



South Hillsborough Pipeline (Segment A)

Tampa Bay Water CIP No.01610
SWFWMD Project No. Q241

SEGMENT A ROUTE STUDY REPORT

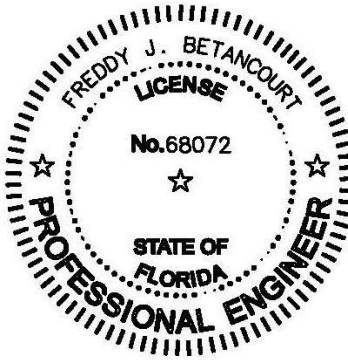
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Acronyms and Abbreviations

AACE	Advancement in Cost Estimating (AACE) International
AADT	Annual Average Daily Traffic
ANSI	American National Standards Institute
BOCC	Board of County Commissioners
B&V	Black and Veatch
BUDW	Brandon Urban Dispersed Wells
CCG	Cross Country Greenway
CDD	Community Development District
ELAPP	Environmental Lands Acquisition and Protection Program
OPCC	Opinion of Probable Construction Cost
EPC	Environmental Protection Commission
FDEP	Florida Department of Environmental Protection
FDH	Florida Department of Health
FDOT	Florida Department of Transportation
FL	Functional Loss
FNAI	Florida Natural Areas Inventory
FP&L	Florida Power and Light
ft	Feet
GIS	Geographic Information System
HC	Hillsborough County
HC SWH	Hillsborough County Significant Wildlife Habitat
HDD	Horizontal Directional Drilling
HGL	Hydraulic Grade Line
HOA	Homeowners Association
HSPS	High Service Pump Station
IPM	Integrated Program Manager
Kv	Kilovolts
MTBM	Microtunnel Boring Machine
NRCS	Natural Resources Conservation Services
NWI	National Wetland Mapping
OFW	Outstanding Florida Water
PD&E	Planning and Development Evaluation
POC	Point of Connection
RWM	Raw Water Main
SWFWMD	Southwest Florida Water Management District
TECO	Tampa Electric Company
UMAM	Uniform Mitigation Assessment Method
USACE	United States Army Corps of Engineers
USDA	United State Department of Agriculture

REPORT SUMMARY

The South Hillsborough Pipeline is part of Tampa Bay Water's approved Long Term Master Water Plan, and is included in Hillsborough County's Comprehensive Plan, and in both Tampa Bay Water's and Hillsborough County's Capital Improvements Plans (CIP). The purpose of this document is to identify and recommend a route for Tampa Bay Water's South Hillsborough Pipeline.

Tampa Bay Water divided this pipeline into two segments: Segment A: from the Regional Facilities Site to the Lithia Water Treatment Facility, and Segment B: from the Lithia Water Treatment Facility to a new Hillsborough County Drinking Water Facility in the Balm/Riverview area. Wade Trim is the selected Engineer for Segment A design services and Stantec is the selected Engineer for Segment B design services. This report documents the process of evaluating Segment A routes and the subsequent integration of Segment B for final evaluation of a single, consolidated route.

The team gathered data for the project area and began by developing and finalizing the route evaluation criteria. For more information on the data collection refer to **Section 2**.

Route selection was a multi-step process, based on both non-cost and cost evaluations. Multiple route alternatives were developed, and five alternative Segment A routes were shortlisted to be evaluated in detail (refer to **Section 3**). The routes were evaluated to address the five factors as part of the Planning and Development Evaluation (PD&E), including but not limited to:

- Alternative Routes
- Cost
- Safety
- Environmental Impacts
- Long Range Planning

Section 4 discusses the evaluation of the shortlisted routes. Additional route evaluation criteria were defined, and weighting factors were assigned to each evaluation criterion. With input from Tampa Bay Water staff and key stakeholders, weighting factors were developed and assigned to each non-cost evaluation criterion. The weighting criteria development is described in detail in **Section 4.1** of the report. Using the evaluation criteria, weighting factors, sub-criteria, and sub-criteria percentages, Wade Trim assessed and compared data from each alternative route (refer to **Section 4.3**). Each route received a score for each subcriterion. Routes received a score of 1, 5 or 10 for each subcriterion (refer to **Section 4.4**). These scores were subsequently multiplied by the sub-criteria weighting factors, and then the overall criteria weighting factors. Summing these values across each criterion generated the route's Non-Cost Score.

For each shortlisted route, a cost score, derived from an Opinion of Probable Construction Cost (OPCC), was also produced. In addition to pipeline installation costs, these AACE level 5 estimates also featured: engineering design and bidding services, startup and commissioning, contractor markups and indirect costs, contingencies, property costs, and engineering services during construction (refer to **Section 5**).

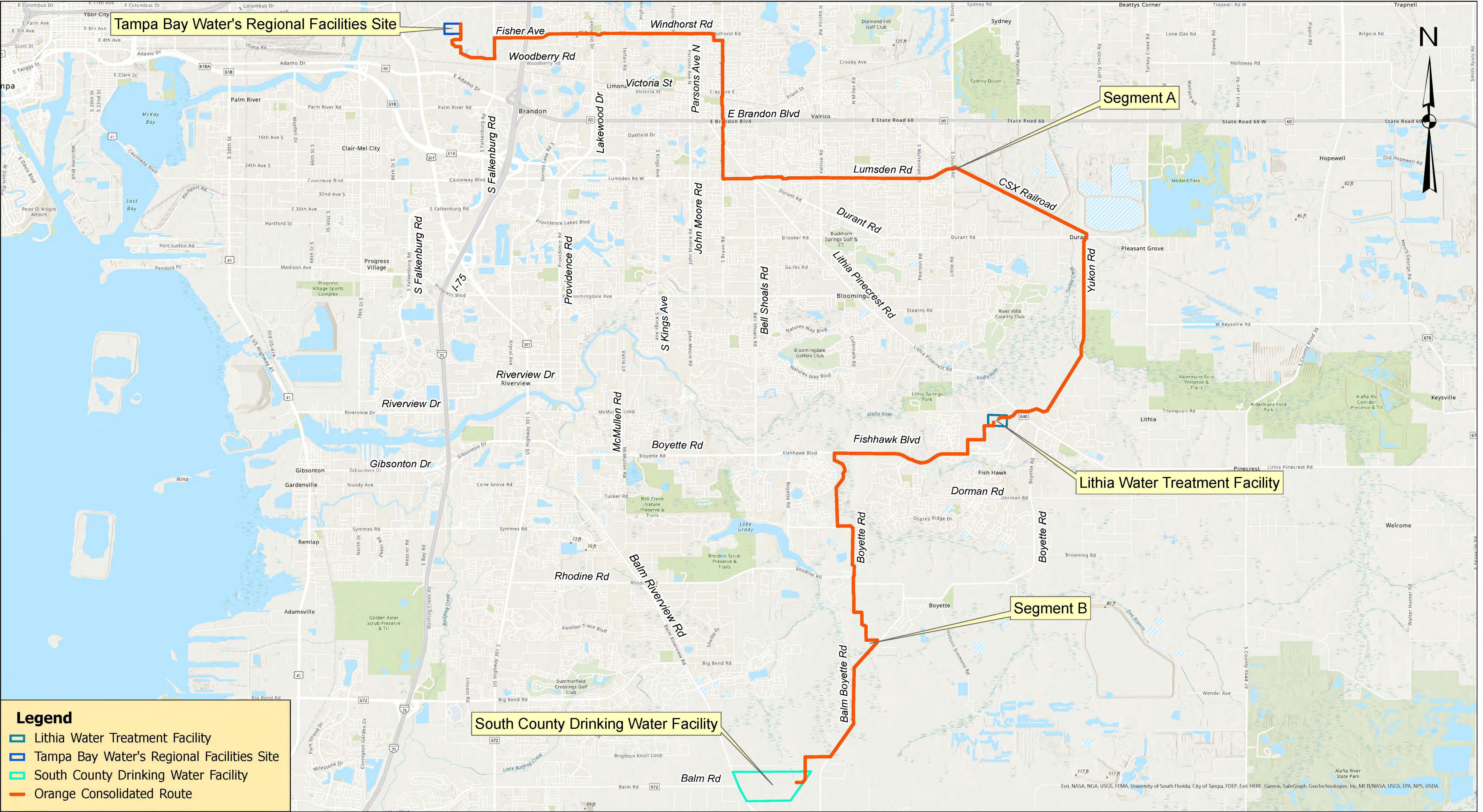
Segment A is only one portion of the overall South Hillsborough Pipeline – ultimately, this project required a combination and connection of Segment A, Segment B, and any additional infrastructure required to connect the two. **Section 6** discusses the methodology used to evaluate and rank the consolidated routes. Simply selecting the top ranked Segment A and top ranked Segment B, without evaluating connection of the two as a Consolidated Route, would be neglecting significant additional project impacts and costs. The team developed a data normalization process to integrate the Non-Cost and Cost Scores for each system of Segments A and B, resulting in Consolidated Route Scores. Both the cost and non-cost criteria were combined to evaluate and recommend a combined Segment A and B consolidated route (refer to **Section 6.4**).

It is recommended that Tampa Bay Water proceed with design and construction of the recommended consolidated route as shown in **Figure S-1**. The recommended consolidated route follows Segment A's Cross Country A-5 route and Segment B's B-1 route. The recommended consolidated route OPCC is \$443,000,000 (Year 2025 construction costs). The recommended consolidated route has the highest non-cost criteria score of all Segment A and Segment B pairings. It is also the second most cost-effective alternative. Following is the breakdown of the recommended consolidated route per each segment:

Table S-1: Recommended Consolidated Route, Segmented Cost and Length		
Segment	Length (mi)	OPCC* (rounded to nearest million)
A	18.2	\$312,000,000
B	10.2	\$131,000,000
Recommended Consolidated Route Total	28.4	\$443,000,000

*OPCC was prepared in accordance with AACE Level 5 construction cost estimate and rounded to the nearest million dollars; escalated to midpoint of construction; and includes engineering design and bidding services; startup, commissioning, and testing; contractor markup and indirect costs; contingencies; property acquisition costs; and engineering services during construction.

FIGURE S-1



1 INTRODUCTION

1.1 Purpose of Document

The purpose of this document is to identify and recommend a route for Tampa Bay Water's South Hillsborough Pipeline. The Tampa Bay region is growing at a record rate, and Tampa Bay Water as the water supply authority is empowered by the Interlocal Agreement that created Tampa Bay Water to design, acquire, construct, operate and maintain water supply facilities in the locations and at the times necessary to insure that an adequate supply of quality water will be available for all customers served by the member governments; thus the authority is working on expanding its system to ensure adequate supply of drinking water to the Tampa Bay region. The South Hillsborough Pipeline is part of Tampa Bay Water's approved Long Term Master Water Plan and their approved 2019 Capital Improvements Plan, and is also included in Hillsborough County's Comprehensive Plan, and their current Capital Improvements Plan.

The pipeline in this study is required to serve the growing demand for potable water in southern Hillsborough County associated with existing and anticipated residential and commercial development. This study identifies potential alternative pipeline routes in the project area, and then reviews existing utility information, property ownership and types, available rights-of-way and potential easements, environmental features, safety, proposed development and construction in the project area, costs, and other factors. This data is then formatted into route evaluation criteria, which are then comparatively analyzed to select the recommended route.

The pipeline is an approximate 66-inch diameter water main which requires a significant construction width for efficient, effective construction and future maintenance to provide safe, reliable potable water transmission from the Regional Facilities Site to the Hillsborough County designated points of connection. The routes identified and described herein do not yet establish a detailed physical location of the pipeline within the route right-of-way or within proposed easements. The specific physical location of the pipeline will be determined during the subsequent Basis of Design Report and final design stages, during which additional data will be collected and analyzed on the selected route, including survey, subsurface utility engineering, geotechnical investigations, and other site conditions. These subsequent steps will refine and define the physical location of the pipeline and may result in minor adjustments to the selected route.

1.2 Project Overview

Tampa Bay Water is a wholesale drinking water supplier. It supplies water to more than 2.5 million customers through its member governments: Hillsborough County, Pasco County, Pinellas County, and the Cities of New Port Richey, St. Petersburg, and Tampa. Tampa Bay Water was created by interlocal agreement among the member governments.

Southern Hillsborough County, which is part of Tampa Bay Water's service area, is experiencing unprecedented population growth that is driving the demand for additional drinking water. Tampa

Bay Water has entered into a Memorandum of Understanding (MOU) with Hillsborough County to provide 65 million gallons per day (MGD) of additional water supply to southern Hillsborough County. The purpose of this project is two-fold; 1) to improve hydraulics and increase Tampa Bay Water's ability to deliver additional quantities of existing alternative water supplies to southern Hillsborough County whose demands are increasing at a faster rate than other parts of the region; and 2) to allow for delivery of future alternative water supplies, from the regional system to southern Hillsborough County as Tampa Bay Water expands existing facilities in order to meet regional demands over the 2040 planning horizon.

The new supply pipeline will be approximately 25 to 28 miles long and will be approximately 66 inches in diameter. The pipeline will be constructed in two segments (Segments A and B) between Tampa Bay Water's Regional Facilities Site (2301 Regional Water Lane) to the joint Lithia Water Treatment Facility site where Hillsborough County and Tampa Bay Water both have treatment facilities (Segment A), then ultimately to the southern new Point of Connection (POC) with Hillsborough County at their recently acquired Water Resources AgMart property parcels in the Balm-Riverview area (Segment B). Tampa Bay Water has selected two Engineers to provide professional services for these two pipe segments: Segment A is to be completed by Wade Trim and Segment B is to be completed by Stantec. The scope of this document is limited to identifying and evaluating potential alternative routes for Segment A and coordinating those with Segment B for consolidated route selection. Segment B alternative route study is completed and documented in a separate route study by Stantec. In addition, both route studies were collaborated with Tampa Bay Water's Integrated Program Manager (IPM), Black and Veatch (B&V). The route study area and POCs are shown in **Figure 1**.

1.3 Approach

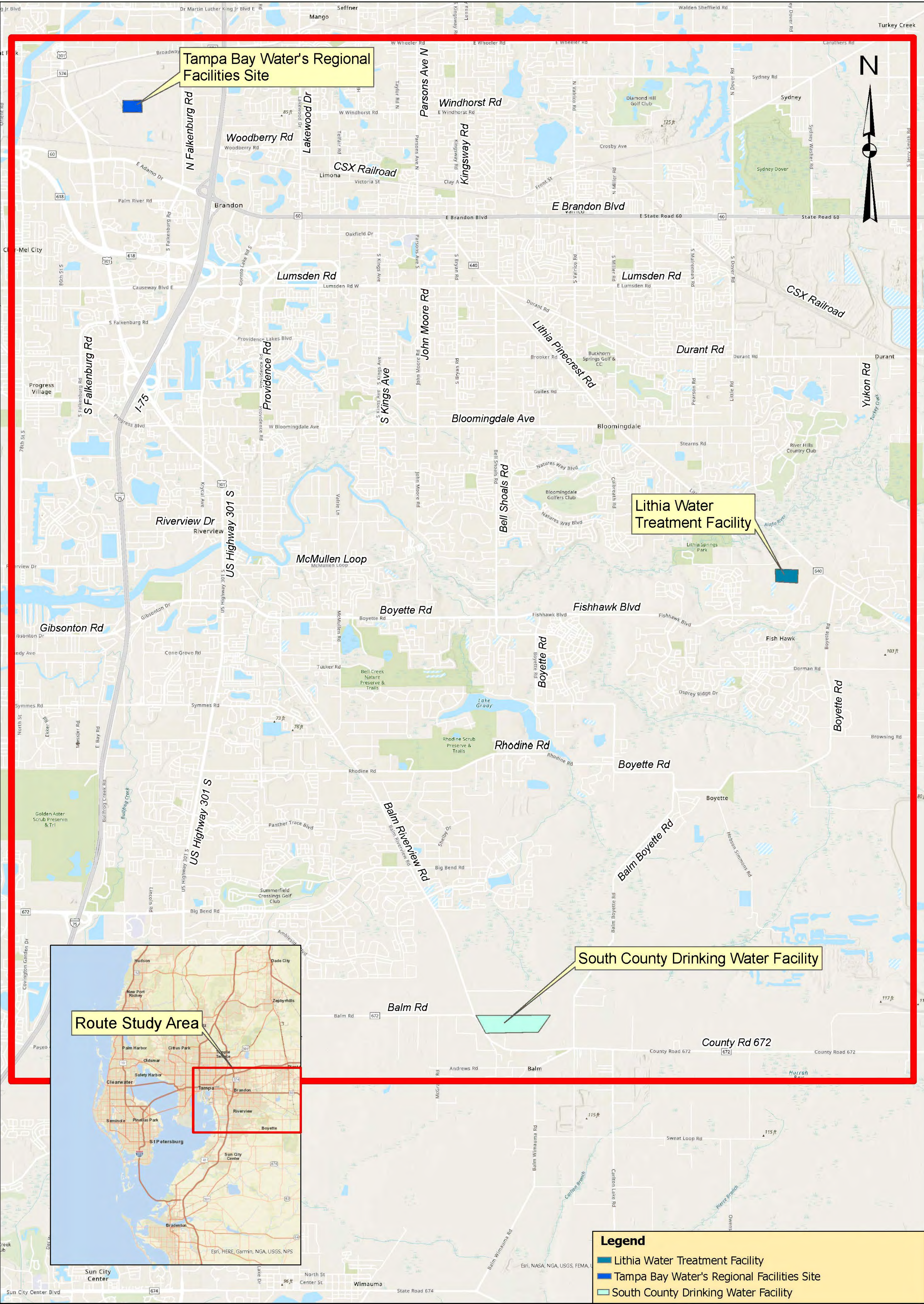
Route selection was a multi-step process, based on both non-cost and cost evaluations. The team gathered data (described in **Section 2**) for the project area and began by developing and finalizing the route evaluation criteria. The next step was to establish and assign weighting factors to each evaluation criteria. With input from Tampa Bay Water staff and key stakeholders, weighting factors were developed and assigned to each non-cost evaluation criteria. The weighting criteria development is described in detail in **Section 4.1**.

Next, Wade Trim developed multiple route alternatives and shortlisted five alternative Segment A routes to be evaluated in detail (**Section 3**). This evaluation included reviewing all the data collected and developing sub-criteria to provide definable and measurable evaluation metrics (**Section 4.3**). For each sub-criterion every route received a score to quantify the relative impact. These scores were subsequently multiplied by the sub-criteria weighting factors, and then the overall criteria weighting factors (determined from Tampa Bay Water workshops). Summing these values across each criterion generated the route's Non-Cost Score.

For each shortlisted route, a cost score, derived from an Opinion of Probable Construction Cost (OPCC), was also produced. In addition to pipeline installation costs, these AACE level 5 estimates also featured: engineering design and bidding services, startup and commissioning, contractor markups and indirect costs, contingencies, property costs, and engineering services during construction.

The South Hillsborough Pipeline requires a fully integrated, comprehensive, and systematic water conveyance solution. Depending on Segment A and B shortlisted routes there was significant variability in construction cost to connect the terminal ends of the two pipeline segments to achieve a truly integrated system. This consideration is discussed in **Section 6**, which describes the process of evaluating cost and non-cost criteria and combining Segment A and Segment B into a single consolidated route.

FIGURE 1



SOUTH HILLSBOROUGH PIPELINE (SEGMENT A AND B)

PROJECT OVERVIEW



0 1/2 1 2 Miles

2 DATA COLLECTION

In order to develop and assess the potential routes, a desktop evaluation of available public information, existing utility information from Tampa Bay Water and Hillsborough County, Geographic Information System (GIS) data, and data available from external resources was performed. The following readily available public information was collected as part of this route study: previous reports and studies, existing and future utility and roadway information, existing right-of-way, property records and easement information, environmental, wetland, ecological and habitat information, geotechnical data, and field reconnaissance. The following is a list of data collected for this route study:

- Tampa Bay Water Existing Pipelines
- Tampa Bay Water Existing Properties and Easements
- Hillsborough County Property Appraiser parcel data shapefile (current)
- Hillsborough County Properties shapefiles (current)
- Hillsborough County Planning and Zoning shapefiles/maps (current)
- Hillsborough County Zoning Districts
- Adopted Community Planning Areas
- Adopted Community Planning Areas with Overlay Districts
- Hillsborough County Historic Landmarks
- Florida Department of Environmental Protection (FDEP) Designated Brownfield Areas
- Long Range Transportation Plan
- Hillsborough County Areawide Vision Map
- Hillsborough County Department of Transportation roadways shapefile (current)
- Hillsborough County 2045 Transportation Master Plan shapefiles
- Hillsborough County stormwater infrastructure (current)
- Hillsborough County Stormwater Master Plan shapefiles
- Hillsborough County Parks and Recreation Department infrastructure shapefiles (current)
- Hillsborough County Parks and Recreation Department Master Plan shapefiles
- Hillsborough County existing public utility infrastructure
- Potable water, reclaimed water, raw water, sanitary sewer (gravity and force mains), sanitary sewer lift stations
- Hillsborough County Proposed Capital Improvements Projects
- Roadway corridors, intersection improvements, and resurfacing projects
- Public utilities (Potable water, reclaimed water, raw water, sanitary sewer (gravity and force mains), sanitary sewer lift stations projects
- Stormwater and Water Quality Improvement projects
- Hillsborough County Parks projects
- Hillsborough County Comprehensive Plan shapefiles
- Southwest Florida Water Management District: District-owned lands
- Hillsborough County AADT Volumes for County and Local Roads
- Aerial photography - Obtained from GIS data and online resources such as Google Map

- Average Annual Daily Traffic (AADT) volumes - Obtained from Florida Department of Transportation (FDOT)
- Future roadway construction projects - Obtained from major roadway authorities such as FDOT
- Proximity to schools, hospitals, fire stations, public parks, historic places - Obtained from internet sources such as Google Maps or FDEP MAP Direct.
- Hazardous waste or contaminated sites databases - Obtained by using Florida Department of Environmental Protection database (MAP DIRECT)
- Wetland data, Existing Hydrological Studies, and Ecologic Studies - Obtained from U.S. Fish and Wildlife Service. (MAP DIRECT)
- Parcel data for property acquisitions for permanent easements - Obtained using Hillsborough County's property appraiser's website
- United States Department of Agriculture soil conservation service general soil map 1986- Data will be used to determine presence of corrosive soils
- Florida Division of Historical Resources- Florida Historical Marker Interactive Map
- Screenshots of TECO Peoples Gas facilities were provided via email, and in a general meeting with Stantec and Wade Trim. No KMZ, Shape Files, or other GIS data was provided beyond the information shared via email.

The following Guidelines and Standards were also collected:

- Tampa Bay Water Property Requirement and Acquisition Guidelines
- Tampa Bay Water Technical Standards (current)
- Hillsborough County Transportation Technical Manual 2021

An 811 Sunshine design ticket was created for the project area to obtain private utility information. Information on numerous fiber communication, gas, power, and other utility infrastructure was obtained and incorporated into our GIS mapping platform for the project. Private utilities have been contacted throughout the route study phase of the project to ensure the most comprehensive and up to date information is being used to identify and locate utilities.

In addition, the Engineers for Segments A and B attended a series of virtual meetings and workshops to obtain additional information and coordinate with jurisdictional authorities, stakeholders, and third-party utilities including the following:

- Tampa Bay Water Legal Counsel
- Hillsborough County Parks and Recreation
- Conservation and Environmental Lands Management
- Hillsborough County Public Works and Planning Department
- TECO Peoples Gas
- Hillsborough County Public Utilities, Solid Waste, and Real Estate Departments
- TECO Real Estate
- Hillsborough County School Board Facilities
- Hillsborough County Community and Infrastructure Planning Department

- Florida Gas Transmission

2.1 Other Data

2.1.1 Public Outreach

In 2019, Tampa Bay Water, through its Public Outreach Consultant, completed a public opinion survey of residents of Hillsborough County as part of the ongoing efforts of 2020 South Hillsborough County Pipeline route study prepared by Arcadis. There were 675 participants that responded to this online survey and the results were used by the Engineers of Segment A and Segment B to help define the weighting of the criteria used to evaluate the routes for both Segment A and Segment B for the current study. Through the survey, respondents identified the three most important concerns for pipeline route evaluations: 1) public inconvenience; 2) environmental Impacts/wetlands mitigation; and 3) costs. These concerns tracked closely with a 2021 statistically valid public opinion survey that was conducted by Downs & St. Germaine Research for Tampa Bay Water. Respondents to that survey listed environmental stewardship as their top concern, reliability as their second highest concern, with cost listed as third.

