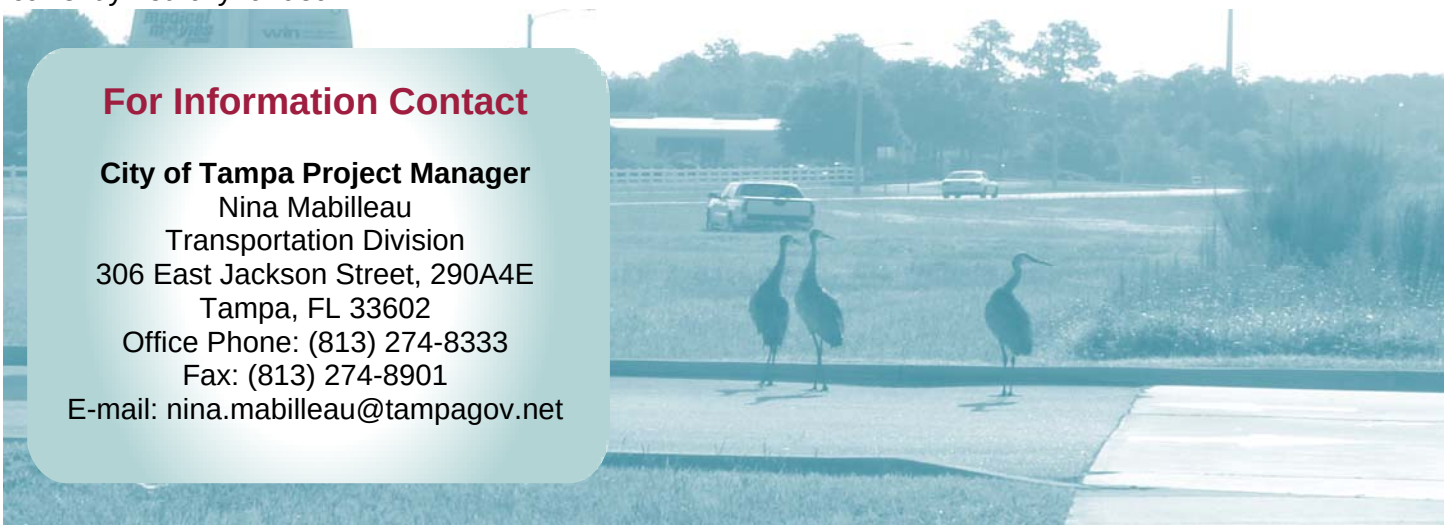
You may provide comments on this project in several ways:

- You can visit the project website at www.crosscreekwidening.com and enter your comments on the comments page;
- You can attend the public hearing on November 3, 2009 and submit written comments or provide verbal comments during the formal comment period; or
- You can mail or email your comments to the project manager as shown below.

Comments must be postmarked or emailed by November 16, 2009 to become a part of the public hearing record. Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

What Happens Next?

Following the public hearing, comments received will be considered and incorporated into the project documents where appropriate. The project documents will then be finalized and submitted to FHWA for their acceptance. FHWA acceptance is anticipated by Spring 2010. Design is currently scheduled to be completed by early 2012 and construction is tentatively scheduled to begin in late 2012. Construction is currently not fully funded.



For Information Contact

City of Tampa Project Manager
Nina Mabilleau
Transportation Division
306 East Jackson Street, 290A4E
Tampa, FL 33602
Office Phone: (813) 274-8333
Fax: (813) 274-8901
E-mail: nina.mabilleau@tampagov.net

Project Schedule

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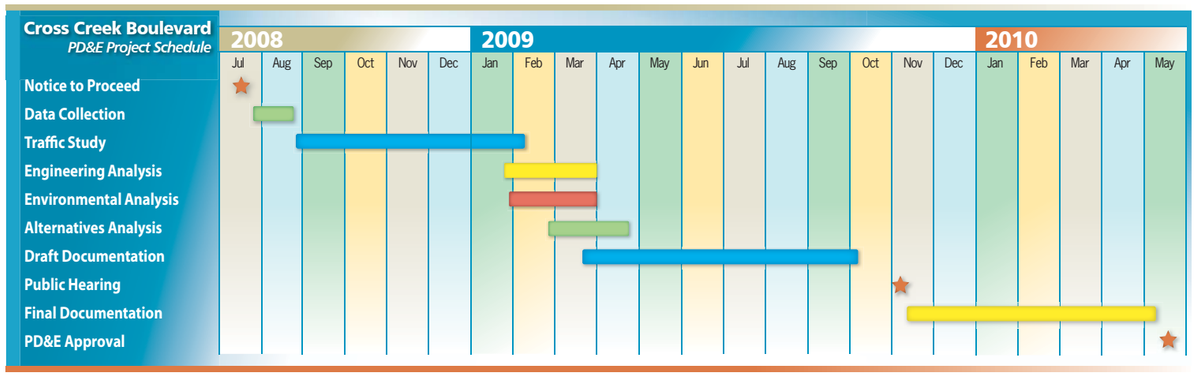
Project Schedule



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Federal-State Partnership In Highways

Through a series of Congressional acts, the Federal-Aid Highway Program was conceived and developed as a joint federal-state partnership. The success of this partnership is evident in the thousands of miles of excellent highways and bridges comprising the nation's transportation network. The Florida Department of Transportation, in consultation with the Federal Highway Administration, and in accordance with state law, makes final decisions for the location, design, construction and maintenance of Florida's highways.

