



**Hillsborough County
Public Works
County Center, 22nd Floor
601 E. Kennedy Boulevard
Tampa, Florida 33601**

Hillsborough County

Lithia Pinecrest Road (CR 640)

Project Development & Environment Study

Project Newsletter No. 2
CIP# 69125

From SR 60 to County Route 39
Hillsborough County, Florida
October 2008

Alternatives Public Workshop

**November 18, 2008
6:30 PM to 8:00 PM**

**Location: Palmetto Club
17004 Dorman Road
Lithia, FL 33547**

To provide comments, ask questions or make suggestions about the study, please contact:

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Hillsborough County, in cooperation with the Florida Department of Transportation (FDOT), has been preparing a Project Development & Environment (PD&E) Study to consider the proposed widening of Lithia Pinecrest Road (CR 640). Located in the Brandon, Bloomingdale and Lithia communities, the limits of the study are from State Route 60 to County Route 39, a distance of approximately 10.95 miles.

Lithia Pinecrest Road currently has two travel lanes (one in each direction). The road serves as a primary transportation corridor in this area of Hillsborough County. Portions of the roadway currently operate below the County's adopted minimum acceptable level-of-service (LOS) standard.

Therefore, the Hillsborough County Metropolitan Planning Organization (MPO) has identified the need to improve Lithia Pinecrest Road. These proposed improvements are intended to accommodate both existing and future traffic volumes, enhance motorist safety, and reduce emergency response times.

The MPO has documented future roadway needs in their 2025 Highway Needs Assessment. This document identifies Lithia Pinecrest Road as a future four-lane roadway between SR 60 and Bloomingdale Avenue, and as a future enhanced two-lane roadway from Bloomingdale Avenue to Fishhawk Boulevard. Lithia Pinecrest Road between Fishhawk Boulevard and CR 39 is not currently included in the MPO's 2025 Highway Needs Assessment. The Assessment may be updated as a result of the study.

This PD&E Study is being conducted to identify and evaluate various alternative preliminary design concepts for the needed improvements and to compare the effects they would have on the environment. Once this comparison is complete, the best possible preliminary design concepts for the improvements will be identified for further analysis and refinement. This newsletter describes project alternatives under consideration.

A proactive public involvement approach that focuses on soliciting community input is an integral part of the PD&E Study process and includes small group meetings, local community events, this Alternatives Public Workshop and a future Public Hearing. The Public Hearing will provide an opportunity for official public statements to be provided regarding the proposed improvements. In addition, on going project updates are posted and public comments are accepted at the project website: <http://www.lpcstudy.com>.

KEY PUBLIC & AGENCY INVOLVEMENT EVENTS LITHIA PINECREST PD&E STUDY

Project Kickoff Newsletter.....January 2007
This newsletter served to introduce the project and the study to members of the public and to solicit their questions, comments and suggestions.

Traffic Workshop.....January 2008
At the workshop a completed traffic analysis addressing existing, opening year and future conditions was presented. The traffic analysis recommended the need for a six-lane section.

Alternatives Public Workshop.....November 2008
At this workshop the various preliminary design concepts that have been developed to date for the Lithia Pinecrest Road improvements will be presented and the public will have an opportunity to comment on the project.

Public Hearing.....Spring 2009
The study's hearing is a formal event where comments are made for the public record regarding the recommendations of the study.

Study Approval.....Late 2009
Once all public involvement comments are analyzed and incorporated into the study, it is forwarded to the Federal Highway Administration for its acceptance.

www.LPCSTUDY.com

WE WANT YOUR INPUT!

A successful PD&E study depends on everyone's participation in the study process. We encourage your input throughout the study.

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What is a PD&E Study?

The PD&E study process develops and documents feasible alternatives for transportation improvement projects. These alternatives are evaluated based on their environmental, engineering and socioeconomic effects.

This process is a combined effort of professionals who analyze the project-related information and combine it with input from a variety of public agencies and the local community to develop the best alternative.