Tampa Bay Water also sought input from residents through another online survey, neighborhood presentations and a telephone town hall meeting. From June 20, 2022 through July 8, 2022, Tampa Bay Water solicited input on the three shortlisted routes via an online survey. The survey provided information on each route and asked residents if there were unknown concerns about each route. On July 12, 2022, Tampa Bay Water hosted a telephone town hall with a Zoom simulcast to provide another opportunity for residents to ask questions and provide input.

In addition to online survey efforts, the Engineers for Segment A and Segment B, in support of Tampa Bay Water, attended in person a series of public meetings with multiple resident and commercial organizations in the Southern Hillsborough County Area. These included:

- Bloomindale Homeowners Association
- Shadow Run Homeowners Association
- Southfork Lakes Community Development District
- Fish Hawk Ranch Homeowners Association
- Riverview Chamber of Commerce

These groups along with the Brandon Rotary, have provided information to their specific members via email and social media. Input received will be provided to Tampa Bay Water's Board of Directors for information when they vote on a final route in August 2022.

3 ROUTE DEVELOPMENT PROCESS

3.1 Development of Routes

The scope of work is limited to identifying and evaluating potential alternative routes for Segment A. Segment B alternative route study will be completed and documented in a separate route study by Stantec. The route study area is shown on **Figure 1**.

In addition to the five potential routes evaluated, there were several alternative alignments between the point of beginning for the potential routes to connect to Tampa Bay Water's Regional Facilities Site. Likewise, there were several alternative alignments between the ending point of multiple potential routes and the Point of Connection at the Lithia Water Treatment Facility. Thus, for the purposes of this report, the alternative connection alignments - exiting the Regional Facilities Site and approaching the connection point at the Lithia Water Treatment Facility - are excluded from the primary evaluation of the potential routes and are evaluated separately.

Figure 2 shows the initial routes that were selected for evaluation and were presented to Tampa Bay Water for concurrence at the Route Shortlisting Workshop held on December 6, 2021. The naming of potential routes is based on the north-south portion of the corridors, extending from west-to-east as follows: the Falkenburg Route, the US 301 Route, the Lakewood-Providence Route, the Parsons-Kings Route, the Lithia Pinecrest Route, the Durant Route and the most eastern route is labeled, the Cross Country Route. Alternative alignments for some of these routes were also identified and are shown in **Figure 2**.

Most of the routes and alternative alignments selected included a combination of Hillsborough County public rights-of-way and securing new property rights (easements) on private property and/or public lands. Given the density and urbanized character of the study area for Segment A, careful consideration was given to proposed easement acquisition on private and public lands. Of particular concern was where the widths of rights-of-way, and other characteristics such as existing utilities and built-out conditions of the roadway, indicated that extensive easement acquisition would be required that could impact project cost and schedule.

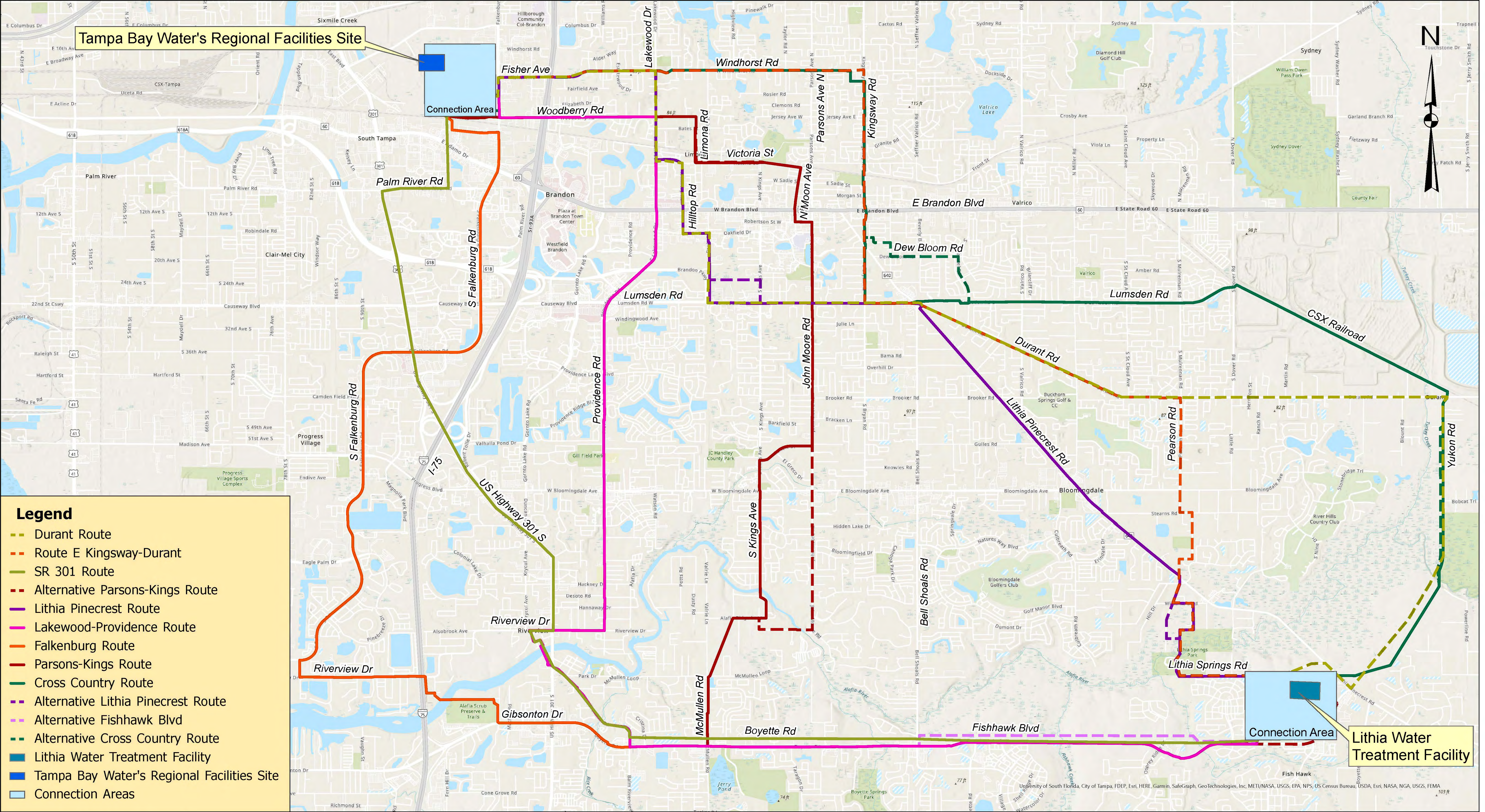
The 2020 South Hillsborough County Pipeline route study report by Arcadis had considered the east-west portion along the TECO power corridor located north of Boyette Road as a potentially viable route segment to minimize public disruption. It could also provide Tampa Bay Water a shorter construction duration. Per the evaluated records, Tampa Bay Water's 72-inch raw water main is located within a 160-foot wide TECO easement. Although Tampa Bay Water presently has permanent easements for the 72-inch raw water main, for the purposes of this study, it was determined that additional easement acquisition adjacent to the existing easements along the TECO power corridor would be required to construct a new 66-inch diameter water main. The additional easement area would be outside of the existing 160-foot wide TECO corridor and would require acquisition from private properties already subject to existing electric, gas, and water utility easements. Records also

indicated that in addition to TECO, Hillsborough County also has overlapping rights to the required property making this potential route segment very challenging.

The initial evaluation of the east-west corridor showed that acquiring private easements from properties located between the existing TECO corridor and Boyette Road may result in loss of use of some private parcels. Hence, a new alternative east-west corridor had to be identified. The three of the identified potential routes share this newly identified east-west common corridor along the right-of-way of Boyette Road/Fishhawk Boulevard.

A desktop evaluation was performed to reduce the initial routes to five potential routes that were evaluated in this study. The five potential routes selected included, one route west of I-75; two central routes east of I-75, but west of Lithia Pinecrest Road through the most urban dense area of the project area; and two eastern routes including one along Lithia Pinecrest Road and one farther east with about a third of the route along undeveloped lands. Several of these routes had also identified potential alternate alignments.

FIGURE 2



SOUTH HILLSBOROUGH PIPELINE (SEGMENT A)
IDENTIFIED ROUTES



3.2 Field Reconnaissance

Field reconnaissance was performed along all accessible portions of the routes under consideration, including the major north-south portions of the routes along Falkenburg Road, Providence Road, Parsons Avenue, Kingsway Road, Lithia Pinecrest Road, and a portion of the accessible Cross Country route parallel to Yukon Road south of Durant Road. The field reconnaissance also focused on major east-west corridors within the project area including: Windhorst Road, Lumsden Road, Bloomingdale Avenue, Durant Road and Boyette Road/Fishhawk Boulevard. Additionally, multiple residential/collector roads within the project area were also evaluated to explore opportunities to connect favorable segments of routes or find less congested connections that would be suitable for this project.

Less accessible portions of potential routes were reviewed on Google Earth or Hillsborough County Property Appraisers mapping; these corridors included inaccessible lands privately owned, or public lands that are not easily accessible. Features of interest included: evidence of other utilities, traffic, utility poles, drainage improvements, forested wetlands, large trees, staging areas for special crossings, construction activity, hydrology, and any other features that would affect the suitability of the corridor for routing a 66-inch diameter pipeline or safety during construction.

3.3 Alternative Routes

During the route evaluation and after completion of field reconnaissance by the Engineer for Segment A, further refinement of the selected corridors was performed. Multiple sub-routes or alternative alignments were explored as potential improvements to avoid congested traffic areas, significant road crossings and/or additional environmental permitting or authorizations through state-controlled lands (which require a higher level of authorization potentially delaying either design or implementation of the project). The refined routes which were vetted by the team and presented for full evaluation, are presented on **Figure 3**.

The routes are presented sequentially, from west to east, based on the north-south portion of the corridor used as the identifier. They all have considered the address 175 North Falkenburg Road, Tampa FL 33619 (which is the southern entrance to Hillsborough County Public Utilities Department on Falkenburg Road) as the point of beginning, thus having a common point for a fair comparison of the main routes. In addition, a separate subsection is presented herein to discuss the alternative connection alignments between this point of beginning and the connection to the Regional Facilities Site. Likewise, a separate subsection discusses how the routes connect to the Lithia Water Treatment Facility. These alternative connecting alignments are considered and evaluated separately and can be added to main routing options.

3.3.1 Falkenburg Route

The Falkenburg Route is the western-most route that generally parallels Tampa Bay Water's existing 72-inch Raw Water Main (RWM). The route begins at 175 North Falkenburg Road and heads south in Falkenburg Road for approximately 7.25 miles across the CSX corridor, State Road 60 (Adamo

Drive), Crosstown Expressway, Causeway Boulevard, US Highway 301, and other local roads until it reaches the north-south TECO power corridor just east of 78th Street. It then parallels the TECO Corridor on adjacent proposed easements on private property east of the power corridor to Riverview Drive where it turns east in Riverview Drive until it crosses Interstate-75. The route then turns south and east again, on proposed easements on private property, to cross the Alafia River onto ELAPP lands owned by Hillsborough County (Alafia Scrub Nature Preserve). The route then continues east along proposed easements paralleling the right-of-way of Elbow Bend Road, then turning south on proposed easements along the ELAPP lands (Alafia Scrub Nature Preserve) paralleling the existing 72-inch RWM along the power corridor and the right-of-way of Hagadorn Road to Gibsonton Drive. Here the route turns east for approximately 7.5 miles in the right-of-way of Gibsonton Road which turns into Boyette Road and then into Fishhawk Boulevard until approximately 650-feet east of Fishhawk Ridge Drive. From this location, the route continues to the Lithia Water Treatment Facility as discussed in **Section 3.3.6.2**.

The Falkenburg Route is 19.1 mile long in its entirety. The portion of the route north of the Alafia River is in Falkenburg Road right-of-way with heavy traffic and utilities, but Falkenburg Road at this location has a wide right-of-way (more than 100-feet and the existing RWM is in a permanent utility easement adjacent to the road). Most of the properties adjacent to Falkenburg Road are commercial. Falkenburg Road north of Eagle Palm Drive is a 4-lane divided road. Falkenburg Road south of Eagle Palm Drive transitions to a 2-lane divided road to 78th street. According to Hillsborough County's 2045 Long Range Transportation Plan, there are no current plans to add additional lanes along Falkenburg Road within the 2045 planning horizon.

The portion of the route that parallels the TECO power corridor is along a proposed easement in private property until Riverview Drive. The existing power corridor near this location already has several existing pipes including a Tampa Bay Water 42-inch diameter main and a Hillsborough County 24-inch diameter reclaimed water main. Hence the proposed pipeline route inside the power corridor is not feasible. Riverview Drive has a 75-feet wide right-of-way, which is narrower than Falkenburg Road. However, there is minimal utility congestion along this portion of the route and the traffic is considerably less than that along Falkenburg Road. Riverview Drive crosses under an elevated I-75 bridge structure, so there may be the possibility of constructing the proposed 66-inch water main under the bridge decks of I-75 without the need for a microtunnel or other costly trenchless construction technique at this location.

The river crossing is to be accomplished by securing new property rights on both sides of the river comprised of proposed easements between Riverview Road and Gibsonton Road for a trenchless river crossing.

The east-west portion of the route along Gibsonton Road/Fishhawk Boulevard also presents challenges with heavy traffic and other utilities. However, similar to Falkenburg Road, the right-of-way along the east-west corridor is very wide with a minimum width of 140-feet and approaching

upward to 200-feet of width at certain locations. Although this is a congested and built-up thoroughfare with residential and commercial properties along the way, it seems plausible that a feasible corridor for construction of the 66-inch diameter water main is attainable within the right-of-way.

An alternative alignment was identified during the route study as a viable option to a portion of Fishhawk Boulevard. This alternative exits the right-of-way east of Bell Shoals Road, crossing the power corridor and then turning east along the southern edge of Hillsborough County publicly owned lands (Fishhawk Creek Nature Preserve) for approximately 2.75 miles until Little Fishhawk Creek, where the Nature Preserve ends and the power corridor is directly adjacent to the right-of-way. At this location, the route would turn south to cross the power corridor and then east again to resume its alignment in Fishhawk Boulevard as described above. Construction within the Fishhawk Nature Preserve for a distance of 3 miles may be an alternative to construction along Fishhawk Boulevard for this route. This alignment along the preserve's firebreak area would minimize safety hazards, impacts to traffic and conflicts with other utilities; thus, expediting construction. Environmental impacts to the preserve would be minimized to the greatest extent possible by locating within the existing firebreaks. In addition, this alignment will have little to no conflicts with existing utilities along the Fishhawk Creek Nature Preserve.

The Falkenburg Route and its alternatives are shown in **Figure 4**.

3.3.2 Lakewood-Providence Route

The Lakewood-Providence Route is the second most western route. The route begins at 175 N Falkenburg Road and heads south in Falkenburg Road to Woodberry Road, then heads east in Woodberry Road across I-75 until Lakewood Drive. The route then turns south in Lakewood Drive (which turns into Providence Road) for approximately 5.8 miles across the CSX corridor, State Road 60 (Adamo Drive), Brandon Parkway, Lumsden Road, Providence Lakes Road, Bloomingdale Avenue and other local roads until it reaches Riverview Drive. The route then heads west in Riverview Road across US Highway 301 until Moody Road. From this point the route makes its way to the river in local residential roads, including Moody Road, Oakwilde Street and Bridgewood Drive up to an unnamed/undeveloped 50-foot wide right-of-way between located 10511 Bridgewood Drive and 10515 Bridgewood Drive that abuts to the Alafia River.

The crossing of the Alafia River is to be accomplished by a trenchless construction from this unnamed/undeveloped right-of-way to a proposed easement that needs to be secured on a private property on the south side of the river.

After the river crossing, the route continues in a proposed easement through private property on an east-southeast direction until it crosses US Highway 301 to the right-of-way of Balm Riverview Road. The route continues southeast in a proposed easement adjacent to Balm Riverview Road from Jefferson Road to McMullen Loop, where it transitions back into the right-of-way of Balm Riverview

Road and makes its way to Boyette Road approximately 0.9 miles further south. Once in Boyette Road, the route then turns east in Boyette Road and follows the same path as the Falkenburg Route to approximately 650-feet east of Fishhawk Ridge Drive. From this location, the route continues to the Lithia Water Treatment Facility as discussed in **Section 3.3.6.2**.

Like the Falkenburg Route, the Lakewood-Providence Route also would have the sub-route alternative of transitioning to the southern edge of the Fishhawk Creek Nature Preserve just past Bell Shoals Road, and parallel the TECO power corridor, for approximately 2.75 miles until it transitions back to the main corridor along Fishhawk Boulevard.

The Lakewood-Providence Route is 17.7 miles long in its entirety. Woodberry Road west of I-75 has a right-of-way of about 60-feet at its narrowest, has low-to-moderate traffic, and most of the major utilities appear to be located on the southern side of the right-of-way, potentially leaving an adequate corridor for construction of the proposed 66-inch diameter water main. Woodberry Road crosses under an elevated I-75 bridge structure, so there may be the possibility of constructing the proposed water main under the bridge decks of I-75 without the need for a microtunnel or other costly trenchless construction technique at this location. East of I-75, the right-of-way of Woodberry Road expands to over 80-feet wide, and then narrows to approximately 50-feet for a couple hundred feet and expands again. Traffic and utilities expectations remain consistent through this portion of the route.

Lakewood Road (which turns into Providence Road at Brandon Parkway) has a high-to-moderately high traffic count north of Brandon Parkway, and a high traffic count from Brandon Parkway to Bloomingdale Avenue. The right-of-way width also varies from approximately 50-feet at the narrowest location north of the CSX tracks to approximately 200-feet wide in portions between Lumsden Road and Bloomingdale Avenue. The road traffic patterns also vary with a very high traffic count for the majority of the segment along Providence Road through commercial areas such as the SR 60 intersection, the on-ramp to the Crosstown Expressway, and the portion adjacent to Westfield Brandon Mall (formerly Brandon Town Center), to a more subtle residential traffic count on the southern portion of this road south of Bloomingdale Avenue. It is worth noting that there are two adjacent cemeteries along the Lakewood-Providence Route, one at the intersection with Woodberry Road, and the second one on the southern leg of Providence Road just north of Hackney Drive. Cemeteries are considered hallow grounds and hence obtaining easements along cemeteries is challenging.

Riverview Drive is mostly a residential street with low traffic. Trenchless construction will be required across US Highway 301 (a State Road). Other roads such as Moody Road, Oakwilde Street and Bridgewood Drive mostly convey local traffic.

Balm Riverview Road between US Highway 301 and Boyette Road has moderate traffic. The right-of-way width varies between 60-feet wide to over 120-feet wide in some sections. There are few utilities

along this segment of the route, except between Jefferson Road and McMullen Loop, new permanent easements are proposed parallel to the right-of-way due to the number of utilities that would require relocation along this segment.

The east-west portion of the route along Boyette Road/Fishhawk Boulevard, or the alternative alignment along Fishhawk Creek Preserve, also present challenges as previously described for the Falkenburg Route.

The Lakewood-Providence Route and alternatives are shown in **Figure 5**.

3.3.3 Parsons-Kings Route

The Parsons-Kings Route is the central route. The route begins at 175 North Falkenburg Road and heads south in Falkenburg Road to Woodberry Road, then heads east and south in Woodberry Road (which turns into Limona Road) for approximately 2.4 miles, across I-75 and the CSX tracks, until it reaches Victoria Street. The route then turns east in Victoria Street for approximately 1 mile, paralleling the CSX corridor until Moon Avenue. Then, the route heads south in Moon Avenue, across State Road 60 until it reaches Robertson Street. From Robertson Street the route then heads east in Robertson Street to Parsons Avenue. The route then turns south along Parsons Avenue (which turns into John Moore Road) for approximately 2.4 miles until it reaches Ronele Drive. The route then turns west/southwest in Ronele Drive to Kings Avenue, where it then turns south in Kings Avenue for approximately 1.4 miles until it reaches the Alafia River.

The crossing of the Alafia River is to be accomplished by a trenchless construction from Kings Avenue right-of-way, across the river to a proposed easement that will need to be secured on a private property on the south side of the river that extends from the river to Alafia Ridge Loop. Once in Alafia Ridge Loop, the route turns towards the east, south and then west, following Alafia Ridge Loop for approximately 0.6 miles to Alafia Ridge Road. The route then veers southwest in proposed easements on private property parallel to Alafia Ridge Loop Road until McMullen Loop. The easements along this segment are necessary to address access issues to the Alafia Ridge Loop neighborhood as Alafia Ridge Road is the only means for ingress/egress to this neighborhood. From McMullen Loop, the route turns southwest across the road and onto the right-of-way of McMullen Road for approximately 0.75 mile until Boyette Road. Once in Boyette Road, the route turns east in Boyette Road and follows the same path as the Falkenburg Route to approximately 650-feet east of Fishhawk Ridge Drive. From this location, the route then continues to the Lithia Water Treatment Facility as discussed in **Section 3.3.6.2**.

An alternative alignment was identified during the route study as a viable option for accomplishing the Alafia River crossing. Instead of turning west in Ronele Drive, the route would continue south in John Moore Road across Bloomingdale Avenue for approximately 2 miles, to just north of the intersection with Currys Landing Trail. At this location, the route turns directly west along the south border of a private property in a proposed easement, across the river onto the right-of-way of Revels

Road. The route then continues west adjacent to the Revels Road right-of-way and then north adjacent to Revels Road right-of-way until it reaches Alafia Ridge Loop, where the alternative alignment meets the main route. The portion along Revels Road may require proposed easements adjacent to the right-of-way to manage ingress/egress issues as this is a dead-end road. In addition to the alternate river crossing sub-route, the east-west alternative along Boyette Road/Fishhawk Boulevard discussed for the Falkenburg Route and Lakewood-Providence Route could be applicable to the Parson-Kings Route as well. As discussed previously, this sub-route consists in exiting the right-of-way east of Bell Shoals Road, crossing the TECO power corridor and then turning east in and along the southern edge of Hillsborough County publicly owned lands (Fish Hawk Creek Nature Preserve) for approximately 2.75 miles until Little Fishhawk Creek, where the Nature Preserve Ends and the power corridor is directly adjacent to the right-of-way. At this location, the route would turn south to cross the power corridor and then east again resume its alignment in Fishhawk Boulevard like the main route.

The Parsons-Kings Route is 18 miles long in its entirety. The first portion of the route from Falkenburg to the intersection of Woodberry Road and Lakewood Drive is the same as what was described for the Lakewood-Providence Route, including the potential construction of the 66-inch diameter water main under the elevated bridge structure without the need for a trenchless crossing. Limona Road varies in right-of-way width with the narrowest section approximately 50-feet wide, there are only a few smaller diameter utilities along this corridor. The proposed easements along the sub-route alternative alignment adjacent to Limona Road are along mostly single-family residential homes, with structure setbacks which are about 50-60 feet from the right-of-way.