The Federal Highway Administration in accordance with federal law, cooperates with the State of Florida, in planning and developing federal-aid transportation improvements. The Federal Highway Administration reviews and approves all federal-aid actions proposed by the Florida Department of Transportation. When present at a public hearing, the Federal Highway Administration representatives serve as observers and technical advisors regarding federal requirements and procedures.

Cross Creek Boulevard PD&E Study

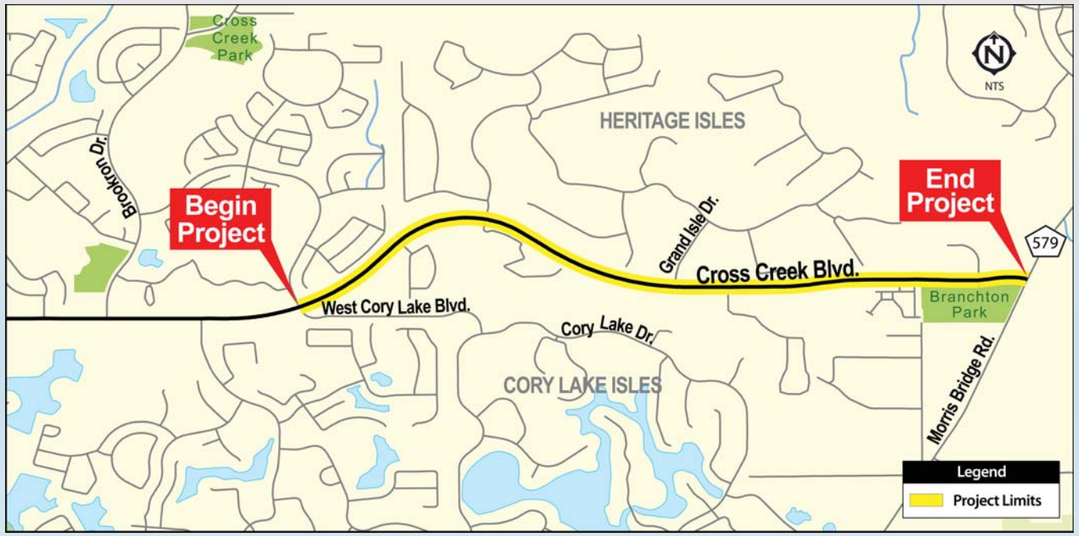
West Cory Lake Boulevard to Morris Bridge Road

Cross Creek Boulevard Public Hearing

Financial Project ID 420625-1-28-01 - City of Tampa No. PW 4819
November 3, 2009

Welcome to the Public Hearing for the Cross Creek Boulevard Project Development and Environment (PD&E) study. The City of Tampa (City) is conducting this hearing, in cooperation with Hillsborough County (County), the Florida Department of Transportation (FDOT), and the Federal Highway Administration (FHWA). This hearing offers you the opportunity to express your views concerning the proposed improvements to Cross Creek Boulevard. The proposed project evaluates capacity and operational improvements for the eastern portion of Cross Creek Boulevard from West Cory Lake Boulevard to Morris Bridge Road, a distance of approximately 2.3 miles.

All of the graphics on display tonight are available for review on the project website.



Your Comments Are Important

You may provide comments for the official record in several ways:

- Make your comments verbally tonight during the formal portion of this hearing;
- Complete the comment form included with this handout and drop it in the comment box;
- Submit your comments on the project website at www.crosscreekwidening.com; or
- Mail comments to Nina Mabilleau, Project Manager at the address shown in this handout.

Comments must be postmarked or emailed by November 16, 2009 to become a part of the Public Hearing record. Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status.

Contact Information:

Nina Mabilleau
City of Tampa Project Manager
Transportation Division
306 East Jackson Street, 290A4E
Tampa, FL 33602
Office Phone: (813) 274-8333
Fax: (813) 274-8901
E-mail: *nina.mabilleau@tampagov.net*

Si desea recibir información con referencia al proyecto, en español, por favor contacte a Nina Mabilleau al (813) 274-8542