Project Description

The project limits for the Lithia Pinecrest Road (CR 640) PD&E Study begin at SR 60 (Brandon Boulevard) in the north and end at CR 39 in the south. The length of the project is approximately 10.95 miles. Project segmentation is used to effectively assess and compare the impacts of each improvement alternative for the different geographical areas within the Study limits. The project is divided into four segments that are listed below and shown in Figure 1.

- **Segment A:** SR 60 (Brandon Boulevard) to Lumsden Road (1.2 miles)
- **Segment B:** Lumsden Road to Bloomingdale Avenue (2.6 miles)
- **Segment C:** Bloomingdale Avenue to Fishhawk Boulevard (3.5 miles)
- **Segment D:** Fishhawk Boulevard to CR 39 (3.7 miles)

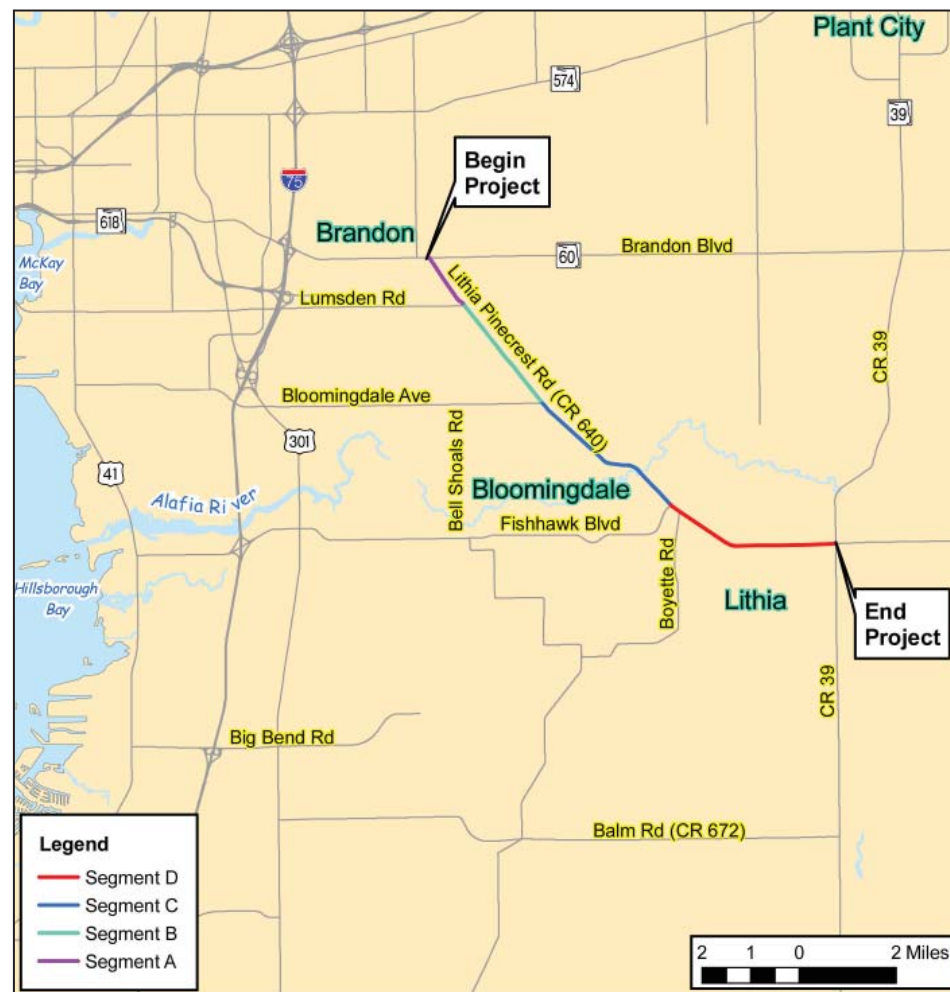


Figure 1

The Alternatives

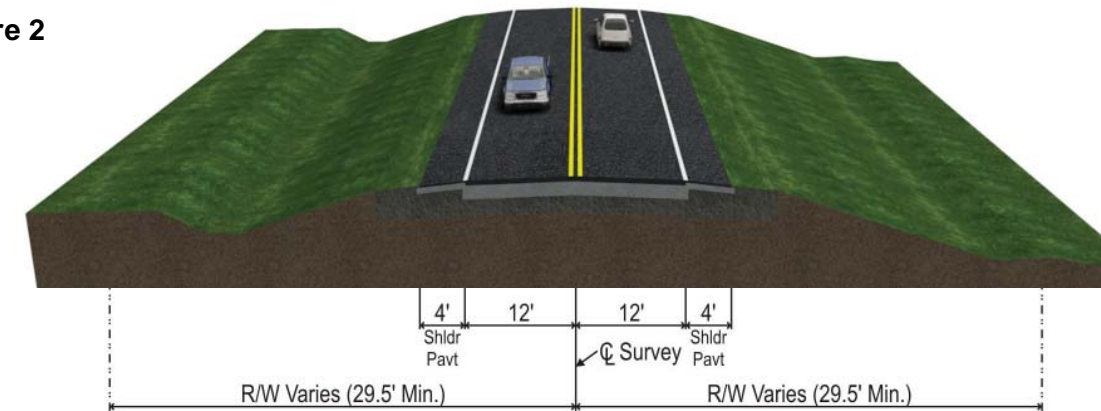
The Lithia Pinecrest Road (CR 640) PD&E Study takes into consideration engineering, environmental and socioeconomic factors, as well as development conditions, to create an improved roadway facility that is in the best overall public interest. The improved facility will be designed to safely and efficiently service the projected design year vehicular traffic as well as bicycle and pedestrian traffic. Other considerations of the improvement include environmental conditions, public recreation areas, as well as sites potentially containing contaminated or hazardous materials. The design and alignment of the improved Lithia Pinecrest Road (CR 640) facility will support neighborhood stabilization and redevelopment. All of these criteria have a direct bearing on the selection of a recommended preliminary design concept. Two alternatives are being considered in this PD&E Study, a No-Build Alternative and a Build Alternative.



The No-Build Alternative