Victoria Street right-of-way varies between 45 to 60-feet wide. There are a moderate amount of utilities through this portion of the corridor with the heaviest section near the intersection with Kings Avenue. West of Kings Avenue the right-of-way also parallels a CSX corridor. A proposed sub-route alternate alignment along Victoria Street between Limona Road to just east of Kings Avenue includes easements along properties parallel to the northern right-of-way. These properties are also mostly single-family residents, with significant structure setbacks to the right-of-way. Brandon High School and McLane Middle School are located along this segment of the route along Victoria Street.

The right-of-way of Moon Avenue is approximately 60-feet wide and there are very few utilities along this corridor. The First Baptist Church of Brandon is located between Sadie Street and Morgan Street. However, this campus also has entrances along the side streets and Parsons Avenue. The remainder of the corridor is residential, except where it approaches State Road 60. At this location, adjacent properties have a more commercial uses and thus parking and potential impacts to business access must be considered. Crossing of State Road 60 is expected to be accomplished using trenchless construction.

Robertson Street has a right-of-way width of approximately 45-feet and is surrounded by commercial properties on both sides of the road. There are a few smaller utilities within the right-of-way, but

there are none along the center of the road. Most of the business in this area have multiple entrances; with proper local traffic control pipeline construction will be feasible with minimal impacts.

Limona Road and Victoria Street are classified as a collector road, traffic count for Victoria Street is 6,100 AADT. Moon Avenue and Robertson Street all have low traffic volumes given that they are not classified as a collector road or arterial road per Hillsborough County's Roadway Functional Classification and the traffic volume was confirmed during the field reconnaissance.

The right-of-way for Parsons Avenue varies in width, with the narrowest segment being 60-feet wide and close to Robertson Street. However, the right-of-way widens to approximately 80-feet wide along the remainder of the route in Parsons Avenue. There are smaller diameter utilities outside the edge of pavement on both sides of the road between Robertson Street and Lumsden Road. South of Lumsden Road the number of utilities along the corridor reduces significantly. There is a mix of residential properties and commercial properties adjacent to the corridor, including Brandon Regional Hospital, which has accesses along Parsons Avenue, Vonderburg Drive, and Oakfield Drive. Traffic is moderate to low along Parsons Avenue, with the highest traffic expected between Lumsden Road and State Road 60. The corridor also traverses across Lumsden Road which would be a major intersection, likely requiring a trenchless crossing.

Ronele Drive has a right-of-way that is over 60-feet wide, with a pavement width of only 20 feet, leaving ample greenspace within the right-of-way. Hillsborough County 2045 Transportation Master Plan does not indicate widening of Ronele Drive. Properties adjacent to Ronele Drive are mostly residential properties and there is also very light traffic volume along this portion of the route. The biggest challenge along this portion of the route would be the crossing of Buckhorn Creek, which would likely require trenchless construction under a large box culvert.

Kings Avenue right-of-way varies between 90-feet wide at Ronele Drive to 65-feet wide for most of the route but reduces to 50-feet wide south of Louise Street. Traffic along Kings Avenue is moderate on the short section north of Bloomingdale Avenue and is low south of the intersection. Properties adjacent to Kings Avenue are predominantly residential, except few commercial properties and the Sacred Heart Knanaya Catholic Church. Challenges include the intersection of Ronele Drive with Kings Avenue where Kingswood Elementary is located and the intersection of Kings Avenue and Bloomingdale Avenue. In addition, Kings Avenue has a bridge crossing over Buckhorn Creek. There are several utilities along Kings Avenue which extend between Ronele Drive and the Alafia River; these include smaller diameter water mains and some high voltage transmission lines which are aerial. There also is a wastewater force main along a portion of the corridor, which extends south to Louise Street.

Alafia Ridge Loop and Alafia Ridge Road both have 50-feet wide rights-of-way with small diameter utilities. Alafia Ridge Road also has a 30-inch diameter culvert along the right-of-way. Adjacent properties are mostly residential. Alafia Ridge Loop allows for residents to exit the neighborhood

using an alternate direction. However, to reduce construction risks, mitigation of potential road closure of Alafia Ridge Road will be required.

McMullen Loop and McMullen Road both have ample rights-of-way width along the corridor with the narrowest section being approximately 75-feet wide. This portion of the corridor presents very little challenges, compared to other sections of the route. There are a few utilities along these corridors, mostly smaller diameter utilities. Most of the properties adjacent to the rights-of-ways are residential, except when approaching Boyette Road. There is a TECO substation and also some adjacent commercial properties.

The east-west portion of the route along Boyette Road/Fishhawk Boulevard or the alternative alignment along Fishhawk Creek Preserve also present challenges as previously described above in the section discussing Falkenburg Route.

The Parsons-Kings Route and alternatives are shown in **Figure 6**.

3.3.4 Lithia Pinecrest Route

The Lithia Pinecrest Route is the second most eastern route. The route begins at 175 North Falkenburg Road and heads north along Falkenburg Road for approximately 1,000-feet until Fisher Avenue. From Fisher Avenue the route turns east, across I-75 and past Fisher Lane until it reaches the undeveloped portion of Windhorst Road right-of-way. Then the portion of Windhorst Road right-of-way curves northward across forested wetlands until Wallwood Drive and Schmidt Elementary School. From this location, the route extends east in Windhorst Road for approximately 3,500-feet until Lakewood Drive.

The route then turns south in Lakewood Drive for approximately 1 mile across the CSX corridor until it reaches the undeveloped right-of-way of Victoria Street. The route then turns east/southeast along the undeveloped right-of-way of Victoria Street until Hilltop Road. Then it heads south in Hilltop Road across State Road 60 until it reaches Oakfield Drive. The segment just north of State Road 60 to Oakfield Drive is proposed in proposed easements on private property.

Once in Oakfield Drive, the route turns east until Pauls Drive. Once in Pauls Drive, the route continues south along a combination of right-of-way and proposed easements on private properties until it reaches Lumsden Road. Then the route turns east in Lumsden Road, for approximately 2 miles, past the intersection of Lithia Pinecrest Road to the right-of-way of Durant Road. The route then turns south for a few hundred feet along Durant Road and then west in a proposed easement to just east of the right-of-way of Lithia Pinecrest Road. Then the route continues 3.85 miles in a southeast direction, paralleling the right-of-way of Lithia Pinecrest Road in proposed 50-foot wide easements on private properties adjacent to the northeast side of the right-of-way until just north of the intersection with Lithia Ridge Boulevard. From this point the route turns south across Lithia Pinecrest Road, in a proposed easement in a private property, and the right-of-way of Adelaide Avenue to the intersection of Adelaide Avenue and Spring Road. Then the route continues southwest

in Spring Road to Williams Boulevard. At this location, the route turns east in Williams Boulevard and south along Pine Street until it dead ends at a private property that abuts the Alafia River. Then the route turns west and then south and southeast in proposed easements paralleling an existing Tampa Bay Water 30-inch pipeline across this property.

The crossing of the Alafia River is to be accomplished by an aerial crossing, from a proposed easement north of the river to a proposed easement on the south side of the river that extends to the right-of-way of Lithia Springs Road. Both easements are along privately owned lands. An aerial crossing of the Alafia River is proposed near Lithia Springs, rather than a trenchless crossing, to avoid altering the aquifer and potentially impacting spring flow. Even though the property north and south of the river has a private owner, it is managed by Hillsborough County Parks and Recreation Department as it operates as Lithia Springs Park.

From this location the route extends east adjacent to Lithia Springs Road in proposed easements for approximately 1 mile. Then the route turns south and then east in proposed easements on environmentally protected ELAPP lands until the point of ending at the Lithia Water Treatment Facility. Easements along Lithia Springs Road will be subject to ELAPP review and approval. ELAPP parcels are also subject to the Florida Communities Trust review which is part of the Florida Department of Environmental Protection.

Two alternate alignments were identified for this corridor. The first alternate alignment begins about 0.25 mile north of Lumsden Road. This proposed alternative alignment would head west along proposed easements on private property between the easement adjacent to Pauls Drive and the Kings Avenue, where it turns south and continues along the right-of-way of Kings Avenue until Lumsden Road where it meets the previously described route. The purpose of this alternate alignment is to avoid the intersection of Pauls Drive and Lumsden Road because this section of Pauls Drive parallels the Brandon Parkway and an on-ramp to the Selmon Expressway, which is anticipated to be expanded in the future. It also avoids the section of Lumsden Road between the Selmon Expressway on-ramp and Kings Avenue which has very high traffic count.

The second alternate alignment is just north of the Alafia River crossing. This alternative alignment, in lieu of turning east on Williams Boulevard, would continue southeast along Spring Road for approximately 0.4 miles, then turn east in a proposed easement on private property until it intersects with the previously described route paralleling the Tampa Bay Water 30-inch diameter water main. The purpose of this alternate alignment is to avoid construction of the proposed 66-inch diameter along Pine Street and Williams Boulevard, which is not a wide right-of-way and already has a 36-inch diameter water main.

The Lithia Pinecrest Road is 14.1 miles long in its entirety. The Lithia Pinecrest Route presents the most direct corridor between the point of beginning and end point for this project; thus, it is shorter than the other routes by 3 to 4 miles.

Falkenburg Road has heavy traffic and utilities, but Falkenburg Road at this location has a wide right-of-way with five lanes of traffic (two each way plus a turn lane). Most of the properties adjacent to Falkenburg Road are commercial. Only one commercial property has exclusive access off Falkenburg Road, others have access from side roads that can be actively maintained during construction.

Fisher Avenue right-of-way is 50-feet wide east of I-75. It has mostly commercial properties along both sides of the right-of-way. There is only local traffic along this portion of the route along Fisher Avenue. There are no known utilities along this portion of Fisher Avenue other than stormwater culverts. Crossing of I-75 would likely be accomplished via microtunneling. The tunnel also needs to avoid a high pressure (275-psi) gas main located on I-75 right-of-way which runs perpendicular to our route. Fisher Avenue east of I-75 has a 45-feet wide right-of-way and does have any known utilities. Given potential access on the east side of the interstate, the tunnel is likely to be extended east of Fisher Lane, and the route requires securing proposed permanent utility and temporary construction easements on private property to avoid creating ingress/egress access issues during the establishment of the launching pit for the microtunnel.

The portion of Windhorst Road right-of-way just west of Schmidt Elementary is 80-feet wide. This portion of the corridor is undeveloped and appears to have forested wetlands. There are no known utilities along this portion of the corridor. The remainder of Windhorst Road right-of-way between Wallwood Drive and Lakewood Drive is 80-feet wide. There is low traffic and only a few utilities along this segment. Properties along both sides of Windhorst Road are mostly residential.

The portion of Lakewood Drive between Windhorst Road and Victoria Street is approximately 60-feet wide and expands to approximately 70-feet south of the CSX railroad tracks. There is moderate traffic along this portion of the route and there are both sanitary and potable water utilities within the right-of-way. Only a portion of the water main north of Woodberry Road is 12 inches in diameter, the remainder of the utilities are smaller. This portion of the route is also unique as it has some variations of elevations, between Windhorst Road and Woodberry Drive. The crossing of the CSX railroad tracks is proposed to be trenchless. Most of the properties adjacent to the right-of-way on both sides are residential. However, there is a cemetery at the southeast corner of the intersection of Woodberry Road and Lakewood Drive.

The undeveloped right-of-way of Victoria Street is 80-feet wide and only has a couple of minor utilities. The Hilltop Road right-of-way is approximately 50-feet wide. Between Victoria Street and Highland Ridge Circle, there is only one small diameter water main along the Hilltop Road right-of-way. Just north of State Road 60 and extending to Oakfield Drive, there are a few more utilities that share the right-of-way. Most of the adjacent properties along this portion of the corridor are residential. Once the route approaches State Road 60 and extending to Oakfield Drive, the adjacent properties change to commercial in nature. The crossing of State Road 60 is proposed to be trenchless, extending between proposed easements north and south of this road. Additional

easements are also proposed between State Road 60 and Oakfield Drive to facilitate construction of the large diameter water main and avoid conflict with existing utilities.

Oakfield Drive has a 60-foot wide right-of-way, and the portion of the corridor is surrounded by commercial properties. There are sanitary and potable water utilities along this portion of the route, but they are both less than 10 inches of diameter.

The Pauls Drive right-of-way varies between 70-feet wide to less than 60-feet wide. There is a combination of commercial, residential and undeveloped properties along this portion of the route. Utilities in the corridor include a potable water main and sanitary force main.

There is low traffic along Victoria Street, Hilltop Road, Oakfield Drive and Pauls Drive.

The Lumsden Road right-of-way varies between almost 200-feet wide at Pauls Drive to 65-feet wide. It is a 4 to 6 lane divided road with a narrow-vegetated median for most of the segment. There is moderate to high traffic volume along Lumsden Road west of Lithia Pinecrest Road. Adjacent properties are mostly residential with a few commercial properties closer to Lithia Pinecrest Road. There are several existing utilities along this segment of the route. The crossing of Lithia Pinecrest Road is intended to be accomplished through trenchless construction extending from approximately 60-feet west of the intersection of Lumsden Road and Lithia Pinecrest to the intersection of Durant Road and Lumsden Road.

Hillsborough County has identified a capital improvement project to expand the Lithia Pinecrest Road due to the amount of traffic, which is one of the few north-south connectors across the Alafia River in southeastern Hillsborough County. Because the right-of-way is mostly built out, it is expected that Hillsborough County would have to acquire additional right-of-way to accomplish this capital improvement project. Thus, the portion of the route that parallels Lithia Pinecrest Road is proposed to be within easements along the entire extent. Although there are many utilities along this corridor, most of them, including a large-diameter Tampa Bay Water pipeline, are currently located in the existing right-of-way of Lithia Pinecrest. While there is very high traffic along Lithia Pinecrest Road, the impact to such traffic during construction is expected to be minimal as construction would occur in proposed easements. There is a combination of residential and commercial properties for which easements would need to be secured along this corridor.

Adelaide, Spring Road, Williams Road, and Pine Street are all local roads with little-to-no traffic and existing utilities, except for the existing Tampa Bay Water pipeline. The rights-of-way along these portions of the route vary from 50 to 65-feet in width. Most of the properties adjacent to this corridor are residential.

Lithia Springs Road right-of-way is approximately 40-feet wide west of Jessi Lane and expands to approximately 65-feet wide east of this location. There are very few utilities along this corridor and

the only large diameter utility is an existing Tampa Bay Water pipeline. Lithia Springs Road is the only means of ingress/egress for residents in the area west of Lithia Pinecrest Road and north of Lithia Springs Road. To reduce construction risks, mitigation of potential road closure of Lithia Springs Road will be required. Most of the property adjacent to south of Lithia Springs Road along this portion of the route are environmentally protected ELAPP lands.

The Lithia Pinecrest Route and alternatives are shown in **Figure 7**.

3.3.5 Cross Country Route

The Cross Country Route is the eastern-most route in the study area. The route begins at 175 North Falkenburg Road and heads north in Falkenburg Road for approximately 1,000-feet until Fisher Avenue. From Fisher Avenue the route turns easterly, across I-75 and past Fisher Lane until it reaches the undeveloped portion of Windhorst Road right-of-way. Then the portion of Windhorst Road right-of-way curves northward across forested wetlands until Wallwood Drive and Schmidt Elementary. From this location, the route extends east in Windhorst Road for approximately 2.5 miles until about 900-feet west of Kingsway Road. From this location the route turns south along a proposed easement in private property and then east along another proposed easement paralleling the south entrance road of the private property, to the Kingsway Road right-of-way approximately 600-feet south of the intersection of Kingsway Road and Windhorst Road. The route then turns south along proposed easements adjacent to the east side of the right-of-way of Kingsway Road until reaching Greenbay Avenue. At this location, the route veers into the right-of-way of Kingsway Road and continues south until just south of Clay Avenue. Then the route continues south in proposed easements on the west side of Kingsway Road across the CSX tracks and into easements along the eastern edge of the Brandon Park and Recreation Center, managed by Hillsborough County Parks and Recreation Department. Then the route continues south along the right-of-way of Kingsway Road until just north of State Road 60.

The trenchless crossing of State Road 60 is to be accomplished by securing easements north and south of State Road 60. Then, the route veers onto the right-of-way of Bryan Road and continues south for approximately 0.90 miles to Lumsden Road. The crossing of Lithia Pinecrest Road at Bryan Road also requires securing proposed easements on both sides of Lithia Pinecrest Road as the route crosses Lithia Pinecrest Road at an angle and Lithia Pinecrest is considered an arterial road with a heavy daily traffic count.

From Lumsden Road, the route heads east for approximately 0.45 miles until just west of Lithia Pinecrest Road. Then the route turns northeast across Lithia Pinecrest Road onto proposed easements that parallel Lumsden Road adjacent to the north side for 0.4 miles at which point it crosses Lumsden Road onto proposed easements on the south side of Lumsden Road to Mount Carmel Road. At this location, the route continues east in the right-of-way of Lumsden Road for 2 miles to Mulrennan Road. Then the route turns northeast in the mostly undeveloped right-of-way of Lumsden Road to Dover Road. At this location, the route traverses across private property and then

turns southeast in proposed easements for approximately 2.3 miles adjacent to the south side of the CSX corridor until close to the intersection with Durant Road. This segment of the route includes crossing Turkey Creek.

From this location, the route turns south in Yukon Road for approximately 0.3 miles. Yukon Road is a dead-end road. Once Yukon Road, turns west past Yukon Estate Lane, the route continues in a south direction along proposed easements for approximately 1.75 miles adjacent to a power corridor and across the upper Alafia River. Then the route turns southwest in a proposed easement for 1 mile, where it turns west and follows the alignment of an existing Tampa Bay Water pipeline across ELAPP lands and Lithia Pinecrest Road. The route then continues west in a proposed easement on ELAPP lands to the point of ending at the Lithia Water Treatment Facility. This alignment along ELAPP lands would minimize safety hazards, impacts to traffic and conflicts with other utilities; thus, expediting construction. Environmental impacts to the ELAPP lands would be minimized to the greatest extent possible by locating within the existing firebreaks.

Two alternate alignments were identified for this corridor. The first alternate alignment deviates from the main route by turning east along Fairmont Drive, then south/east along Holley Terrace to Oakwood Avenue. Then the alternate alignment continues south in Oakwood Avenue to Dew Bloom Road. From this location the alternate alignment turns east in Dew Bloom Road and then South in Mount Carmel Road until it meets the main route at Lumsden Road. The intent of this alternate alignment is to avoid two trenchless crossings of Lithia Pinecrest Road, one at Bryan Road and one at Lumsden Road. It also avoids construction within Lumsden Road right-of-way. Lumsden Road, west of Lithia Pinecrest Road, is considered as an arterial road with a heavy daily traffic count.

The second alternate alignment deviates from the main route at Yukon Road. In lieu of continuing south in private property, it veers southwest to cross the power corridor and then parallels the north-south TECO transmission power corridor on the west side in proposed easements for approximately 1.5 miles. At this point the route crosses the Upper Alafia River and meets the main route.

The Cross Country Route is 18.2 miles long in its entirety. It was intended to provide an alternate corridor that largely circumvents the dense urban development as much as possible to minimize public inconvenience. More than a third of this route lies on proposed easements on private property consisting of large tracts of undeveloped lands, paralleling existing features which represent breaks in the foliage or vegetation such as existing CSX tracks and/or existing high voltage power transmission corridors, thus reducing the impact on significant wildlife habitats in the study area. This route follows the same alignment as the Lithia Pinecrest Route between the point of beginning to the intersection of Windhorst Road and Lakewood Drive.

Falkenburg Road has heavy traffic and utilities, but Falkenburg Road at this location has a wide right-of-way with five lanes of traffic (two each way plus a turn lane) and it appears can accommodate the proposed 66-inch diameter pipeline along the eastern side of the right-of-way under the existing

pavement. Falkenburg Road along this portion of the route has not been identified as a roadway that will be expanded in the future. Most of the properties adjacent to Falkenburg Road are commercial. Only one commercial property has exclusive access off Falkenburg Road, others have access from side roads that can be actively maintained during construction.

Fisher Avenue right-of-way is 50-feet wide west of I-75. It has mostly commercial properties along both sides of the right-of-way. There is only local traffic along this portion of the route along Fisher Avenue west of I-75 and are no known utilities other than stormwater culverts. Crossing of I-75 would likely be accomplished via microtunneling. The tunnel also needs to avoid a 275-psi distribution gas main located on right-of-way I-75 right-of-way which runs perpendicular to the route.

Fisher Avenue east of I-75 has a 45-feet wide right-of-way and does not contain any utilities. Given potential access on the east side of the interstate, the tunnel is likely to be extended east of Fisher Lane, and the route requires securing proposed permanent utility and temporary construction easements on private property to avoid creating ingress/egress access issues during the establishment of the launching pit for the microtunnel.

The portion of Windhorst Road right-of-way just west of Schmidt Elementary is 80-feet wide. This portion of the corridor is undeveloped and appears to have forested wetlands. There are no utilities along this portion of the corridor. The remainder of Windhorst Road right-of-way between Wallwood Drive and Lakewood Drive is 80-feet wide. There is low traffic and only a couple of minor utilities along this segment. Properties along both sides of Windhorst Road are mostly residential.

The portion of Windhorst Road between Lakewood Road to just east of Kingsway Avenue is 75-feet wide for most of the segment. However, there is a segment of the right-of-way between Telfair Road and Highview Road where the right-of-way narrows to 45-feet wide. The number of utilities along Windhorst Road east of Lakewood Road varies with the largest utility being a 30-inch diameter water main (Hillsborough County's South Central Transmission Main). Properties along both sides of the right-of-way are mostly residential. Traffic along this portion of the route is moderate to low volume. The Kingsway Avenue right-of-way is mostly 60-feet wide. There are several smaller utilities along Kingsway Avenue with the largest utility being a 30-inch diameter water main (Tampa Bay Water's Brandon Urban Dispersed Wells Transmission Main). Properties along both sides of the right-of-way are mostly residential. The corridor is mostly built out with very little greenspace. There are mostly residential properties on both sides of the road.

The right-of-way of Bryan Road is approximately 60-feet wide. There are few smaller utilities along Bryan Road with the largest utility being a 30-inch diameter water main (Brandon Urban Dispersed Wells main). This corridor is built out with very little greenspace and has residential properties along both sides of the right-of-way.

The Lumsden Road right-of-way is 70-feet wide east of Lithia Pinecrest Road. Lumsden Road is a 4-lane divided road with a narrow median for most of the segment. There is moderate to high traffic volume along Lumsden Road west of Lithia Pinecrest Road. Adjacent properties are mostly residential with a few commercial properties closer to Lithia Pinecrest. There are several existing utilities along this segment of the route. Traffic is moderate along this segment of the route.

The Lumsden Road right-of-way east of Mount Carmel Road up to Dover Road varies between 70 to almost 100-feet wide, except between St. Cloud Avenue and Amethyst Way, where it narrows to 45-feet wide. There are mostly residential properties on both sides of the road. There are also some undeveloped parcels and homeowner associations parcels along this segment adjacent to the road. There are only a few smaller diameter utilities along this segment of the route. The traffic volume is low on this segment of the route.

The mostly undeveloped right-of-way of Lumsden Road east of Dover Road varies between 95 to almost 120-feet wide. There are majority of the properties on both sides of the road are residential. There are no utilities along this segment of the route and no traffic.

The portion of the route paralleling the CSX corridor is mostly uplands, with no utilities. There are a few wetland crossings, specifically when crossing Turkey Creek.

The Yukon Road right-of-way is about 55-feet wide and has no known utilities and very little traffic. It makes optimum conditions for construction of this type of project.

South of Yukon Road the route is in proposed easements. There are thousands of feet of wetlands that extend both north and south of the Upper Alafia River. This portion of the route also crosses a portion of Alderman's Ford Nature Preserve.

The Cross Country Route and alternatives are shown in **Figure 8**.

3.3.6 Point of Beginning and Ending Point

The start point for the route study is an undefined connection at Tampa Bay Water's Regional Facilities Site. In direct coordination with the Engineer retained by Tampa Bay Water to perform a feasibility study for expansion of this facility, it was determined that the point of connection was likely to be a large diameter pipeline downstream of the existing Alkalinity Adjustment Facility located along the northeast quadrant of the Regional Facilities Site along Regional Water Lane. This point of connection needs to be coordinated with the (potential) expansion of the Regional Facilities Site during detailed design phase.