Click! www.crosscreekwidening.com ***for more info!***

PROJECT DESCRIPTION

Build Alternative

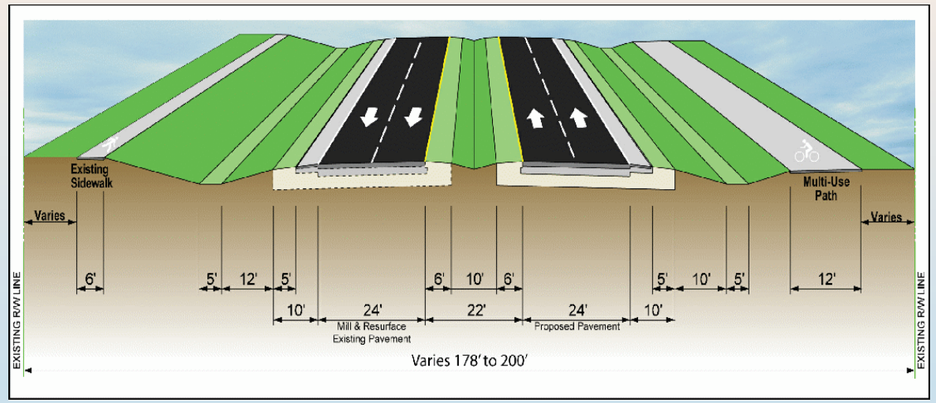
The proposed project involves widening Cross Creek Boulevard from two lanes undivided to four lanes divided between West Cory Lake Boulevard and Morris Bridge Road in Hillsborough County. This project is the second phase of an ongoing roadway widening project initiated by the City. The western portion of Cross Creek Boulevard has previously been widened to four lanes divided.

The right-of-way and all necessary drainage and mitigation required for a four-lane divided roadway were developed and conveyed to the City in 2002 by the original developers of the area. Therefore, no additional right-of-way is required to construct the proposed improvements.

No-Build Alternative

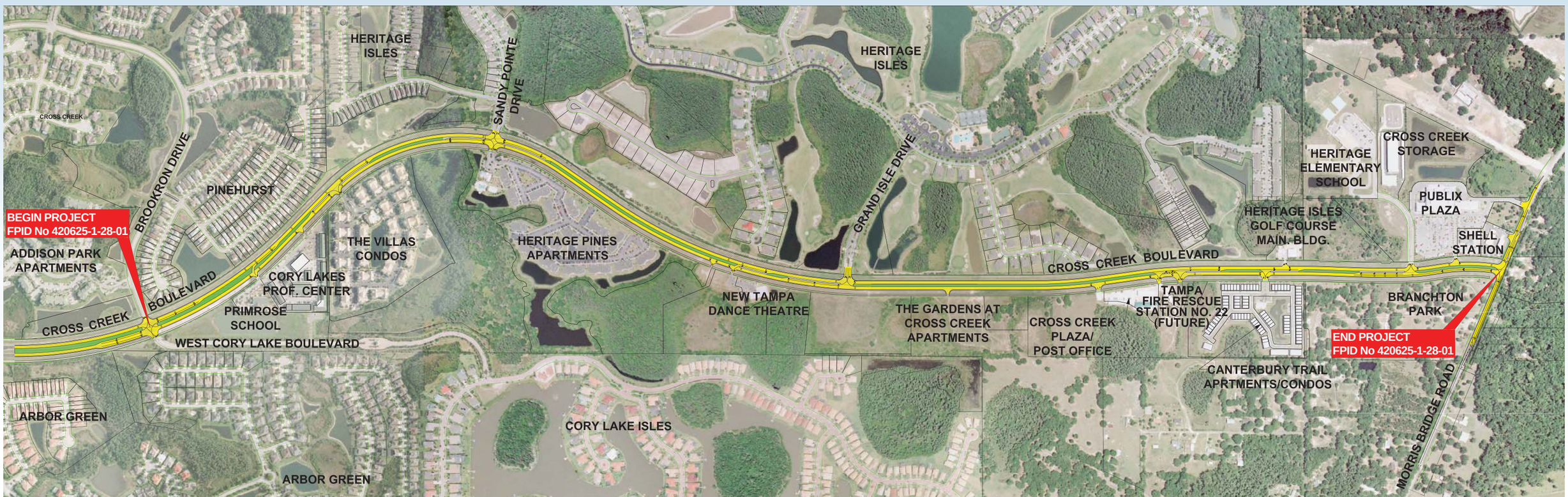
In addition to the build alternative described above, the no-build alternative is a viable alternative throughout the PD&E study. The no-build alternative involves leaving the existing roadway "as is" and providing routine maintenance as required.

Proposed 4-Lane Divided Typical Section
(Looking East)



Right-of-Way Acquisition And Relocation Program

The City does not anticipate the need to obtain any additional property (right-of-way) in order to construct the build alternative. In the event that additional right-of-way is necessary, the City will carry out a right-of-way and relocation program in accordance with Section 339.09, Florida Statutes and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

Traffic Noise Study

A study was performed to evaluate the effects of traffic noise associated with the proposed improvement. For the preferred build alternative, none of the noise sensitive sites located adjacent to the project corridor were predicted to experience traffic noise levels that approach, meet, or exceed the FHWA's Noise Abatement Criteria. Please see a study team member for results of the study.