The No-Build Alternative (Figure 2) consists of not implementing the proposed widening project or postponing improvements to Lithia Pinecrest Road (CR 640) beyond the design year 2038. The typical section maintains the existing two-lane, undivided roadway facility with right-of-way (ROW) varying between 50 and 200 feet. Advantages of this alternative include no new construction costs, no disruption to existing land uses and traffic patterns due to construction activities, no ROW acquisitions or relocations, and no environmental degradation or disruption of natural resources.

Figure 2



The Build Alternative

The Build Alternative represents the widening of Lithia Pinecrest Road (CR 640) to a six-lane, divided roadway facility within a 134-foot wide right of way (ROW). The proposed urban typical section will include three 12-foot wide travel lanes in both the northbound and southbound directions, a 22-foot grass median, four-foot outside paved shoulders that are wide enough to accommodate a bicycle lane, and five-foot wide sidewalks on both sides of the road. Advantages of this alternative include enhanced safety with improved access management and reduced congestion through an increase in roadway capacity.

A matrix has been prepared to indicate the socioeconomic, environmental, cultural, contamination and hazardous material involvement, and costs (engineering, ROW, and construction) of the various project alternatives. This information will be available at the workshop. The typical section shown in Figure 3 was used to evaluate the following three alternatives.

- **Build Alternative 1:** (East Alignment) involves the widening of Lithia Pinecrest Road (CR 640) to the east from SR 60 (Brandon Boulevard) to CR 39 with ROW acquisitions primarily to the east side of the existing roadway.
- **Build Alternative 2:** (West Alignment) involves the widening of Lithia Pinecrest Road (CR 640) to the west from SR 60 (Brandon Boulevard) to CR 39 with ROW acquisitions primarily to the west side of the existing roadway.
- **Build Alternative 3:** (Blended Alignment) involves the widening of Lithia Pinecrest Road (CR 640) with ROW acquisition occurring on both sides of the existing roadway.

Figure 3