3.3.6.1 Alternative Alignments to Connect to the Regional Facilities Site

As previously discussed, the five main routes evaluated in this report focused on the predominant north-south corridors that connect the point of beginning with the ending point. They all were based

on starting at a common point for all routes established at 175 North Falkenburg Road (Point of Beginning). There were alternative alignments identified to connect the point of beginning to the Regional Facilities Site. However, the team determined that whichever alternative alignment is selected it could be added to any main route and thus warranted a separate evaluation.

Figure 9 shows the alternative alignments to connect the point of beginning to the Regional Facilities Site.

3.3.6.1.1 Alternative Alignment A

Alternative Alignment A extends south from the point of connection along the east side of the Regional Facilities Site, then turns west along existing vegetation providing sufficient buffer from existing ground storage tanks and the pump station, then turning south between two stormwater ponds, and then turning east along the northern edge of the vegetated area south of the tanks. The alignment extends about 300-feet south of this location and then turns east across the north-south TECO power corridor located along the east side of the Regional Facilities Site and onto the Hillsborough County Solid Waste Department property in a proposed easement. The alignment then continues east along the area north of the retention pond and adjacent to the north service road all the way across the property to Falkenburg Road which is considered the point of beginning for the main routes.

Alternative Alignment A is 7,170-feet long and is anticipated to include three trenchless crossings as follows: 1) across the north service road; 2) near the truck weighing station extending beyond the automatic gate and adjacent service road to avoid any impacts to the sensors and or other equipment; and 3) across Falkenburg Road to maintain traffic flow during construction activities. The total length of anticipated trenchless crossings along this alternative alignment is approximately 800-feet. Construction along this alignment would require an easement on Hillsborough County property and would require coordination with Hillsborough County Real Estate Department and Hillsborough County Solid Waste Department. In addition, this alignment will require a routine license agreement with TECO to cross the power corridor. Most of this alignment, except for the crossing of Falkenburg Road, which is a public right-of-way, would be constructed in areas with restricted public access. Construction along the solid waste facility would be offset from the service road where possible to avoid disruption of internal traffic patterns of this facility. There are existing utilities parallel to the proposed easement area, so a shared use agreement may be required. In addition, this alignment will cross existing utilities in the TECO power corridor and in Falkenburg Road. There are approximately 2,600-feet of wetlands along this alternate alignment. There are no proposed railroad crossings for this alternative alignment.

3.3.6.1.2 Alternative Alignment B

Alternative Alignment B extends along the same corridor as Alternative A, until Alternative Alignment A turns east to cross the power corridor and Hillsborough County Solid Waste Facility. Alternative Alignment B continues south adjacent to the power corridor and existing pipes for another 400-feet.

Then the alignment turns southwest across the TECO power corridor and across ponds located on the solid waste facility. Then the alignment continues west along the south road of the Hillsborough County Solid Waste Department property until the eastern limit of this road. The alignment then turns southwest across a vegetated area and a private access road that extends between the Hillsborough County Public Utilities Offices and the entrance to the Falkenburg Road Advanced Wastewater Treatment Plant, then the alignment transitions east across the green space located immediately south of the parking area for the Hillsborough County Public Utilities Offices and then across Falkenburg Road. The entire segment between the TECO power corridor and Falkenburg Road right-of-way is along proposed easements. Once in Falkenburg Road the alignment turns north to meet the point of beginning for the main routes.

Similar to Alternative Alignment A, except for the crossing of Falkenburg Road, which is a public right-of-way, most of the route would be constructed in areas with restricted public access. Construction along the solid waste facility would be offset from the south service road where possible to avoid disruption of internal traffic patterns of this facility. There are several utilities parallel to the existing Tampa Bay Water easement both along the Regional Facilities Site and along the power corridor. There are existing utilities that need to be crossed within the TECO power corridor and within the right-of-way of Falkenburg Road mostly on the west side of the right-of-way. Alternative Alignment B is approximately 6,690-feet long and also includes three anticipated trenchless crossings as follows: 1) across the TECO power corridor and ponds in the Solid Waste Facility; 2) across vegetated wetland areas which also have some crossing utilities; and 3) across lanes of Falkenburg Road to maintain traffic during construction activities. The total length of anticipated trenchless crossings along this alternative alignment is approximately 800-feet. Construction along this alignment would require easements from two separate Hillsborough County owned parcels and will require approval from Hillsborough County Real Estate Department, Hillsborough County Solid Waste Department and Hillsborough County Public Utilities Department. In addition, this alignment will require a routine license agreement with TECO to cross the power corridor. This alternative includes approximately 3,000-feet along wetlands in addition to crossing of the ponds located in the solid waste facility. There are no railroad crossings along this alternative alignment.

3.3.6.1.3 Alternative Alignment C

Alternative Alignment C extends along the same corridor as Alternative B, until Alternative Alignment B turns east to cross the power corridor and the northern edge of the Falkenburg Road Advanced Wastewater Treatment Plant. Alternative C continues southeast along the vegetated area west of the reclaimed water tanks for another 470-feet. Then the alignment turns east across existing pipelines, the TECO power corridor and onto the southern edge of the vegetated area of the Falkenburg Road Advanced Wastewater Treatment Plant property, then it transitions onto the southern access road of the plant and continues east until Falkenburg Road. Once in Falkenburg Road, the alignment turns north to meet the point of beginning for the main routes.

Alternative C is 8,420-feet long. Similar to Alternatives Alignments A and B, most of route, except for the portion in Falkenburg Road, would be constructed in areas with no traffic. There are several utilities parallel to the Tampa Bay Water easement both along the Regional Facilities Site and along the power corridor. In addition, there are several existing utilities along the southern edge of the Falkenburg Road Advanced Wastewater Treatment Plant that need to be avoided. This will likely necessitate a long trenchless crossing to avoid undermining the reclaimed water tanks. Once in the right-of-way of Falkenburg Road, there are several utilities that need to be crossed mostly on the west side of the right-of-way. The total length of anticipated trenchless crossings along this alternative alignment is approximately 1,400-feet. Construction along this alignment would require an easement from Hillsborough County and will require approval from Hillsborough County Real Estate Department and Hillsborough County Public Utilities Department. In addition, the alignment will require a routine license agreement with TECO to cross the power corridor. There is approximately 3,680-feet of this alignment along wetlands. There are no railroad crossings along this alternative alignment.

3.3.6.1.4 Alternative Alignment D

Alternative Alignment D extends along the same corridor as Alternative Alignment C, until C turns east to cross the power corridor and the southern edge of the Falkenburg Road Advanced Wastewater Treatment Plant. Alternative Alignment D continues southeast across the power corridor and across the CSX corridor and onto proposed easements. Then this alignment turns south in the proposed easements to Currie Davis Drive right-of-way. From this location the alignment turns east in Currie Davis Drive to Falkenburg Road. Then the alignment turns north in Falkenburg Road across the CSX railroad property to the point of beginning for the main routes.

This alternative alignment differs from the previous three, as a third of the route is proposed along public rights-of-ways (Currie Davis Drive and Falkenburg Road). Local truck traffic due to industrial area along Currie Davis Drive will need to be maintained during construction. Alternative Alignment D requires two separate trenchless crossings of the CSX railroad. The total length of anticipated trenchless crossings along this alternative alignment is approximately 650-feet. This alternative alignment requires three easements from private landowners, in addition to a license agreement with TECO to cross the power corridor. The total length for Alternative Alignment D is 9,440-feet. There is approximately 3,800-feet of this alignment along wetlands.

3.3.6.1.5 Additional Alternative Alignments

Two separate alternatives were evaluated and discarded as potential alternatives between the point of connection at the Regional Facilities Site and the point of beginning for the main routes. These alternatives are shown dashed on **Figure 9**. The first alternative comprised heading directly east across the power corridor and along the internal access road for the jail facility to Falkenburg Road and then turning south to the point of beginning. This alternative was removed as a viable option at the Route Shortlisting Workshop held on December 6, 2021, due to safety and complications as the road is internal to the jail facility.

The second alternative turned west from the point of connection and headed northeast through Tampa Bay Water's existing easement to make its way to Columbus Drive right-of-way. Once in Columbus Drive the alternative turns east towards Falkenburg Road. Then the alternative turns south along Falkenburg Road to the point of beginning. This alternative was discarded based on firsthand experience of the Engineer with the design and construction of a large diameter water main (42 inches in diameter) for Hillsborough County (South Central Water Transmission Main) along this corridor and paralleling Tampa Bay Water's 36-inch diameter water main (Brandon Urban Dispersed Wells Main). The most challenging portion of this alternative that makes it technically risky is at the intersection of Columbus Drive and Falkenburg Road. At this location, in addition to the two pipes discussed, there are other utilities including a perpendicular 30-inch diameter interceptor (main interceptor from the north service area of the Falkenburg Road Advanced Wastewater Treatment Plant), a reclaimed water main, a force main, a water main and stormwater culverts. Due to the variation of elevations and horizontal alignments open cut-installation of a 66-inch diameter pipe along this intersection would be very challenging. In addition, both properties adjacent to Columbus Drive (to the north and to the south of the road) would require Department of Correction approval for an easement on these properties. This creates a challenge for a trenchless option. Lastly, the soils at this intersection are not favorable for dewatering, based on previous experience. A proposed trenchless construction option would have to be even deeper to clear all the utilities, increasing the risk in construction, operation and maintenance. For all these reasons, this alternative was removed as a viable option.

3.3.6.1.6 Comparison of Alternative Alignments for Connection to the Regional Facilities Site

Alternative Alignment B is the shortest most direct route with Alternative Alignment A just approximately 480-feet longer. Alternative Alignments C and D are much longer by approximately 1,730-feet and 2,750-feet, respectively.

All four alternative alignments require easements. Alternatives Alignments A and C only require easements across one parcel. Alternative Alignment B requires easements along two parcels. Alternative Alignment D requires easements along three parcels. Alternative Alignments A, B and C require easements across Hillsborough County owned property in addition to a TECO license agreement. Alternative Alignments A, B and C require approval from Hillsborough County Real Estate Department. Alternative Alignments A and B require approval from Hillsborough County Solid Waste Department. Alternative Alignments B and C require approval from Hillsborough County Public Works Department. Alternative D requires easements along privately owned lands in addition to the TECO license agreement.

All four alternative alignments require construction paralleling and crossing major utilities. Alternative Alignment D requires construction along Currie Davis Drive and a significant length along Falkenburg Road.

All four alternative alignments include trenchless crossings. Alternative Alignment D has the fewest amount of crossings adding up to approximately 650-feet, however it includes one of the most challenging trenchless crossings as it would need to diagonally cross the railroad tracks, a 72-inch water main, an active high pressure gas transmission main and the power corridor all in one microtunnel. This trenchless crossing is likely to be deep. Alternative Alignment A has just a slightly higher length of trenchless crossings than Alternative Alignment D with 850-feet. Both Alternative Alignments B and C includes approximately 1,400-feet of trenchless construction. Alternative Alignment C has a critical trenchless crossing to avoid impacts to existing utilities and the foundations of the reclaimed water tanks at the Falkenburg Road Advanced Wastewater Treatment Plant.

Only Alternative Alignment D includes railroad crossings. The first crossing, which is a long diagonal crossing, is the most significant of the two railroad crossings, as it crosses a 72-inch diameter Tampa Bay Water pipe and a Florida Gas Transmission pipe both of which already cross beneath the railroad. This trenchless crossing has the potential to be very deep and does not meet CSX Crossing Guidelines requiring utilities to cross perpendicular to tracks so it will require additional fees and incur additional scrutiny from the railroad company.

All four alternative alignments have potential impacts to wetlands. Alternative Alignments A and B have the lowest potential of wetland impacts with 2,680-feet and 3,000-feet within wetlands, respectively. Alternative Alignments C and D have a higher potential wetland impact, with approximately 3,600 and 3,800-feet wetlands, respectively.

Based on the data gathered and discussed above, Alternative Alignments A and B would seem to be the preferred alignments as they are shorter, have fewer proposed easements, have a lower level of construction risk along the proposed trenchless crossings and have fewer potential wetlands impacts compared to Alternative Alignments C and D. Alternative Alignment D also has the added challenge of public inconvenience and traffic management along a third of the route.

Alternatives were presented and discussed with Hillsborough County Staff including, Hillsborough County Real Estate Department, Hillsborough County Solid Waste Department, and Hillsborough County Public Utilities Department. During this meeting Hillsborough County Staff expressed their concerns regarding a few of the routes including the following:

- Solid Waste Department staff has a capital project within the next two years that will include work on the north side of the facility including the north service road and prefer that if work along their facility is required it be limited to the south side.
- Public Utilities Department staff expressed their concerns of any construction adjacent or in the vicinity of their reclaimed water tanks, as they have been having structural issues with the foundations and are currently evaluating solutions. They also expressed concern about

construction along some of the service roads in the Falkenburg Road Advanced Wastewater Treatment Plant since they have a lot of existing utilities on these roads.

It is worth noting that Alternative Alignment B at the time of this meeting had a different pathway which included paralleling the north services road of the Falkenburg Road Advanced Wastewater Treatment Plant. This alternative alignment has since been refined to what is presented above.

Based on the comparative analysis above, and taking into consideration Hillsborough County staff feedback, Alternative B is recommended as the recommended alternative alignment for connection to the Regional Facilities Site.

3.3.6.2 Alternative Alignments to Point of Connection at the Lithia Water Treatment Facility

As previously discussed, there are also multiple approach routes between the main route end points and the point of connection at the Lithia Water Treatment Facility. In this section, the different alternative approach routes along Fishhawk Boulevard which are applicable to three of the five main routes (Falkenburg Route, Lakewood-Providence Route and Parsons-Kings Route) are described. This section does not describe alternative approach routes for the Lithia Pinecrest Route or the Cross Country Route because these main route alternatives both have clear and obvious favorable approaches and are already discussed as part of the respective main route selection.

It is anticipated that the connection point to Hillsborough County's Lithia Water Treatment Facility will be near the existing water tanks.

Figure 10, shows a graphical representation of the alternative approach routes between the ending point for three main routes and the connection point at the Lithia Water Treatment Facility.

3.3.6.2.1 Alternative Alignment A

Alternative Alignment A starts at the right-of-way of Fishhawk Boulevard, approximately 650-feet east of Fishhawk Ridge Drive. It heads east along Fishhawk Boulevard right-of-way for approximately 530-feet and then proceeds north in a proposed easement on Hillsborough County property anticipated to be the future site of a Hillsborough County library, just west of the soccer fields. Alternate A then turns east across the parking lot for the Hillsborough County Fishhawk Sports Complex, and then north on Hillsborough County property just east of the soccer fields, adjacent to the Newsome High School property. At this point the alignment continues north in an easement proposed on undeveloped land under private ownership, adjacent to western edge of the Newsome High School property for approximately 650-feet. Then the alignment turns east for approximately 765-feet along Tampa Bay Water property paralleling the northern edge of the high school property where it would turn north to the point of connection.

Alternative A is 5,560-feet long. In addition to authorization from the Hillsborough County Real Estate Department, it would require additional authorization from the Hillsborough County Parks and

Recreation Department. A permanent easement from a private landowner is required west of Tampa Bay Water's property.

There are a significant number of utilities along Fishhawk Boulevard and the TECO power corridor that need to be crossed. Once north of the TECO power corridor, there are no known utilities, other than potential irrigation lines that may need to be crossed. There may be temporary disruption to some internal traffic patterns or parking area for the Hillsborough County Fishhawk Sports Complex along this alternative where any impacts to existing improvements would be temporary and fully restored. The proposed trenchless crossing is across Falkenburg Road and Fishhawk Boulevard. This alternative alignment also will also require routine license agreement from TECO to cross the power corridor. Approximately 400-feet of alternative alignment is along wetlands.

3.3.6.2.2 Alternative Alignment B

Alternative Alignment B follows a similar path to Alternative Alignment A, except that instead of turning east across the parking lot of the sports complex, the route would zigzag continuing west and then north, followed by west and then north, then west around the western and northern boundaries of the Hillsborough County Fishhawk Sports Complex, until it meets Alternative Alignment A.

Alternative Alignment B is 5,590-feet long. This alternative would require the same authorizations as Alternative Alignment A including an easement from the private landowner. The main difference between Alternative Alignments A and B is that the temporary impact to the sports complex parking and access road facilities is avoided by constructing along the perimeter of the property. This may or may not temporarily impact some of the northern section of the soccer fields. The easement along privately owned lands is also the same as Alternative Alignment A. There are a significant number of utilities along Fishhawk Boulevard and the TECO power corridor that need to be crossed. Once north of the TECO power corridor, there are no known utilities, other than potential irrigation lines that may need to be crossed. The only proposed trenchless crossing is across Falkenburg Road. This alternative alignment also requires routine license agreement from TECO to cross the power corridor. Approximately 400-feet of alternative alignment is along wetlands.

3.3.6.2.3 Alternative Alignment C

During a conversation with Hillsborough County School Board, it was noted that the land adjacent to the sports complex was being earmarked for a future library, thus potentially Alternative Alignments A and B around the western edge of the Sports Complex may not be feasible due to direct conflict with the future library. Hence additional alternative alignment is presented below.

Alternative Alignment C starts at the right-of-way of Fishhawk Boulevard approximately 650-feet east of Fishhawk Ridge Drive, where Alternative Alignment A begins and proceeds north in a proposed easement on Hillsborough County property for approximately 1,060-feet. The alternative alignment then turns northeast for approximately 130-feet and then turns east for approximately 600-feet in proposed easements on Hillsborough County property until it meets Alternative Alignment B and

continues the same path as Alternative Alignment B until the proposed point of connection at the Lithia Water Treatment Facility.

The main difference between alternative Alignment C and Alternative Alignment B is that Alternative Alignment C heads north on the western edge of the Hillsborough County property, whereas Alternative Alignment B heads north along the eastern boundary of the property which borders the sports complex. The intent of this alignment was to avoid disruptions to any potential access road to the future library which could likely be connected to the sport's complex roads. The easement along privately owned lands is also the same as Alternative Alignment A. There are a significant number of utilities along Fish Hawk Boulevard and the TECO power corridor that need to be crossed. Once north of the TECO power corridor, there are no known utilities, other than potential irrigation lines that may need to be crossed. The only proposed trenchless crossing is across Falkenburg Road. This alternative alignment also requires a routine license agreement from TECO to cross the power corridor. There is approximately 400-feet of alternative alignment along wetlands. The length of Alternative Alignment C is 5,510-feet.

3.3.6.2.4 Additional Alternative Alignments

Two additional alternatives are presented using dashed lines as shown in **Figure 10**.

The first additional alignment turns north along the west edge of Hillsborough County Property, similar to Alternative Alignment C, for approximately 2,200-feet. At this location, the alignment turns northeast across Tampa Bay Water property and undeveloped land under private ownership just north of the corner of the school property. Then like Alternative Alignments A, B and C, it continues east for approximately 750-feet on Tampa Bay Water Property until it turns north to the point of connection to the Lithia Water Treatment Facility. In addition to a proposed easement from the private owner, this alignment would also require approval from Hillsborough County Real Estate Department. This alignment follows the most direct route to the point of connection with only a couple of turns but requires an easement that dissects an undeveloped parcel of land under private ownership. The total length for this alternative alignment is 5,140-feet.

The second additional alignment follows Fishhawk Boulevard until it turns west on Hillsborough County school property until it reaches the Lithia Water Treatment Facility. This alternative alignment would require easements and approvals from Hillsborough County Real Estate Department Hillsborough County School District. This additional alignment is the longest of the identified alignments measuring approximately 8,350-feet.

The first additional alignment seems unlikely as the proposed alignment dissects, at an angle, a Hillsborough County owned parcel and an undeveloped parcel of land owned by a private owner. Therefore, this first additional alternative alignment was dropped from consideration.

The second additional alignment is significantly longer than all of the other options, in addition it would require a permanent easement from the Hillsborough County School District to construct along the Newsome High School property. Construction along school property should be avoided if feasible, not only for safety of students, but also because additional coordination by Tampa Bay Water maintenance staff would be required to access the pipe for operation and maintenance. Therefore, this second additional alignment was discarded from further consideration.

3.3.6.2.5 Comparison of Alternative Alignments for Point of Connection at the Lithia Water Treatment Facility

Two of the main routes, the Lithia Pinecrest Route and the Cross Country Route, each have a separate way of reaching the Point of Connection at Lithia Water Treatment Facility, which are not interchangeable with any of the western routes or each other. However, the Falkenburg Route, Lakewood-Providence Route and Parsons-Kings Route all have a common approach to the Point of Connection to the Lithia Water Treatment Facility along Fishhawk Boulevard, and thus could use any of the alternative alignments discussed above.

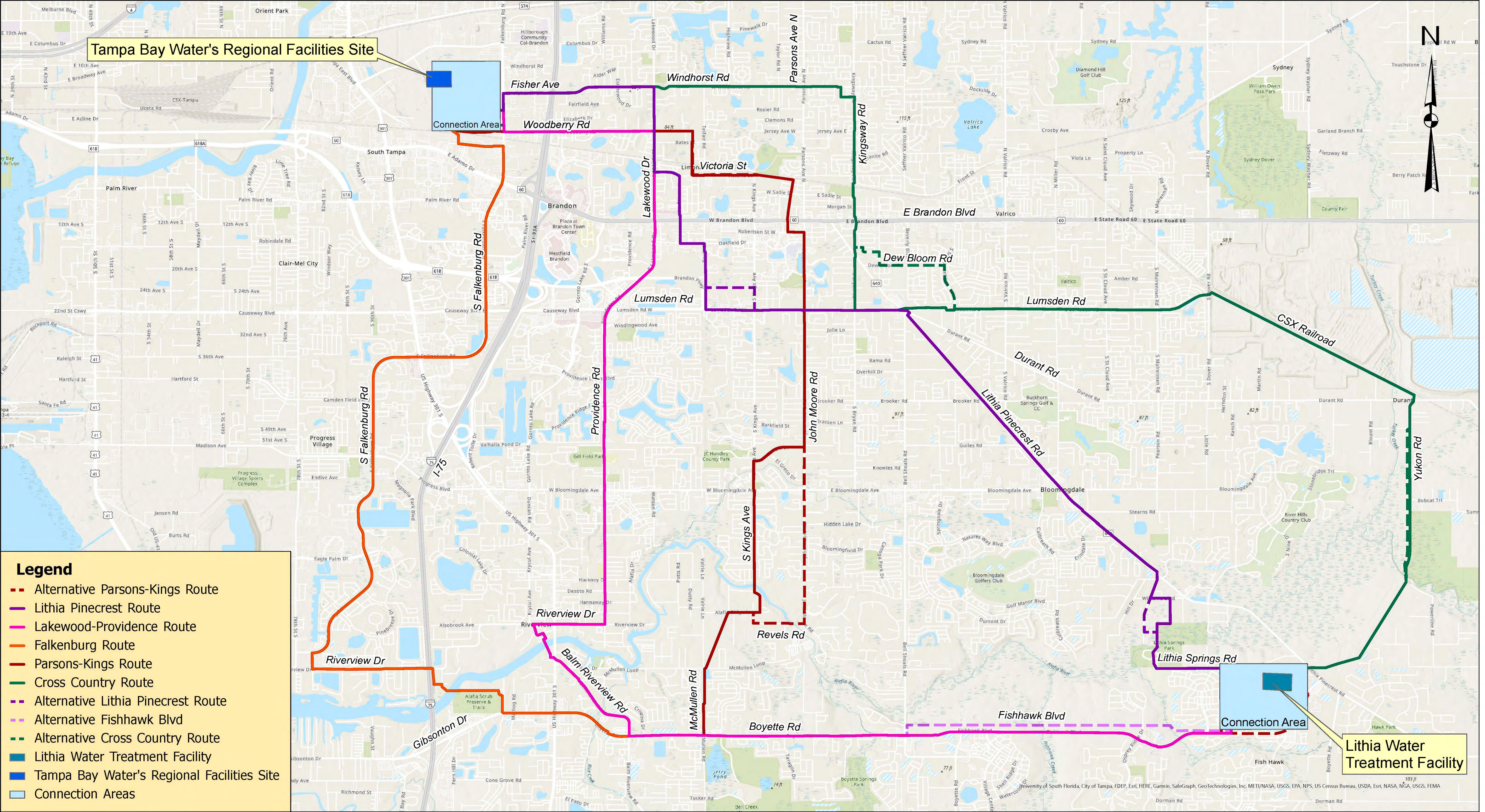
Alternative Alignments A, B and C are very similar as they are variations of each other. They also all have similar lengths, similar trenchless requirements and similar environmental impacts. The main difference is how they temporarily impact the Sports Complex and the potential conflict with the future library that is to be built on the Hillsborough County owned lands west of the Sports Complex.

Alternatives were presented and discussed with Hillsborough County Staff including, Hillsborough County Real Estate Department, Hillsborough County Parks and Recreation and Hillsborough County Conservation and Environmental Lands Management Department. During this meeting Hillsborough County Staff expressed their concerns regarding routes impacting the Sports Complex facilities including the parking lots. They also indicated that the potential land west of the Sports Complex which has been earmarked for a public library and could be in conflict with alignments immediately west of the Sports Complex. They also indicated that a design team has not been selected for the library, and thus there are no details regarding proposed structure locations or other potential conflicts.

Based on the discussion above for each alternative alignment, and taking into consideration Hillsborough County staff feedback, Alternative C is recommended as the recommended alternative alignment for the Point of Connection at the Lithia Water Treatment Facility for any of the three western main routes including the Falkenburg Route, the Lakewood-Providence Route or the Parsons-Kings Route, as it minimizes the impacts to the Sports Complex and also is the one that provides the most flexibility to avoid a future conflict with future library by aligning the route to the far west of the property, which would typically serve as the setback buffer between a new structure and the property line.

If the Cross Country or Lithia Pinecrest Route are selected, the alternative alignment to the Point of Connection at the Lithia Water Treatment Facility should follow the selected main route.

FIGURE 3

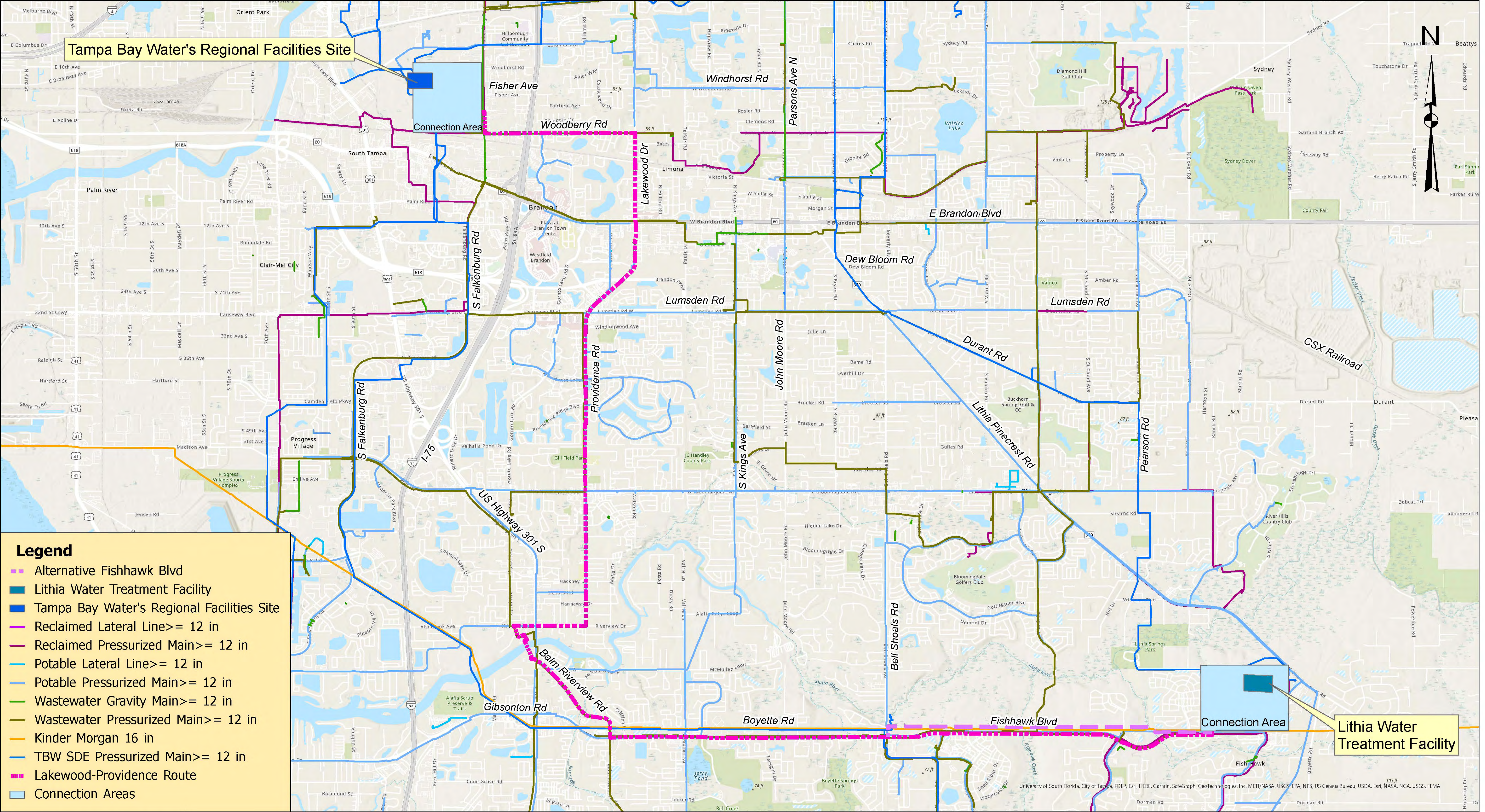


SOUTH HILLSBOROUGH PIPELINE (SEGMENT A)
SHORTLISTED ROUTES



0 1/2 1 2 Miles

FIGURE 5

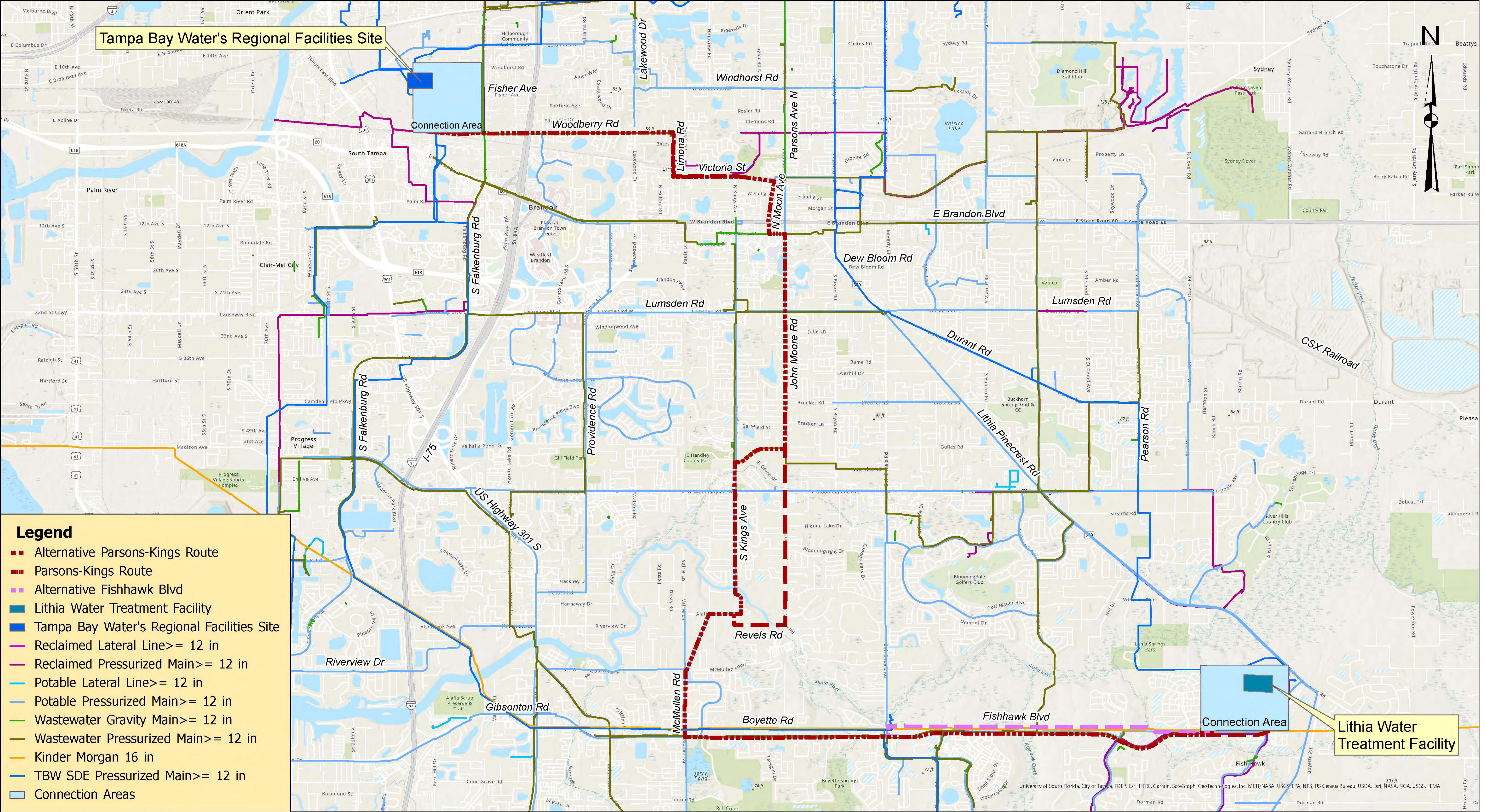


SOUTH HILLSBOROUGH PIPELINE (SEGMENT A)
LAKEWOOD-PROVIDENCE ROUTE



0 1/2 1 2 Miles

FIGURE 6



SOUTH HILLSBOROUGH PIPELINE (SEGMENT A)
PARSONS-KINGS ROUTE



0 1/2 1 2 Miles

FIGURE 7

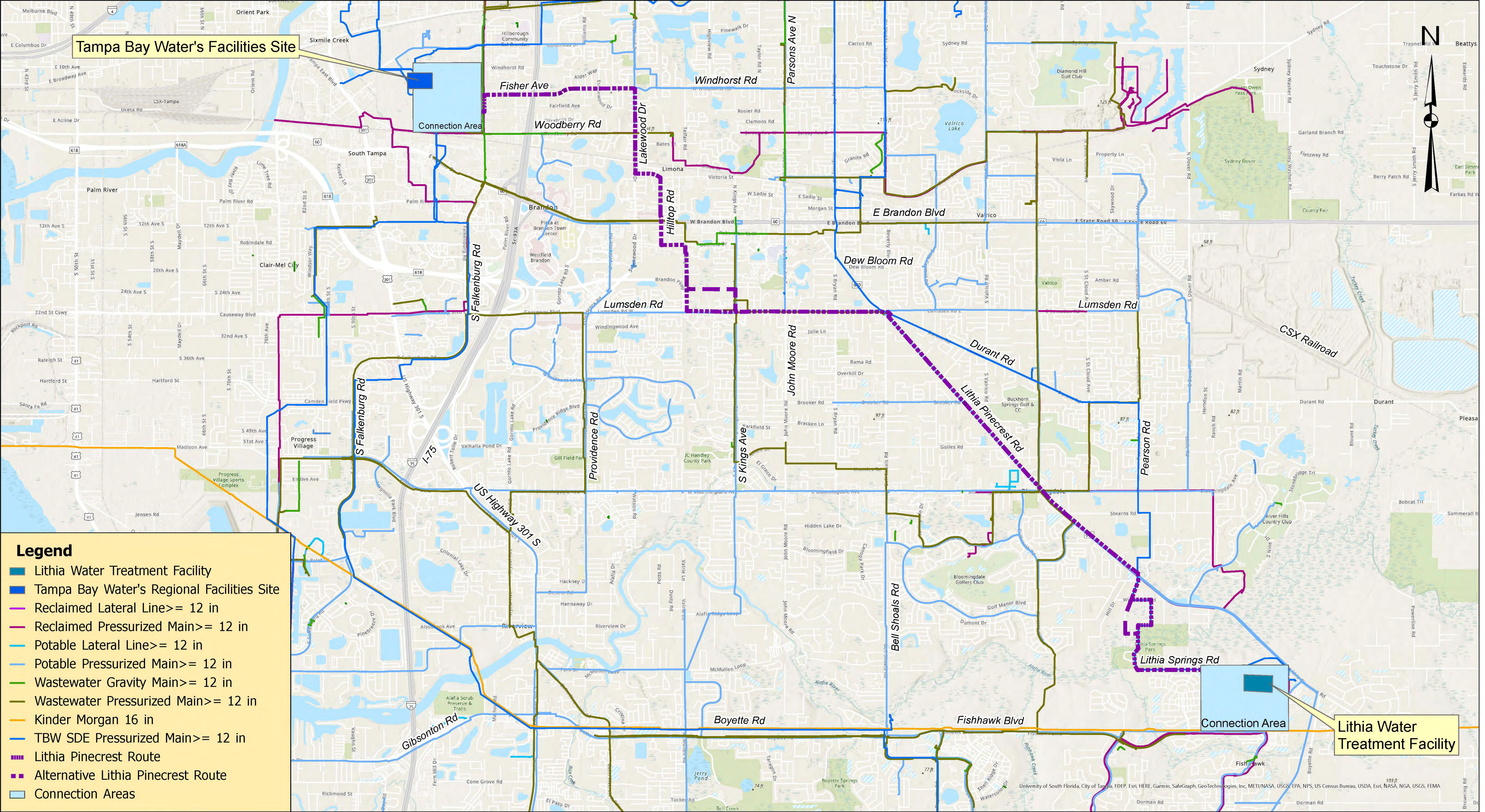
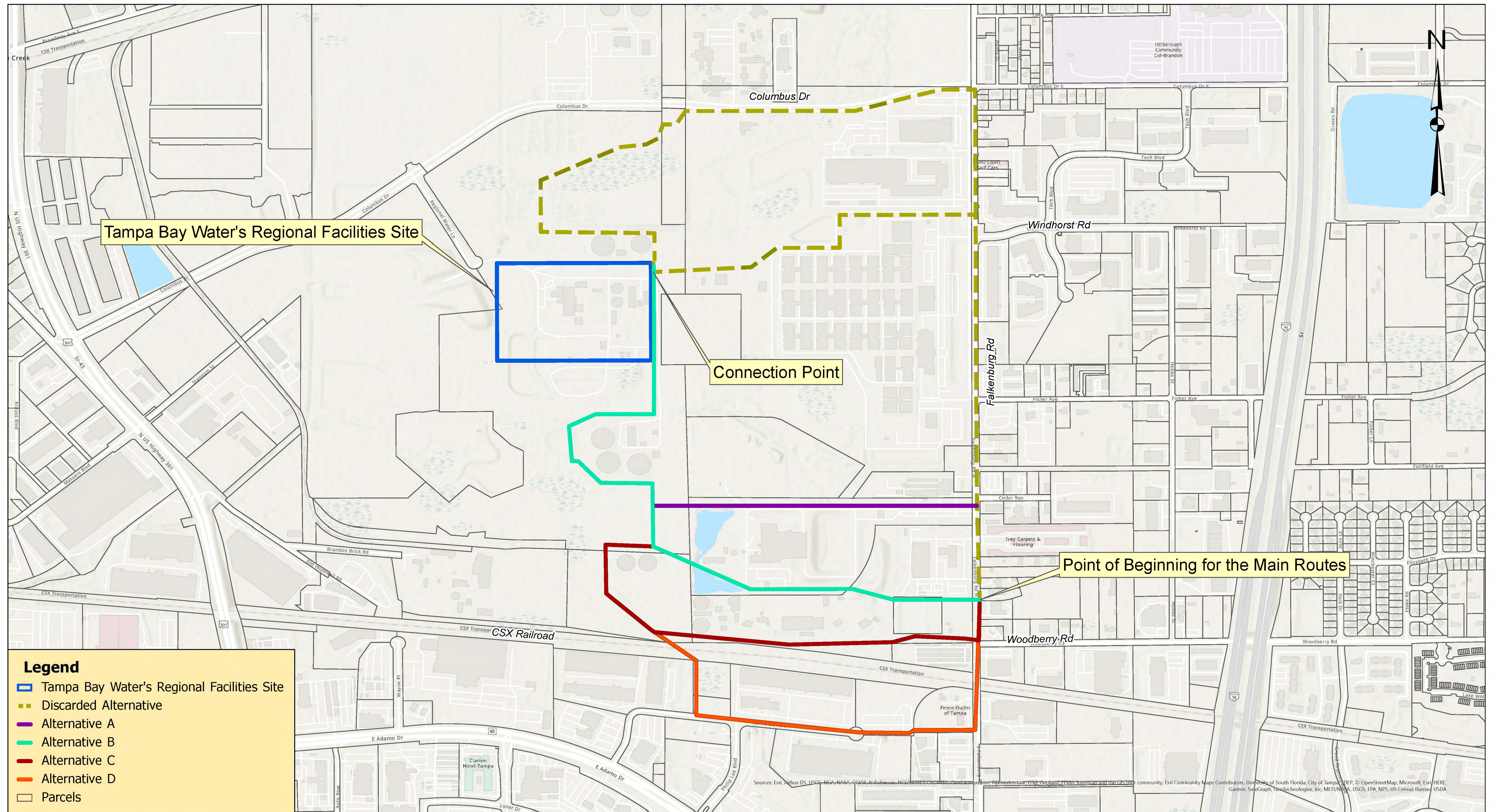


FIGURE 9



4 NON-COST EVALUATION BASIS AND RESULTS

4.1 Evaluation Criteria and Weighting Methodology

4.1.1 Background

Prior route studies completed by others for pipelines routes throughout this Tampa Bay Water project area utilized a detailed route selection process, which included identification and development of evaluation criteria. Tampa Bay Water requested that the Engineers (Wade Trim and Stantec) review the previous evaluation criteria work completed and adopt a similar weighting approach for this Project.

The Engineers proposed the following route evaluation methodology:

1. Review the previous reports to establish baseline evaluation criteria.
2. Substantiate project evaluation criteria and associated considerations.
 - a. Consolidate evaluation criteria and considerations from previous studies.
 - b. Solicit agreement and adjust evaluation criteria based on feedback from the Engineers.
 - c. Present the proposed criteria and considerations to the Integrated Program Manager (IPM), Black and Veatch (B&V), who prepared a comparison to the previous studies.
 - d. Present the evaluation criteria and considerations to Tampa Bay Water for concurrence.
3. Develop criteria weighting factors.
 - a. Complete via a pairwise comparison.
 - i. Utilize Eight (8) project team stakeholders representing key disciplines and perspectives as well as incorporation of public survey input.

A copy of the Pipeline Route Non-Cost Evaluation Criteria and Weighting Factor Development Technical Memorandum has been included in **Appendix A** for reference.

After confirming the evaluation criteria, the next step was identifying and confirming the considerations. The considerations were established by the Engineers and the IPM to a) further define the evaluation criteria and b) provide background to Tampa Bay Water and project team stakeholders for ranking exercises.

Below is the final **Table 1** of Non-Cost Evaluation Criteria and corresponding weighing factors.

Table 1: Finalized Criteria and Considerations	
Non-Cost Evaluation Criteria	Evaluation Criteria Weighting Factor
Safety	9.78
Environmental & Historical	7.33
Right-of-Way & Easement Availability	7.11
Operation and Maintenance Accessibility	6.44
Special Crossings & Construction Requirements	5.89
Public Inconvenience	5.0
Pipeline Segment Length	4.67
Permitting Implementation	4.56
Long Range Planning	3.89
Geotechnical Considerations	3.33

4.1.2 Definition of Criteria

Once the weighting factors were determined, the Engineers had to evaluate the expected impacts for each of the criteria and assign metrics to be able to quantify the impacts for each route and be able to compare them to each other in more detail than just qualitative observations. To make the evaluation for Segment A and Segment B consistent, the Engineers as a group used the following methodology:

1. Each Team reviewed the previous reports to analyze the metrics previously used (also known as subcriteria) that would be directly applicable to the impacts evaluated under each criterion.
2. Each team independently adopted applicable subcriteria and/or proposed complimenting subcriteria for each of the criterion evaluated. Each of the subcriterion needed to establish a metric or quantitative interpretation of the data that would allow assigning a score of Low (1 Point), Medium (5 Points) or High (10 Points) for each.
3. The teams shared the proposed subcriteria with each other and subsequently met multiple times to determine applicability, opportunities for definition and general discussion.
4. By consensus, the Engineers agreed on the final criteria metrics (or Subcriteria) categories that would be use for the Route Study.

The Final Subcriteria used for evaluation is presented in below in **Table 2**.

Non-Cost-Identifiable Route Selection Criteria			SCORING RANGE		
CRITERIA (Individual Pipeline Segment Criteria)	CONSIDERATIONS	SUBCRITERIA	1 - LOW	5 – MEDIUM	10 - HIGH
Pipeline Segment Length	Duration of construction; date of initial operation Number of pipe joints and potential latent defects (e.g. future leaks) Number of appurtenances requiring O&M Pipeline segment hydraulics Duration of public inconvenience	Construction length	Construction Length > 18.5 miles	15 feet > Construction length > 18.5 miles	Construction Length < 15 miles
		Pipeline segment head loss (ft)	Pump head requirements > 200 TDH	200 TDH > Pump head requirements > 190 TDH	Pump head requirements < 190 TDH
Public Inconvenience (PI)	Complaints; community relations Impacts to business operations and profits Increased public transportation and business commuting time Reduced quality of life (e.g. loss of use, impacts during construction) Availability of detours Proximity to schools, hospitals, urgent/long term care, and churches	PI = SUM : (AADT/# of Thru Lanes)(# Thru Lanes Impacted)(miles along the route segment)(Sensitivity Factor for Segment) Notes: 1. AADT = Average Annual Daily Traffic as given here: https://tdaappsprod.dot.state.fl.us/fto/ or 1000 if the road is not quantified on the website 2. # Thru Lanes Impacted = # Thru Lanes Impacted = 0.10 if work is in R/W but no thru lanes are to be closed, 0.4 If lanes closed but traffic can be maintained in both directions, 0.6 if lanes closed and traffic can only be maintained in one direction, 1.0 if road closed for thru traffic (calculated per every 1,000 ft) 3. Sensitivity Factor, SF = 1.0 min. and 2.0 for work within 0.5 mile in either direction on a road in which a school, hospital, public service facility (Max segment length for segment with a single traffic sensitive facility Is 1 mile) 4. PI for segments not located within R/W = 0 5. Summation of all PI segment values along a given route = PI for route	PI > 33	33> PI > 25	PI < 25
Safety	Accessibility for emergency vehicles Construction equipment, vehicles, and obstacles in road Proximity of construction to petroleum pipelines and high voltage overhead powerlines Safety of public during construction Construction worker safety (trench depth, proximity to roadway)	Trench Depth (assumes 66" pipeline, 5-ft minimum cover, excludes trenchless considerations)	> 25 locations crossing utilities which cannot be relocated & would result in trench depth greater than 12 ft	25> locations crossing utilities which cannot be relocated & would result in trench depth greater than 12 ft >20	< 20 locations crossing utilities which cannot be relocated & would result in trench depth greater than 12 ft.
		Contractor, pedestrian, and local driver safety	sum(AADT) > 120,000	120,000 > sum (AADT) > 80,000	sum(AADT) < 80,000
		Proximity to natural gas / petroleum lines & valving stations. (Do not consider perpendicular crossings, lines considered 6" and greater).	Construction < 100 ft from natural gas transmission facilities	500 ft < Distance to natural gas transmission facilities < 100 ft	Construction > 500 ft from natural gas transmission facilities
		Proximity to high voltage overhead lines (high voltage assumed to be > 43 kV)	Construction < 50 ft from high voltage overhead lines	50 ft < Distance to high voltage overhead lines < 100 ft	Construction > 100 ft from high voltage overhead lines
Environmental & Historical	Long term mitigation responsibility and monitoring requirements Additional land acquisition beyond pipeline easement Construction constraints and schedule impacts Construction complexity, mitigation requirements, and accessibility Climate interactions and risk Public perception Acquisition of mitigation credits	Wetlands impacts	High Impact: > 9.0 AC of the construction footprint area is along wetlands	Moderate Impact: > 9.0 AC but < 7.0 AC of the construction footprint area is along wetlands	Low Impact: < 7.0 AC of the construction footprint area is along wetlands
		Wetland classification	Functional Loss (FL) > 1.0 per UMAM Florida statute Form 62-345.900	1.0 > Functional Loss (FL) > 0.7 per UMAM Florida statute Form 62-345.900	Functional Loss (FL) < 0.7 per UMAM Florida statute Form 62-345.900
		Cultural / Archaeological / Historical impacts	High Impact: > 10 number of sites within 100 ft.	Moderate Impact: < 10 number of sites but > 5 number of sites within 100 ft.	Low Impact: < 5 number of sites within 100 ft.
		Habitat / Biological impacts	High Impact: > 7 Acres within PUE / TCE envelope	Moderate Impact: > 3 Acres but < 7 Acres of the construction footprint area is within PUE / TCE envelope.	Low Impact: < 3. Acres of the construction footprint area is within PUE / TCE envelope.
		Contaminated groundwater / biohazards	High impact: > 10 sites with contaminated groundwater / biohazard within 500 ft.	Moderate Impact: > 10 sites but < 5 sites with contaminated groundwater / biohazard within 500 ft.	Low impact: < 5 sites with contaminated groundwater / biohazard within 500 ft.
Special Crossings & Construction Requirements	Consequence of failures Accessibility for future maintenance Unique restoration (landscape, hardscape) Complicated maintenance of traffic plans Complexity of construction Construction window limitations (reduced work hours, nightwork, daily commute/weekend/special event restrictions) Special trenchless requirements (casing, settlement monitoring, ground stabilization Special construction requirements (dust control, clearing, restoration)	Number of trenchless crossings	number of trenchless crossings > 15	15 > number of trenchless crossings > 12	number of trenchless crossings < 12
		Total length of trenchless crossings	Length of crossings >4,000 ft	4,000 ft > Length of crossings > 3,200 ft	Length of crossings < 3,200 ft
		Number of special trenchless / construction instances (casing, settlement monitoring, ground stabilization / improvement)	number of special trenchless locations > or = 3	number of special trenchless crossings = 2	number of trenchless crossings < 2
		Special Work Constraints - % of construction in roadways requiring special MOT/impacts (nightwork, lane shifts, etc.) - Defined as % of route along AADT 20,000 or greater and/or % of corridor with ingress/egress access issues	> 30% potential for special construction	30% > potential for special construction > 15%	potential for special construction < 15%
		Unique restoration (landscaping, hardscaping, masonry walls, water features)	number of unique restoration locations > or = 10	10 > number of unique restoration locations > 5	5= or > number of unique restoration locations

Non-Cost-Identifiable Route Selection Criteria			SCORING RANGE		
CRITERIA (Individual Pipeline Segment Criteria)	CONSIDERATIONS	SUBCRITERIA	1 - LOW	5 – MEDIUM	10 - HIGH
Permitting/Implementation	Work restrictions and construction sequencing Agency review/approval durations and project schedule impacts Special interest group protest Public hearing/notification requirements Additional approvals required for conservation easements Compliance with multiple agency permitting processes/requirements Potential for impact on procurement/construction schedule	Environmental permits/Mitigation (wetlands, scrub, freshwater)	Permitting/Mitigation for pipe expected to take > 12 months from application.	12 months > Pipe permitting expectations > 6 months	Permitting for pipe expected to take < 6 months from application.
		Complexity of Permits (number of jurisdictional authorities that oversee, requires purchase of new mitigation banks, seasonal verifications only for endangered species from FWC) measured by % of route requiring complex permitting	> 7	<or equal to7 > 5	< or equal to 5
		Municipal permits (FDOT, Hillsborough County, etc.)	Permitting for pipe expected to take > 8 months from application.	8 months > Pipe permitting expectations > 4 months	Permitting for pipe expected to take < 4 months from application.
		Right of way use permits (within other utility districts - e.g. TECO, CSX).	Permitting for pipe expected to take > 12 months from application.	12 months > Pipe permitting expectations > 6 months	Permitting for pipe expected to take < 6 months from application.
Operation and Maintenance Accessibility	O&M convenience (level of effort) and effectiveness Access for future maintenance activities Facilitates access for emergency repairs Facilitates ease of pipeline commissioning	Pipeline accessibility	> 40% of alignment is > 1/4 mi from intersection with public right of way.	40% < of alignment is within 1/4 mi from intersection with public right of way < 20%	< 20% of alignment is > 1/4 mi from intersection with public right of way
		Disinfection / flushing water disposal	80% of pipeline is > 3 miles away from retention basin	80% of pipeline: 1 miles away > Retention basin > 3 mile away	80% of pipeline is < 1 mile away from retention basin
ROW/Easement Availability	Property owner sensitivity to loss of use Property features impacting construction (topography, fences, wall, building, roadways, vegetation/landscaping) Easement desirability (proximity to public, ease of access) Defined property acquisition process Amount and type of property acquisitions Potential for shared use (trails/greenway, maintenance) Potential for future relocation of Tampa Bay Water pipeline Construction constraints Agency encroachment requirements and cooperation Existing utility density/congestion & relocation	Percentage of route within private lands	< 20% of route along lands that are privately held	20% to 40% of route along lands that are privately held	> 40% of route along lands that are privately held
		Number of parcels requiring easement acquisition	> 70 parcels	25 to 70 parcels	< 25 parcels
		Number of parcels requiring compensation for loss of use	> 10 parcels with damages or loss of use	10 < parcels with damages or loss of use < 5	< 5 parcels with damages or loss of use
		Percentage of route within public lands (non established ROW)	> 10 % of route along lands that are publicly held	5% to 10% of route along lands that are publicly held	< 5% of route along lands that are publicly held
		Complexity of acquisition - pending developments, commercial / industrial parcels involving business damages.	> 20 businesses affected	20 < businesses affected < 10	< 10 businesses affected
		Quality of Unavoidable ROW - Roadway expansion requiring a relocation. % of route along right-of-ways that are fully built out (per current County or DOT Planning)	< 20% of route along built-out ROWs	20% to 40% of route alongbuilt-out ROWs	> 40% of route along built-out ROWs
		Potential major existing utility relocation(s)	> than 5 major existing utility relocations	5 < # of major existing utility relocations < 3	< 3 major existing utility relocations
		Defined as: (> 12" water, > 6" force main, any gravity relocation, > 4" natural gas)			
Geotechnical Considerations	Dewatering, construction duration and difficulty, groundwater contamination Corrosion potential Potential for unforeseen conditions Trench zone requirements and stability	Groundwater table	GW < 7 '	12' > GW > 7'	GW > 12'
		Soil corrosivity	> 66% of pipeline in highly corrosive soils	greater than 54% and less than 66% of pipeline within highly corrosive soils	< 54% of pipeline within highly corrosive soils
		Depth of shaft (depth to rock)	Depth to rock < 30 ft	60 ft > Depth to rock > 30 ft	Depth to rock > 60 ft
Long-Range Planning	Integration with future capital projects Co-location in existing Tampa Bay Water utility easements/corridors Consistency with existing and proposed land use planning and zoning Opportunities to expand public amenities (multi-use trail, linear park, public access) Future road/intersection enhancements	Integrated with future capital projects and land use planning (non-TBW projects).	> 3.5 miles of the alignment is located within roadway corridor preservation plan or parcels for planned development.	> 1 mile but < 3.5 miles of of the alignment is located within roadway corridor preservation plan or parcels for planned development.	< 1 mile of the alignment is located along roadways or within properties with high probability of long-term redevelopment (zoning, roadway expansions)
		Integrated with future TBW projects	Low opportunity to accommodate future TBW pipeline facilities. < 25% of alignment within PUE.	Moderate opportunity to accommodate future TBW pipeline facilities. Between 25% and 50% of alignment within PUE.	Significant opportunity to accommodate future TBW pipeline facilities. > 50% of alignment within PUE.
		Opportunity to expand public amenities and / or access to public amenities.	No opportunity to construct public amenities.	Moderate opportunity to construct future public amenities.	Significant opportunity to construct public amenities with this project.

4.1.3 Definition of Subcriteria Percentages

The Engineers agreed that there are significant differing characteristics between the respective study areas with Segment A being significantly built out and with much greater urban density at the time of this study compared to Segment B. Therefore, each team retained enough flexibility in the evaluation to adjust the parameters (or ranges) of the subcriteria relative to each portion of the study area.

In addition, as most of the criteria evaluated had more than one subcriteria or metric that was used to quantitatively determine impacts used for the route comparison, the Engineers determined that the applicability of each subcriteria or relatively weighting of each one against the other within the same Criteria would be at the sole discretion of the respective engineering team evaluating each segment.

The following section discusses the specific assumptions utilized for both the subcriteria parameters and the relative weighting percentage of each subcriterion directly applicable to Segment A.

4.2 Evaluation Metrics

During the evaluation for Segment A, the data for each route was collected and analyzed to establish adequate parameters (or ranges) for each subcriterion. The range of each subcriterion was adjusted to be able to provide a level of ranking between the routes.

For example, the number of parcels required for property acquisition for each route were counted. The route with the highest count included 118 parcels, whereas the route with the lowest count included 14 parcels. Once these maximum and minimum values were established, the Engineering team was able to assign parameters to define low, medium and high scores. For this example, the breakdown was determined to be as follows: If the route required 70 or more parcels it would receive a low score (1 point). If the route required less than 70 parcels but more than 25 parcels, it would receive a medium score (5 points). Finally, if the route required 25 parcels or less, it would receive a high score (10 points).

This same analysis of the data was applied to all the subcriteria to determine the metric ranges that would lead to a comparative score. For subcriteria, where data was not available for Segment A, no ranges were established, and the relative importance of that subcriterion against another subcriterion was diminished by assigning a relative weight factor for that subcriterion equal to zero (0).

There were other instances, where the range of the data gathered was too close for any significant differentiation. For those scenarios, the parameters were selected accordingly, even if that meant no real differentiation between the routes was going to be provided for that specific subcriterion.

In the case of Segment A, eight out of the ten Non-cost Criteria evaluated had equal distribution percentages amongst the subcriteria evaluated. Only two non-cost Criteria did not have an equal

distribution amongst its subcriteria. These were 1) Pipeline Segment Length and 2) Right-of-Way and Easement Availability.

The Pipeline Segment criterion was given a relative weighting of 75% for Construction Length and 25% for Pipeline Segment Head Loss. The reason why these were not weighted equally, was that the total headloss difference between the best route and the worst route was only 22-feet of head (less than 10 psi). At this level of definition for the routes, without a proper analysis for final friction and minor losses, we cannot assign a significant weight to this subcriterion.

Relative weighing of the Right-of-Way and Easement Availability criterion followed the same subcriteria distribution used for Segment B. The proposed distribution of the subcriteria percentages are as follows:

- Percentage of route within private lands – 5%
- Number of parcels requiring easement acquisition – 25%
- Number of parcels requiring compensation for loss of use – 25%
- Percentage of route within public lands (non-established right-of-way) – 5%
- Complexity of acquisition - pending developments, commercial / industrial parcels involving business impacts. – 20%
- Quality of unavoidable right-of-way - Roadway expansion requiring a relocation. % of route along right-of-ways that are fully built out (per current County or DOT Planning) – 10%
- Potential major existing utility relocation(s) defined as: (> 12" water, > 6" force main, any gravity relocation, > 4" natural gas) – 10%

Note that emphasis on weighting was given to number of parcels requiring acquisition; number of parcels requiring compensation for loss of use; and complexity of acquisitions. The sum of the three parcels combined make up 70% of the scoring for this Criteria with the remaining 30% distributed to other less important subcriteria. Emphasis was given to these three specific criteria as property acquisition has been identified as a very high risk with potential impacts on both schedule and budget which could adversely impact this project if not mitigated.

Table 3 presents the established subcriteria parameters and relative percentage of each subcriterion used for Segment A routes Non-Cost Evaluation.

Non-Cost-Identifiable Route Selection Criteria		Score Breakdown	
CRITERIA (Individual Pipeline Segment Criteria)	SUBCRITERIA	Weighting	Sub Criteria Weighting
Pipeline Segment Length	Construction length	4.67	75.0%
	Pipeline segment head loss (ft)		25.0%
Public Inconvenience (PI)	PI = SUM : (AADT/# of Thru Lanes)(# Thru Lanes Impacted)(miles along the route segment)(Sensitivity Factor for Segment)	5.00	100.0%
Safety	Trench Depth (assumes 66" pipeline, 5-ft minimum cover, excludes trenchless considerations)	9.78	25.0%
	*water mains greater than 16", sanitary sewer forcemains greater than 12", any size gravity storm or sanitary, natural gas greater than 6"		
	Contractor, pedestrian, and local driver safety		25.0%
	Proximity to natural gas / petroleum lines & valving stations. (Do not consider perpendicular crossings, lines considered 6" and greater).		25.0%
	Proximity to high voltage overhead lines (high voltage assumed to be > 43 kV)		25.0%
Environmental & Historical	Wetlands impacts	7.33	20.0%
	Wetland classification		20.0%
	Cultural / Archaeological / Historical impacts		20.0%
	Habitat / Biological impacts		20.0%
	Contaminated groundwater / biohazards		20.0%
Special Crossings & Construction Requirements	Number of trenchless crossings	5.89	20.0%
	Total length of trenchless crossings		20.0%
	Number of special trenchless / construction instances (casing, settlement monitoring, ground stabilization / improvement)		20.0%
	Special Work Constraints - % of construction in roadways requiring special MOT/impacts (nightwork, lane shifts, etc.) - Defined as % of route along AADT 20,000 or greater and/or % of corridor with ingress/egress access issues		20.0%
	Unique restoration (landscaping, hardscaping, masonry walls, water features)		20.0%
Permitting/Implementation	Environmental permits/Mitigation (wetlands, scrub, freshwater)	4.56	33.3%
	Complexity of Permits (number of jurisdictional authorities that oversee, requires purchase of new mitigation banks, seasonal verifications only for endangered species from FWC) measured by % of route requiring complex permitting		33.3%
	Municipal permits (FDOT, Hillsborough County, etc.)		33.3%
	Right of way use permits (within other utility districts - e.g. TECO, CSX).		0.0%
Operation and Maintenance Accessibility	Pipeline accessibility	6.44	50.0%
	Disinfection / flushing water disposal		50.0%

Table 3 (Page 2 of 2)

Non-Cost-Identifiable Route Selection Criteria		Score Breakdown	
CRITERIA (Individual Pipeline Segment Criteria)	SUBCRITERIA	Weighting	Sub Criteria Weighting
ROW/Easement Availability	Percentage of route within private lands	7.11	5.0%
	Number of parcels requiring easement acquisition		25.0%
	Number of parcels requiring compensation for loss of use		25.0%
	Percentage of route within public lands (non established ROW)		5.0%
	Complexity of acquisition - pending developments, commercial / industrial parcels involving business damages.		20.0%
	Quality of Unavoidable ROW - Roadway expansion requiring a relocation. % of route along right-of-ways that are fully built out (per current County or DOT Planning)		10.0%
	Potential major existing utility relocation(s)		10.0%
	Defined as: (> 12" water, > 6" force main, any gravity relocation, > 4" natural gas)		
Geotechnical Considerations	Groundwater table	3.33	33.3%
	Soil corrosivity		33.3%
	Depth of shaft (depth to rock)		33.4%
Long-Range Planning	Integrated with future capital projects and land use planning (non-TBW projects).	3.89	50.0%
	Integrated with future TBW projects		0.0%
	Opportunity to expand public amenities and / or access to public amenities.		50.0%

4.3 Route Comparison

The following section includes a descriptive narrative and summary of the observations gathered during the comparative analysis for each corresponding Non-cost Identifiable Criterion.

4.3.1 Pipeline Segment Length and Hydraulic Evaluation

4.3.1.1 Pipeline Segment Length

The pipeline lengths varied between 14.1 miles for the shortest route (Lithia Pinecrest) to over 19 miles for the longest route (Falkenburg). The Lithia Pinecrest Route was the shortest route as it has the most direct route between the point of beginning and the delivery point and thus scored the highest for this subcriteria.

The Lakewood Providence, Parson-Kings, and Cross County routes all have similar lengths of close to 18 miles and scored in the middle with 5 points.

Falkenburg Route being the western most route scored the lowest with 1 point. If paralleling the existing Tampa Bay Water 72-inch pipe along the TECO corridor would have been feasible, the length of the Falkenburg Route could have been comparable to the Lakewood-Providence, Parsons-Kings and Cross Country routes. Unfortunately, it was determined in the analysis this was not feasible.

4.3.1.2 Hydraulic Evaluation

The preliminary hydraulics of the five pipe routes were evaluated by comparing the head required to deliver a flow of 45 MGD to the Lithia Water Treatment Facility Point of Connection. Innovyze Infowater hydraulic modeling software was used for the evaluation. Each pipe route was modeled with a roughness coefficient of 130, and a diameter of 66 inches. In addition, the minimum pressure at all locations was modeled to be greater than 30 psi.

For the Falkenburg, Lakewood Providence and Parsons Kingsway routes, the low-pressure location is at the delivery location at the proposed Lithia Water Treatment Facility POC. The Lithia Pinecrest route has a low-pressure location at a high elevation point (proposed aerial crossing of the Alafia River), which requires the delivery pressure at the Lithia Water Treatment Facility POC to be increased to 42.1 psi, to maintain 30 psi along the length of the entire route. The Cross Country Route has a low-pressure location at a high elevation location along Lumsden Rd, which requires the delivery pressure at the Lithia Water Treatment Facility POC to be increased to 33.7 psi.

The Pipeline hydraulic analysis criteria scoring is based on the hydraulic grade line (HGL) elevation at the Regional Facilities Site High Service Pump Station (HSPS). A score of 1 point if the HGL is greater than 200 ft, 5 points if the HGL is between 200 and 190 ft, and 10 points if the HGL is less than 190 ft. The hydraulic analysis results and scores are listed in the **Table 4** below:

Table 4: Hydraulic Analysis Results					
Pipeline Segment Name	Falkenburg	Lakewood-Providence	Parsons-Kings	Lithia Pinecrest	Cross Country
HSPS Required Pressure (psi)	66.9	65.7	66.0	74.8	69.8
HSPS HGL Elevation (ft)	186	184	184	205	193
Lowest Pressure (psi)	30.0	30.0	30.0	30.0	30.0
Lowest Pressure Location	Lithia Water Treatment Facility POC	Lithia Water Treatment Facility POC	Lithia Water Treatment Facility POC	Aerial Crossing	Lumsden Road
Lithia Water Treatment Facility Delivery Pressure (psi)	30.0	30.0	30.0	42.1	33.7
Score	10	10	10	1	5

The three western pipe routes scored the highest at 10 points, the Cross Country Route scored in the middle with 5 points, and the Lithia Pinecrest Route scored the lowest with 1 point, because of the high point along the alignment.

4.3.2 Public Impacts

Public impacts along the routes were evaluated by an empirical formula that considers the number of lanes affected by construction compared to the number of lanes available in the corridor, annual average daily traffic counts, proximity to schools, hospitals, and public service facilities such as fire stations. These facilities are shown in **Figure 11 through Figure 15**. A 0.5-mile buffer was defined for use in evaluating Public Impacts along a route.

Even though these do not account for all possible public impacts due to construction, the data collected can be used to establish a quantitative comparison between the routes.

The central routes, as expected, have the highest degree of impact to the public and received lower scores. Both the Lakewood-Providence and Parson-Kings routes traverse heavy urban corridors with a lot of traffic and proximity to numerous schools and public facilities.

Although the Falkenburg Route is a primary north-south corridor for traffic, the area is built out, with 3 and up to 4 lanes of traffic in each direction at certain locations in addition to a median. This available right-of-way width allows a reduction in potential public inconvenience. This route scored a 5 for medium impact.

The Lithia Pinecrest and Cross Country routes both extend farther east outside the heaviest of the urban development. In addition, a great percentage of both routes fall within proposed easements, thus it is expected that the impact on traffic delays during construction would be reduced. Although there will be some inconvenience for private property owners and nearby neighbors during construction, these impacts are considered and taken into account under Right-of-Way and Easement Availability criterion.

4.3.3 Safety

Safety along the routes was evaluated using multiple subcriteria. The first subcriterion was the anticipated depth of installation. It was assumed the deeper the placement or the higher the number of times that the pipe had to be installed in deeper installations, the higher the safety risk is with regard to potential trench collapse, also the accessibility becomes more confined and will require more safety precautions by workers in the trench. In addition, the deeper cuts usually occur when the pipe is trying to avoid an obstacle, thus protecting, and avoiding the obstacle also becomes critical.

For this purpose, it was assumed the pipeline would be installed at minimum cover for most of the route, and deeper installations would be required for crossing existing utilities and/or trenchless construction for other reasons such as avoiding open cut trenching across the road or the Alafia River.

In addition, proximity to sensitive or dangerous third-party utilities was also evaluated, including natural gas transmission or high-pressure distribution lines, petroleum lines, ammonia lines, and high voltage lines (assumed to be over 43 Kv).

A direct correlation to safety was also made by analyzing the Annual Average Daily Traffic (AADT) counts as an indicator for expected Contractor, Pedestrian and Local Driver Safety. The higher the AADT, safety concerns increase during construction.

The routes with the highest safety score are the Cross Country Route and the Lithia Pinecrest Route. Although there are some portions of these route along high traffic corridors such as Lumsden Road, a long section of these routes are located within proposed easements, which provide the opportunity to install the pipe at minimum cover since there are few to no obstacles or utilities. Also, alignments parallel to power corridors have sufficient separation to avoid any safety impacts from the power lines.

The route with the lowest safety score is the Falkenburg Route. The low safety score is due to the high traffic counts along this route. There are also a high number of intersecting utilities which would increase the probability of deeper pipe installation. Also, the portion along Boyette Road/Fishhawk Boulevard parallels ammonia lines along this corridor which provide a higher safety concern.

Both Lakewood-Providence Route and Parson-Kings Route are in between the eastern routes and the Falkenburg Route regarding safety. Portions of these corridors have high traffic volume such as Providence Road, Parsons Road and Boyette Road. Also, the portion along Boyette Road, although shorter than the Falkenburg Route, also parallels ammonia lines.

4.3.4 Special Crossings and Construction Requirements

All the alternative routes require special crossings to traverse major roads and highways, railroads, and the Alafia River. Special trenchless locations are where an interstate highway or railway will need to be crossed and construction methods must comply with the criteria established by the FDOT or the railway agency. The Alafia River is a special trenchless location due the depth of tunnel and relatively deep construction shafts.

The following **Table 5** shows the number of trenchless crossings for each route:

Route	Approximate Number of Trenchless Crossings	Approximate Total Length of Trenchless Crossings	Number of Special Trenchless/Construction Instances
Falkenburg	14	3880	3
Lakewood-Providence	15	3395	3
Parsons-Kings	14	3120	5
Lithia Pinecrest	10	2465	3
Cross Country	9	2355	3

Trenchless construction includes methods such as microtunneling, hand-mining and jack and bore. In addition, special crossings could also include aerial crossings of water ways.

Microtunneling is a tunneling method that involves installing a pipe or casing pipe by jacking it into place from a launch to a receiving shaft using hydraulics jacks. The ground is excavated using a microtunnel boring machine (MTBM) which is a fully shielded, remotely operated, steerable machine that can exert a continuous, controllable pressure at the tunnel heading utilizing pressurized slurry to prevent groundwater inflow and ground movement into the head. MTBM's up to 7-feet in diameter are typically available and this method is also well suited to tunneling in the type of ground described in **Section 4.3.5** and below the water table.

Horizontal Directional Drilling (HDD) is a steerable trenchless method of installing pipe in a shallow arc along a predetermined path. A small diameter pilot hole is first drilled from a surface drilling rig along the predetermined path and then the pilot hole is reamed out up to a diameter which can facilitate the pipe string being pulled from the other end. The HDD method is suitable for pipes less

than 48 inches in diameter and therefore is not feasible for installing a 66-inch diameter steel water main.

Hand-mining and Jack and Bore methods are feasible in relatively stable ground above the water-table. The feasibility of Jack and Bore at other crossings will depend on ground conditions and the ability to dewater the ground ahead of the bore. Hence, the special trenchless crossings for this project will most likely be constructed by microtunneling or a manned tunnel boring machine (TBM).

Aerial crossings consists of building a pipe bridge usually across a waterway. The pipe is supported on a pier system, and it is elevated above the waterway to meet vertical clearance requirement for recreational or navigational vessels at that location. An aerial crossing of the Alafia River is proposed near Lithia Springs, rather than a trenchless crossing, to avoid altering the aquifer and potentially impacting spring flow.

Special construction requirements relate to anticipated constraints during construction that could be required by jurisdictional authorities. An example of such constraints includes nightwork, lane shifts, and special maintenance of traffic. These requirements would be expected on roads with higher traffic counts or roadways with higher speed limits. It is anticipated that some special constructions requirements will be required when constructing along Falkenburg Road, Providence Road north of Lumsden Road and along Boyette Road/Fishhawk Boulevard.

Unique restoration requirements involve landscaping, hardscaping, masonry walls, water features, and other types of non-standard corridor restoration which you would expect in locations where the routes exit the right-of-way and traverse developed private properties. It is anticipated at this level of analysis that portions of the route along Lumsden Road, the portion of the routes proposed easements along Lithia Pinecrest, and construction along private property along Paul's Drive, Hilltop Road, Limona Road, and Victoria Street may require unique restoration.

Based on the data evaluated, the Cross Country Route has the highest score related to special crossings and construction requirements with Lakewood-Providence and Parsons-King with close scores in the medium range. Lithia Pinecrest Route and Falkenburg Route have the lowest score related to this Criterion.

4.3.5 Geotechnical Considerations

All routes were compared based on the available geotechnical information. Groundwater depth and soil corrosivity information was obtained from USDA/NRCS Soil Survey data. Groundwater depths shown are from the natural ground surface. Depth to rock was determined using historical information and experience working in the area. Approximate rock depths at identified trenchless crossings are listed in the Table 6 below. In the western study area, a few locations outside of crossing areas have very shallow rock (near 10-foot depth). These depths are approximate and are

taken from nearby previously performed soil borings not directly along the routes but are close enough for this route study phase.

Following table shows the geotechnical information obtained for each of the 5 routes: Table 6.

Route	% Water Table Depth < 7'	% High Corrosivity	No. of Major Trenchless Crossings with Depth to Rock < 30'
Falkenburg	88%	74%	4
Lakewood-Providence	81%	51%	3
Parsons-Kings	57%	37%	2
Lithia Pinecrest	44%	30%	1
Cross Country	47%	29%	0

Generally, the soils are mostly sandy and silty with alluvial and flood plain deposits made up mostly of unconsolidated to poorly consolidated sands. Based on NRCS soil mapping, it appears that some of the areas may be silty or clayey sands, but other areas would likely be poorly graded sands. The upper several feet is mostly sand, but there are places where clayey sands may exist as shallow as 3 or 4-feet and in other places they may be as deep as 15-feet or more to the first clayey soil. Large diameter trenchless construction at relatively shallow depth may be difficult with loose sandy soils near the surface. Most portions of these routes will require dewatering which will affect open cut and trenchless operations.

Noted similarities between the alternate routes include:

- Estimated Soil Corrosivity (Soil corrosivity will vary along each route, but similar soil conditions between the routes are anticipated).
- Shallow Water Table (Although, Falkenburg and Lakewood-Providence routes have a slightly deeper average water table depth). Dewatering is still anticipated to be needed along most, if not all, of the routes for open cut construction.
- Soil Types (Soil types will vary but they should be roughly similar between routes).

Noted differences between proposed routes include:

- Occasional ancient sinkholes are present in a few locations along Lithia Pinecrest and Cross Country routes, but very rarely if at all on the other routes. Old sinkholes may currently exist as a small pond, or they may have been filled with soil from previous development. These may not be a factor during construction, but sinkholes may contain highly organic material that could be uncovered during excavation.
- Rock (limestone) depth varies in the region with generally shallower limestone for the western routes and generally deeper limestone for the eastern routes. This would affect any

30-feet deep or more trenchless activities beneath waterways or other crossings. Hard drilling in rock and loss of drilling fluid circulation in rock cavities may cause much slower drilling than in soil above the rock.

In summary, this desktop evaluation of the routes revealed generally slightly better geotechnical conditions for eastern routes and slightly less favorable conditions for the western routes. Other than possible deep crossings that may encounter rock, it is doubtful that the other noted geotechnical differences between the routes would substantially affect the schedule or cost for the proposed construction. Slow and difficult drilling in rock, when encountered, can add substantially to the trenchless construction schedule and cost, along with potential delays for any critical path tasks dependent on the trenchless construction.

4.3.6 Permitting Complexity/Implementation

All routes will require the following permits:

- Hillsborough County Right-of-Way
- CSX Railroad
- Florida Department of Transportation (FDOT) Utility Permit
- Florida Department of Environmental Protection (FDEP)/Florida Department of Health (FDOH) Specific Permit for Water Main Construction
- Hillsborough County Site Development
- Tampa Port Authority
- Florida Fish and Wildlife Commission permit for probable Gopher Tortoise relocations
- Environmental Permits described below

An analysis was conducted of the shortlisted routes with respect to permitting focused on environmental permitting complexity and implementation. In terms of general similarity, all routes need the highest level of environmental permit from all the jurisdictional environmental regulatory agencies. All routes were evaluated based on type of wetlands (herbaceous vs forested), Functional Loss (FL) and Hillsborough County Significant Wildlife Habitat (HC SWH). All routes cross the Alafia River and intercept sensitive karst area near the Regional Facilities Site. Per latest FDEP information, the Alafia River in this area is not an Outstanding Florida Water (OFW). The Alafia River crossing will require permits from Port of Tampa Bay, US Army Corps of Engineers (USACE) Individual Permit and FDEP/Southwest Florida Water Management District (SWFWMD) Environmental Resource individual Permit and Environmental Protection Commission (EPC) Wetland Impact and Mitigation Permit.

Functional Loss (FL) is a value used in the State of Florida's Uniform Mitigation Assessment Method (UMAM) calculations to quantify the loss of the wetland or Other Surface Waters (OSW), and its impact on the surrounding ecosystem(s). Functional Loss is found in the UMAM rule in CH 62-345.300(3) (d), F.A.C - where the functional gain or loss for mitigation and impact assessment areas, respectively, is determined by applying the formulas in subsection 62-345.600(3), F.A.C., to ascertain the number of mitigation bank credits to be awarded (Functional Gain, FG) and debited

(Functional Loss, FL) and the amount of mitigation needed to offset the impacts to wetlands and OSWs.

Hillsborough County Significant Wildlife Habitat (HC SWH) are areas adopted and mapped by the Hillsborough County BOCC in 2007 in the Infrastructure and Development Services Department. Construction incursion into these mapped areas is considered an impact to SWH. Within the SWH boundaries may also be protected plants and animals, such as the Florida Golden Aster or Gopher Tortoise. These species are not only protected by the County's SWH regulations, but also have their own additional Federal, State, and Local protection rules.

Other similarities and differences in the alternatives with respect to environmental permitting are shown below:

4.3.6.1 Falkenburg Route

Falkenburg route is along urban corridor hence the environmental permitting complexity is low. This route has low significant wildlife habitat (SWH), total wetland impacts and functional loss, and has medium Environmental Lands Acquisition and Protection Program (ELAPP) impacts. Hence overall this route ranks low in permitting complexity.

4.3.6.2 Lakewood-Providence Route

Lakewood Providence Route is also along urban corridor and hence the environmental permitting complexity is low. This route has low significant wildlife habitat (SWH), total wetland impacts and functional loss, and Environmental Lands Acquisition and Protection Program (ELAPP) impacts. Hence overall this route ranks lowest in permitting complexity.

4.3.6.3 Parsons-Kings Route

This route intersects the Buckhorn Springs and the Alafia River. In similarities to other routes, the Parsons-Kings Route, along with the Lakewood-Providence and Falkenburg routes in the south, all traverse Boyette Springs, Karst, ELAPP, SWH and the Florida Natural Areas Inventory (FNAI) Endangered Plant area in the same general footprint.

4.3.6.4 Lithia Pinecrest Route

This route crosses the Alafia River at Lithia Springs. An existing Tampa Bay Water pipeline along this corridor crossed the Alafia River with an aerial crossing. It is expected that the crossing of the Alafia River along this route follows a similar construction technique. Subaqueous crossing at this location, seems unattainable from the permitting perspective in addition to being technically challenging. The route is in very close proximity to Lithia Springs and there is concern that a subaqueous crossing can compromise the spring. There are two springs in the park, Lithia Major and Lithia Minor, that flow into the Alafia River. The Lithia springshed is complex and composed of very porous Karst. The potential impacts and avoidance measures related to the underground hydrology of this area by microtunneling or any other type of trenchless construction and/or the injection of drilling mud could

cause possible hydrologic alteration and/or discharge of turbid drilling mud into the springs and river – an issue that can exponentially complicate the permitting process.

Additionally, Lithia Springs Park is a popular public park, swimming area, and campground. The area is within a designated Hillsborough County Wellhead Resource Protection Area and, along with the Alafia River, is environmentally monitored for water quality and quantity. The monitoring is related to withdrawal permits provided to Hillsborough County and Tampa Bay Water for the South-Central Hillsborough Regional Wellfield and Brandon Urban Dispersed Wells (BUDW) and the Alafia River surface water withdrawal downstream. The Mosaic company also has a water withdrawal permit from the spring. An increased level of scrutiny during permitting is expected for this crossing. This route includes impacts to Karst (13.25 -ac.), ELAPP (3.34-ac.), SWH (Significant Wildlife Habitat) (4.77-ac.) Hillsborough County parks (3.59-ac.) but does not impact the Florida Natural Areas Inventory (FNAI) Endangered Plant area. The Functional Loss (FL) is 0.95. This route has medium permitting complexity implementation as compared to the other routes.

4.3.6.5 Cross Country Route

The eastern edge of the route crosses through Hillsborough County Significant Wildlife Habitat (SWH) and ELAPP land prior to crossing the Alafia River. This route is the most complex to implement permitting compared to the other six; the Alt-Cross Country route has the highest amount of wetland impacts, Functional Loss (FL) and SWH impacts, and the Cross Country route ranks second highest in those factors. However, for reduced complexity, these two routes do not intercept any FDEP springs, or the FNAI endangered plant area.

4.3.7 Right-of-Way and Easement Availability

Tampa Bay Water policy is to obtain pipeline easements when feasible to reduce the risk of future pipeline relocation. Public right-of-way corridors were considered when they met the following criteria: 1) already built to their maximum width; 2). low chance of being expanded or elevated; 3) No future stormwater needs that would impact the location of the pipe (such as Parsons Avenue or Kings Avenue). This concept was utilized in evaluating alignments along the routes identified.

All the shortlisted routes are located along Hillsborough County public right-of-way and in proposed easements along private property and/or public lands. Widths of road right-of-way, existing utility information, future utility/roadway expansion plans were considered while evaluating the routes to avoid extensive property acquisition that could impact both project cost and schedule.

Routes were removed from further consideration during the initial evaluation when private easements would likely result in loss of use and construction within the right-of-way was not considered feasible by the engineer. Potential impacts to traffic flow and access were considered when evaluating non-residential properties.

A summary of each route regarding property acquisition is presented below:

4.3.7.1 Falkenburg Route

This route calls for potential 37 private parcel easements with commercial multi-tenant office properties. Easements would be located within the buffer/ greenspace road frontage. There are 25 business, plus residential and vacant residential parcels along this route.

4.3.7.2 Lakewood-Providence Route

This route is a mix of commercial and vacant parcels and calls for potential 14 private parcel easements. There are 13 businesses, 10 of which are within the Balm River Office Park.

4.3.7.3 Parsons-Kings Route

This route is mostly residential and calls for potential 34 private parcel easements. There is one affected business and three possible residential relocations.

4.3.7.4 Lithia Pinecrest Route

As previously indicated, the County has a capital project to expand Lithia Pinecrest Road, thus most of the alignment along this corridor is proposed along adjacent proposed easement and no construction is expected along the existing right-of-way. This route requires the acquisition of potential 118 private easements along commercial and residential improved properties as well as 25 vacant residential properties. There is a potential for 41 affected businesses, 25 business relocations and 2 residential relocations.

Easement acquired by Tampa Bay Water for the pipeline project, may be impacted by The Lithia Pinecrest Road expansion if Hillsborough County requires additional right-of-way.

4.3.7.5 Cross Country Route

The Cross Country Route calls for potential 48 easements. This route begins in an urban setting impacting commercial and residential improved properties and transitions to rural, along larger vacant tracts as the route moves to the east.

Following **Table 7** shows the total parcels for the shortlisted routes:

Table 7: Total Parcels					
Route	Commercial Parcels	Residential Parcels	Vacant Parcels	Businesses along the route	Total Parcels
Falkenburg	12	8	17	25	37
Lakewood- Providence	6	0	8	13	14
Parsons-Kings	5	21	8	1	34
Lithia Pinecrest	44	49	25	41	118
Cross Country	16	17	15	4	48

4.3.8 Operation and Maintenance Accessibility

Operation and Maintenance Accessibility for the routes was evaluated using two defined subcriteria. The first subcriterion is related to pipeline accessibility, and it is defined by the percentage of the route that is located within 0.25 mile of a public right-of-way or current Tampa Bay Water easement where a pipe is already located. Ease of access to the pipeline determines a few key maintenance features:

- How quickly and effectively Tampa Bay Water staff can access the pipe for emergency repairs.
- Pipeline segments and appurtenances which are easy to access require less time and effort of maintenance staff.
- Commissioning is quicker and less resource intensive when the pipeline is more easily accessible.

All the routes, except the Cross Country Route are located within a dense urban area and therefore scored the highest possible of 10 points. Only the Cross Country Route has a large portion of the route that is not adjacent to intersection, however there are a few locations where existing Tampa Bay Water easements with existing facilities do intersect with the route alignment.

The second subcriterion is disinfection and flushing water disposal. This subcriterion is defined by the distance where 80% of the pipe is from a retention basin or stormwater system where flushing water can be disposed. The farther away 80% of pipeline is from a retention basin the lower the score for the route.

The shortest route is approximately 14 miles (74,000-feet) and the longest route is approximately just over 19 miles (100,000-feet). It is typical that approximately the total flushing water volume be approximately 2.5 times the volume of the pipe. This corresponds to a flushing water volume of 33 million gallons for the shortest route and up to 45 million gallons for the longest route. Flushing is typically accomplished between end points, or from end points to a designated disposal point where

disposal is feasible. Even if the pipe is tested and flushed in segments, there are multiple locations along each route that could be designated as this disposal point. The proper sequencing for commissioning, flushing and disinfection will be determined during final design.

During testing and future maintenance that requires pipe dewatering, this chlorinated water will need to be properly disposed. Coordination will be required with necessary State, local, or other regulatory agencies to determine any required special provisions.

Given most of the routes for Segment A are along developed urban corridors all of the routes meet the criteria to maximize the points for both subcriteria, except for the eastern most Cross Country Route which scores medium in both subcriteria.

4.3.9 Environmental and Historical Impacts

The elements that were reviewed as part of the evaluation of various environmental considerations are as follows:

- Jurisdictional Wetlands (Wetlands and Surface Waters) Impacts
- Wetland Impact Functional Loss
- Habitat/Biological Impacts

Review of Florida Division of Historical Resources did not indicate any historical sites along the alternative routes.

4.3.9.1 Jurisdictional Wetland Impacts Analysis

The basis for the wetland and surface water limits was the Southwest Florida Water Management District (SWFWMD) 2017 FLUCS GIS data layer. This layer was used to conduct the preliminary route mapping for the initial review of the potential routes. A refinement of the wetlands along the shortlisted routes was conducted within a 300-foot corridor along each proposed route. Additional data was used to confirm the presence or omission of wetlands and surface water areas from the initial 2017 FLUCS base data. Additional sources of data included Natural Resources Conservation Service (NRCS) soils mapping, SWFWMD LIDAR topographic data, National Wetlands Inventory (NWI) wetland mapping and recent and historical aerial photography. With the use of these data sources, a refined wetland layer was created to demonstrate the most accurate wetland and surface water layer possible (prior to completion of an on the ground wetland delineation). With the base data updated and assuming a 50-foot corridor for work within wetlands, wetland impacts by habitat type were quantified for each of the shortlisted routes as shown in **Figure 16 through Figure 20**.

4.3.9.1.1 Falkenburg Route

Based on the analysis of the wetlands located within this proposed route, potentially an approximate total of 5.6 acres of forested, 1.31 acres of herbaceous and 6.38 acres of surface water impacts could occur. This largely Urban route has a relatively minor amount of forested wetland impacts with a greater amount of Surface Water impacts (ditches, stormwater ponds).

4.3.9.1.2 Lakewood-Providence Route

Based on the analysis of the wetlands located within this proposed route, potentially an approximate total of 2.31 acres of forested, 0.97 acres of herbaceous and 8 acres of surface water impacts could occur. This largely Urban route has a minor amount of forested wetland impacts with a greater amount of Surface Water impacts (ditches, stormwater ponds).

4.3.9.1.3 Parsons-Kings Route

Based on the analysis of the wetlands located within this proposed route, potentially an approximate total of 4.11 acres of forested, 0.98 acres of herbaceous and 7.52 acres of surface water impacts could occur. This largely Urban route has a relatively minor amount of forested wetland impacts and a larger amount of Surface Water impacts (ditches, stormwater ponds).

4.3.9.1.4 Lithia Pinecrest Route

Based on the analysis of the wetlands located within this proposed route, potentially an approximate total of 6.38 acres of forested, 0.77 acres of herbaceous and 1.70 acres of surface water impacts could occur. The forested impacts along this route include floodplain associated with the Alafia River as well as wetlands that are maintained within Lithia Springs Park.

4.3.9.1.5 Cross Country Route

Based on the analysis of the wetlands located within this proposed route alignment, potentially an approximate total of 10.14 acres of forested, 0.65 acres of herbaceous and 7.74 acres of surface water impacts could occur. The western portion of this route is largely Urban; however the eastern leg of this route goes through reclaimed mine lands and natural habitats, thereby resulting in larger wetland impacts, with this route reflecting the most forested wetland impacts.

In summary, the potential wetland impacts ranking is as listed below (From Least to Greatest Wetland Impacts):

1. Lakewood-Providence Route
2. Parsons-Kings Route
3. Falkenburg Route
4. Lithia Pinecrest Route
5. Cross Country Route

Following **Table 8** shows the wetland evaluation data:

Table 8: Wetland Evaluation Data			
Route	OSW Impacts (Ac.)	Herbaceous Impacts ¹ (Ac.)	Forested Impacts (Ac.)
Falkenburg	6.38	1.31	5.6
Lakewood-Providence	8	0.97	2.31
Parsons-Kings	7.52	0.98	4.11
Lithia Pinecrest	1.7	0.77	6.38
Cross Country	7.74	0.65	10.14

Notes:

¹ Assumes herbaceous wetland impacts are temporary - no mitigation required.

4.3.9.2 Wetland Impacts Functional Loss (FL) Analysis

Wetland functional loss was evaluated based on the following assumptions. Herbaceous wetlands (including surface water features) were considered temporary impacts as the pipeline is assumed to be installed via temporary trenching and backfilling of native soils to restore pre-existing grade, such that these temporary wetland impacts would be allowed to revegetate naturally. This method is also assumed to be the most cost effective and environmentally friendly method of replacement (as opposed to offsite or onsite wetland creation or Mitigation Bank credits). For the forested wetland impacts, it is presumed that the regulating agencies will only require compensatory mitigation for the loss of the canopy structure (removal of trees) of the proposed forested impacts, since the wetland impact (trenching) area will be returned to pre-existing grades and be maintained in the future as a functional herbaceous wetland. For the functional loss of the canopy component for the forested wetland impacts, wetland Mitigation Bank credits or an onsite wetland creation area are the two most likely scenarios available to provide wetland mitigation compensation for this project. In-place mitigation by replacing trees following pipe installation is not appropriate, since the easement area would need to be accessible for pipeline maintenance. In order to determine a projected Functional Loss for each route, the Uniform Mitigation Assessment Method (Chapter 62-345, F.S.) (UMAM) was applied to each forested wetland utilizing reasonable scientific judgement to apply approximate scoring for each impact area. These UMAM scores then resulted in a Functional Loss (FL) for each impact and a total was reported for each route for comparison purposes. It is important to note that Mitigation Credits offered by mitigation banks are sold by Function Loss Credits, not by the acre. Current costs for freshwater forested wetlands Credits in this area and suitable for both Federal and State regulations are on the order of \$250,000 per credit.

4.3.9.2.1 *Falkenburg Route*

Based on the potential 5.6 acres of forested impact and based on applying UMAM scoring to each individual impact area, the FL for this route is 0.68. This moderately urban route has a moderate amount of forested wetland impacts, which were assessed to have a moderate UMAM scoring.

4.3.9.2.2 *Lakewood-Providence Route*

Based on the potential 2.31 acres of forested impact and based on applying UMAM scoring to each individual impact area, the FL for this route is 0.28. This highly urban route has minimal forested wetland impacts with the quality of those wetland systems being comparatively lower, thereby resulting in a low FL.

4.3.9.2.3 *Parsons-Kings Route*

Based on the potential 4.11 acres of forested impact and based on applying UMAM scoring to each individual impact area, the FL for this route is 0.44. This highly urban route has minimal forested wetland impact and the quality of those wetland systems is generally lower, resulting in a low FL.

4.3.9.2.4 *Lithia Route*

Based on the potential 6.38 acres of forested impact and based on applying UMAM scoring to each individual impact area, the FL for this route is 0.95. This route is largely Urban but does impact some larger forested wetlands specifically located around the Lithia Springs Park. These wetlands are large, natural wetland systems that score very high when applying UMAM.

4.3.9.2.5 *Cross Country Route*

Based on the potential 10.14 acres of forested impact and based on applying UMAM scoring to each individual impact area, the FL for this route is 1.51. This route bisects many high quality, natural forested wetland systems that result in a high functional loss.

Wetland Function Loss evaluation data is shown in **Table 9** below:

Table 9: Wetland Function Loss Evaluation Data	
Route	UMAM Functional Loss ¹
Falkenburg	0.68
Lakewood-Providence	0.28
Parsons-Kings	0.44
Lithia Pinecrest	0.95
Cross Country	1.51

¹ UMAM Functional Loss and Mitigation Credits Required only calculated for Forested Wetland crossings/impacts. Functional loss based on tree removal.

4.3.9.3 Habitat Biological Impacts

The most recent available data sources were used to evaluate this route study factor for habitat impacts. Current Hillsborough County GIS files were accessed for the Hillsborough County ELAPP lands layer, Hillsborough County Parks, and Hillsborough County Significant Wildlife Habitat (SWH). Additionally, SWFWMD GIS data was utilized for the review of the Sensitive Karst areas and Florida Department of Environmental Protection (FDEP) GIS data was reviewed for the Spring head locations. These data sources were reviewed relative to proximity and/or anticipated direct impact associated with each of the alternative route alignments.

4.3.9.3.1 Falkenburg Route

The Falkenburg route has moderate potential impacts to ELAPP lands and mapped SWH. This route is in the vicinity of one known spring location (Boyette Spring) near the intersection of Boyette Road and Bell Creek.

4.3.9.3.2 Lakewood-Providence Route

The Lakewood-Providence route has the lowest potential impact to ELAPP lands and one of the lower impacts to SHW habitat. Generally, this is a result of the majority of the route being highly urban. This route does align near one known spring (Boyette Spring) near the intersection of Boyette Road and Bell Creek.

4.3.9.3.3 Parsons-Kings Route

The Parsons-Kings route has minimal potential impacts to ELAPP lands and moderate impacts to SWH habitat. This route is in proximity to one (1) known spring location (Boyette Spring) near the intersection of Boyette Road and Bell Creek.

4.3.9.3.4 Lithia Pinecrest Route

The Lithia Pinecrest route has moderate potential impacts to ELAPP lands and mapped SWH. Rewrite this sentence: This route goes through the Lithia Spring Park which is managed by the Conservation and Environmental Lands Management Department as the property is part of the ELAPP program. Also, this area is a highly sensitive karst area as it includes two large and highly protected springs.

4.3.9.3.5 Cross Country Route

The Cross Country route encroaches into large tracts of mapped ELAPP lands and SWH mapped habitat. Environmental impacts to the ELAPP lands including Alderman's Ford Preserve would be minimized to the greatest extent possible by locating within the existing firebreaks. This route does not appear to have any concerns with Springs.

Habitat biological data is shown in **Table 10**:

Route	ELAPP (Hillsborough County) (ac.)	USWH (Hillsborough County) (ac.)	Sensitive Karst Area (SWFWMD) (ac.)	Adjacent to Spring (FDEP)	Hillsborough County Parks (ac.)
Falkenburg	4.06	3.84	17.21	1 (Boyette)	1.29
Lakewood- Providence	0.08	4.05	12.02	1 (Boyette)	1.6
Parsons-Kings	0.08	4.05	14.1	1 (Boyette)	1.31
Lithia Pinecrest	3.34	4.77	13.25	2 (Lithia Major and Minor)	3.59
Cross Country	6.03	9.87	12.87	0	0.62

4.3.10 Long Range Planning

The basis of analysis for Long Range Planning is based on subcriteria: 1) Integration with future capital projects and land use projects other than Tampa Bay Water Projects; 2) Integration with other Tampa Bay Water Projects; and 3) Opportunity to coordinate with future other Agency projects. Hillsborough County provided a GIS list of capital projects recently completed or underway, including new developments proposed along the routes. There were no major integration conflicts identified along four of the five routes, defined as less than 5,000-feet of the corridor had high probability of long-term redevelopment. The only route that presented a challenge was the Lithia Pinecrest as this capital project has been identified and parallels a significant portion of the corridor. As previously indicated, given the timing for the project by the County, there is a lot more uncertainty on how this potential project could affect the property acquisition, design or construction of the proposed 66-inch diameter pipeline.

The South Hillsborough Pipeline is a Tampa Bay Water long range project, and the Brandon Booster Station and Spring Program projects are short term solutions to Hillsborough County's long term water needs. The pipeline project was added for the first-time to the Capital Improvements Program in FY 2019 and the pipeline was identified in the 2018 long term Master Water Plan. After conversations with Tampa Bay Water Staff, it was determined there were no future additional Tampa Bay Water Projects on the horizon in the project area. Thus, this subcriterion did not influence the results.

Coordination with Hillsborough County for possible co-location and ways to mitigate impacts on environmental lands will continue to be explored. There may be an opportunity create a wildlife crossing for the Aldermans Ford Nature Preserve near the Upper Alafia River and the pipe corridor

itself could be connected and become part of the Cross Country Greenway Trail which extends from Southern Hillsborough County along CCG Balm/Lithia, CCG Lake Medard, and CCG Brandon/East Rural to the Tampa Bypass Canal Trail. Lastly, it could also provide fire buffers between the environmental lands and private property adjacent to the Aldermans Ford Nature Preserve.

FIGURE 11

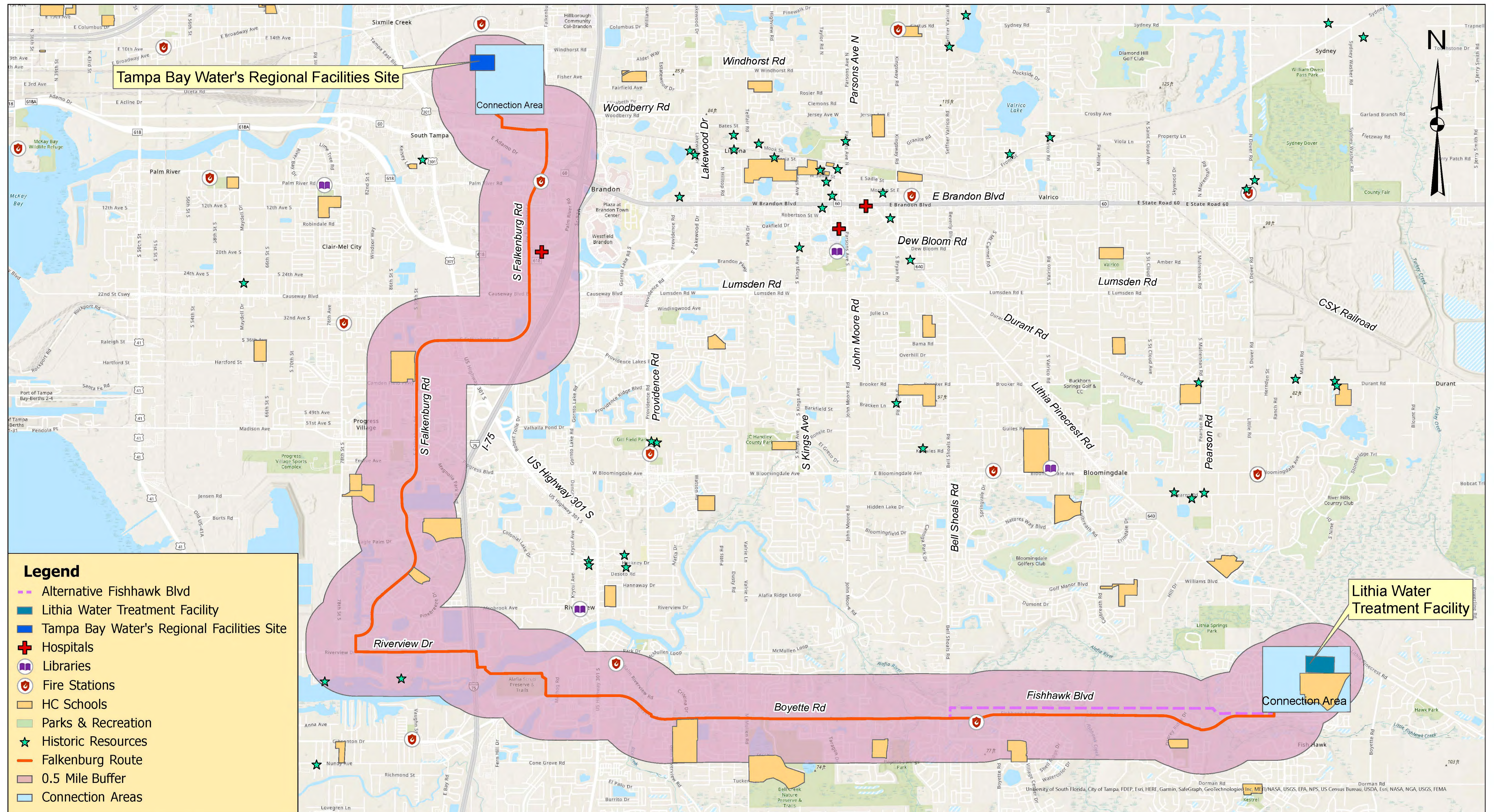


FIGURE 12

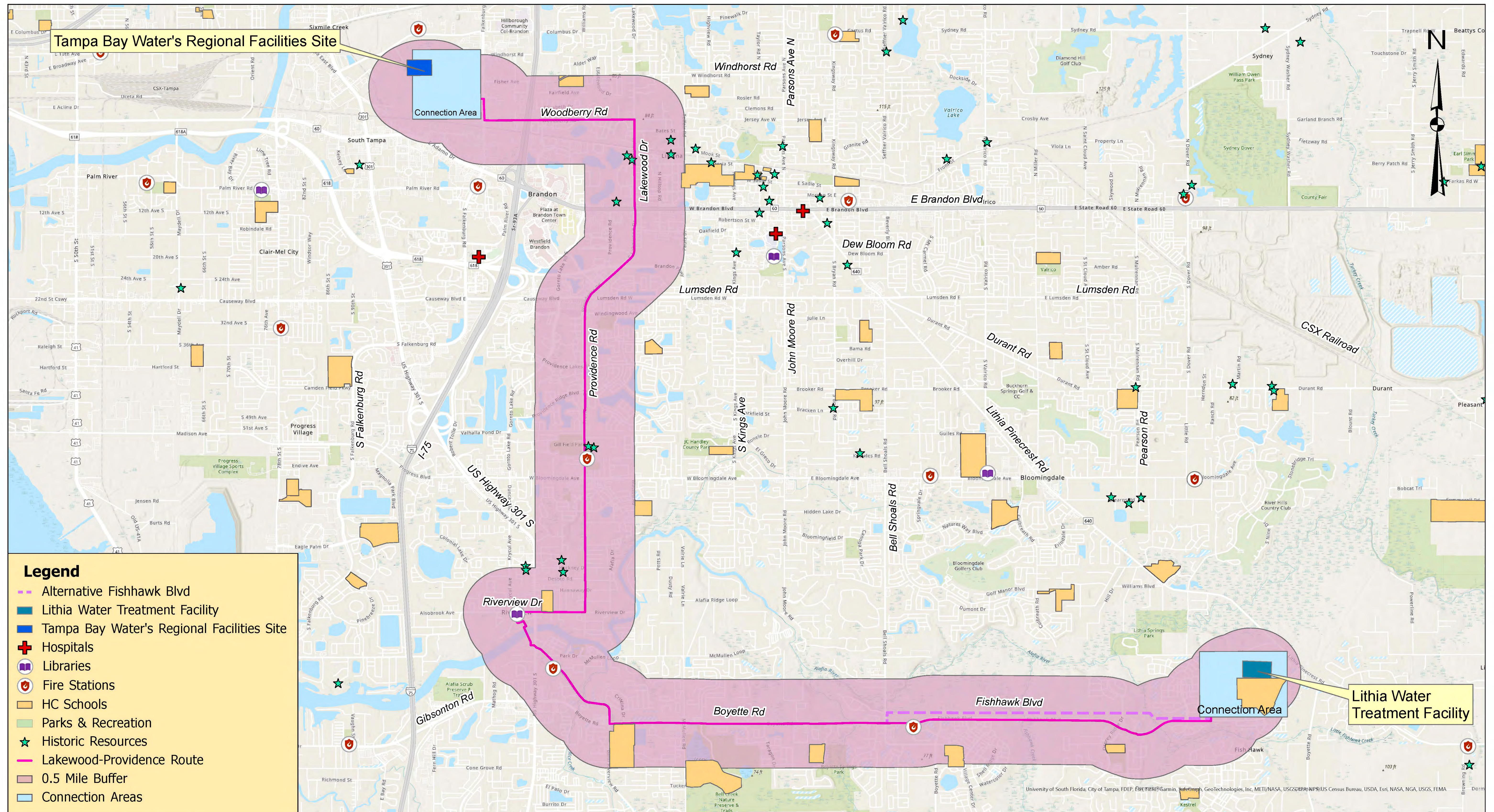
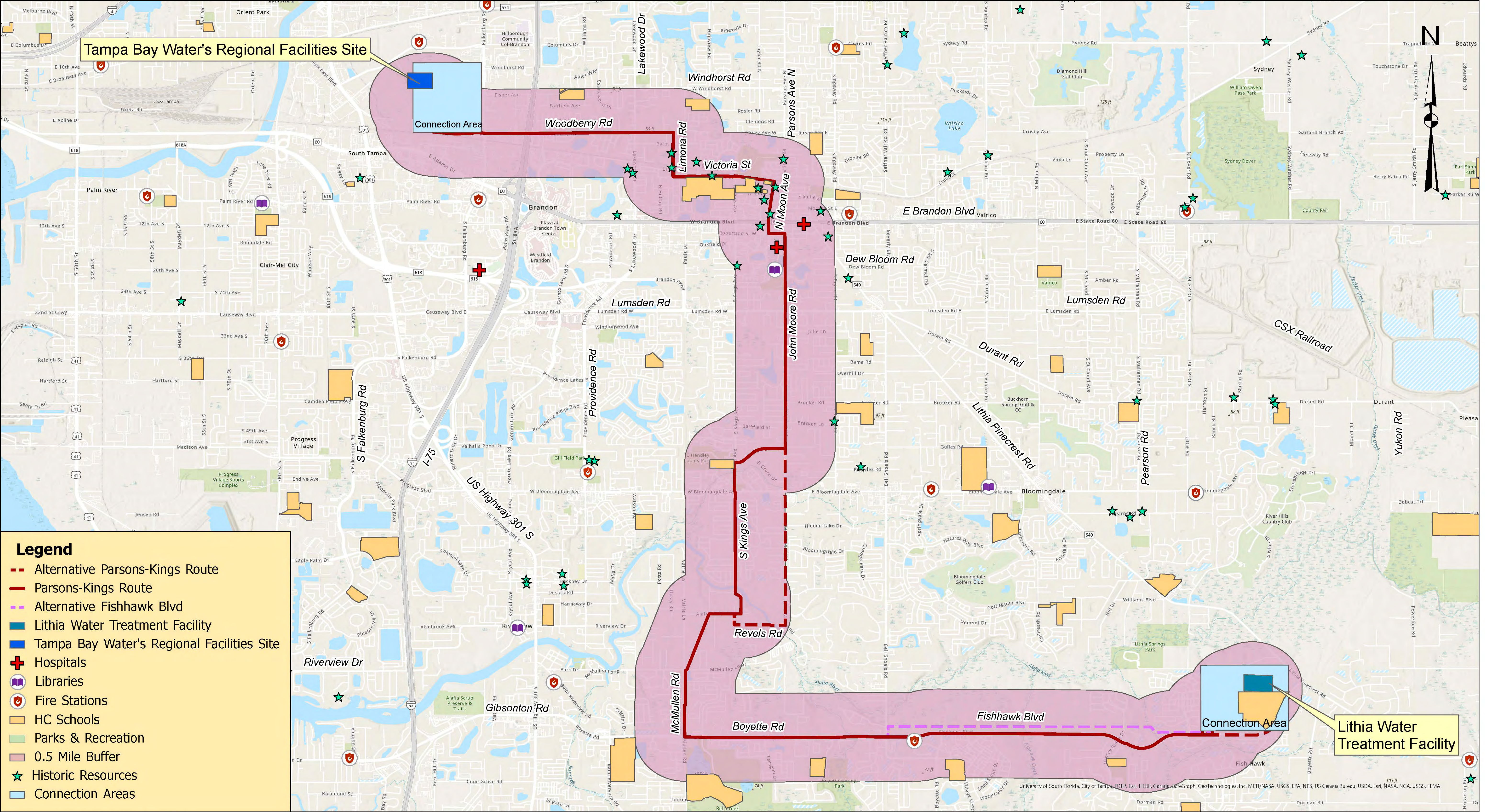


FIGURE 13



SOUTH HILLSBOROUGH PIPELINE (SEGMENT A)
PUBLIC FACILITIES PARSONS-KINGS ROUTE



0 1/2 1 2 Miles

FIGURE 14

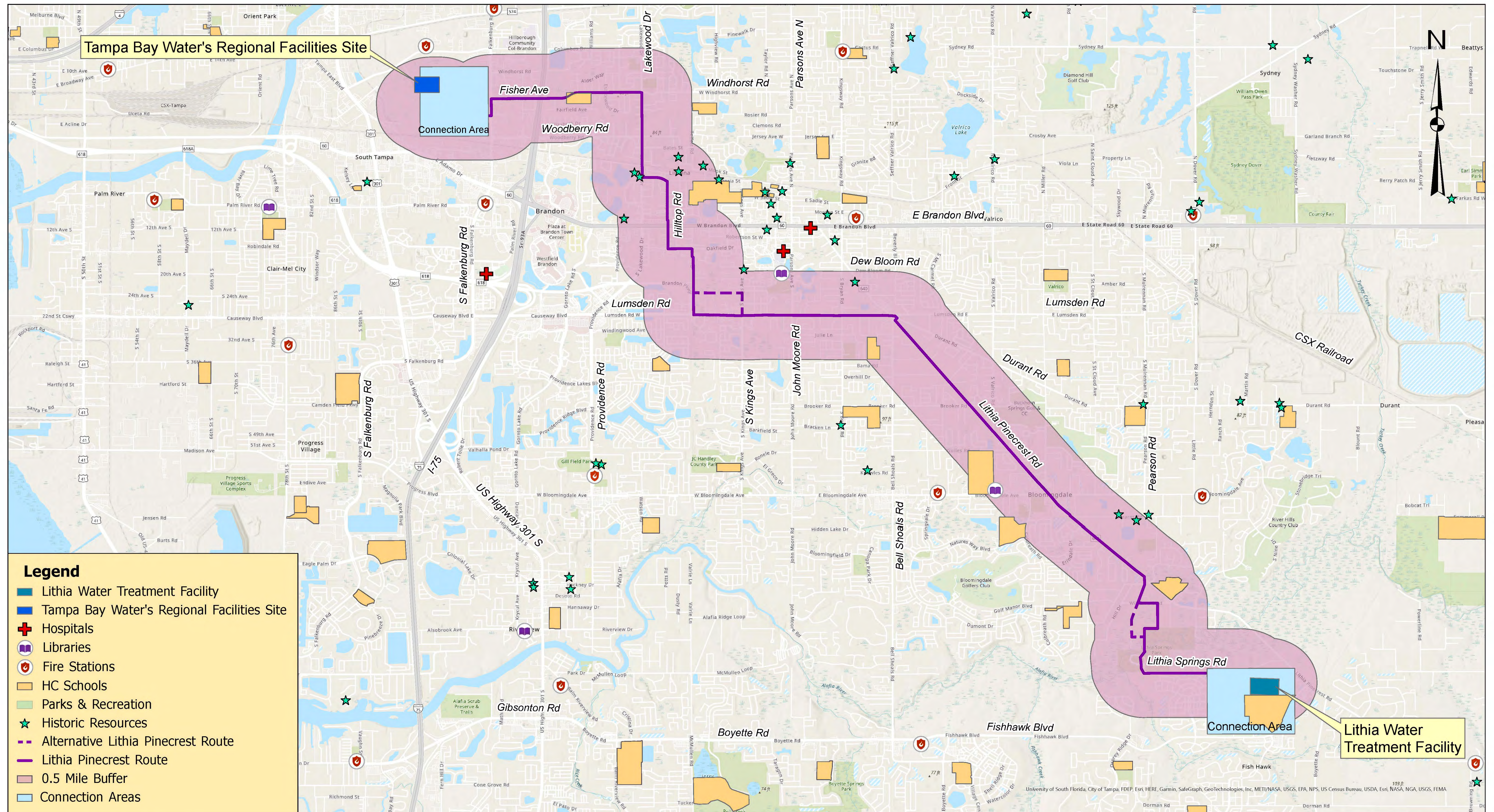


FIGURE 15

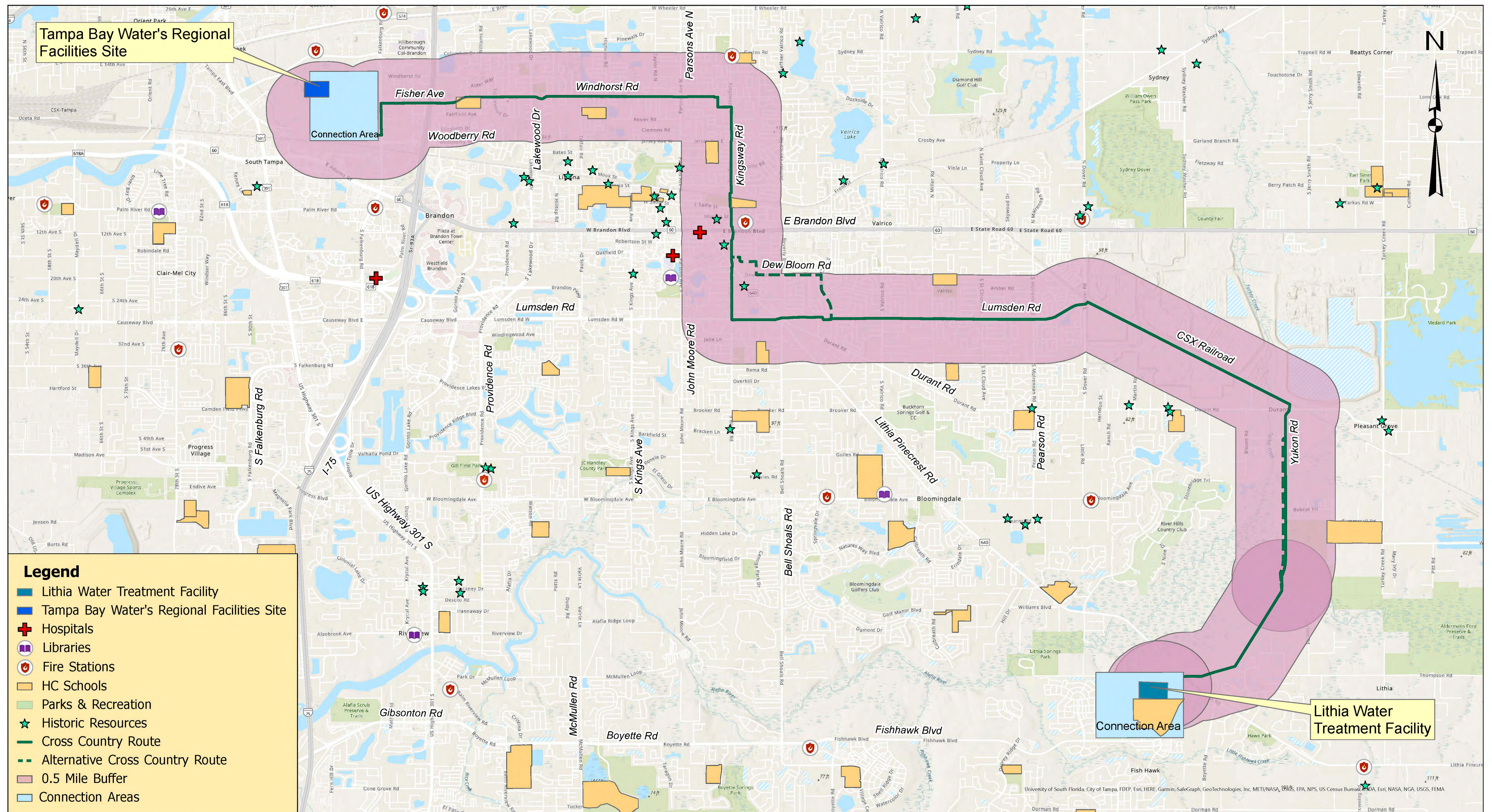


FIGURE 16

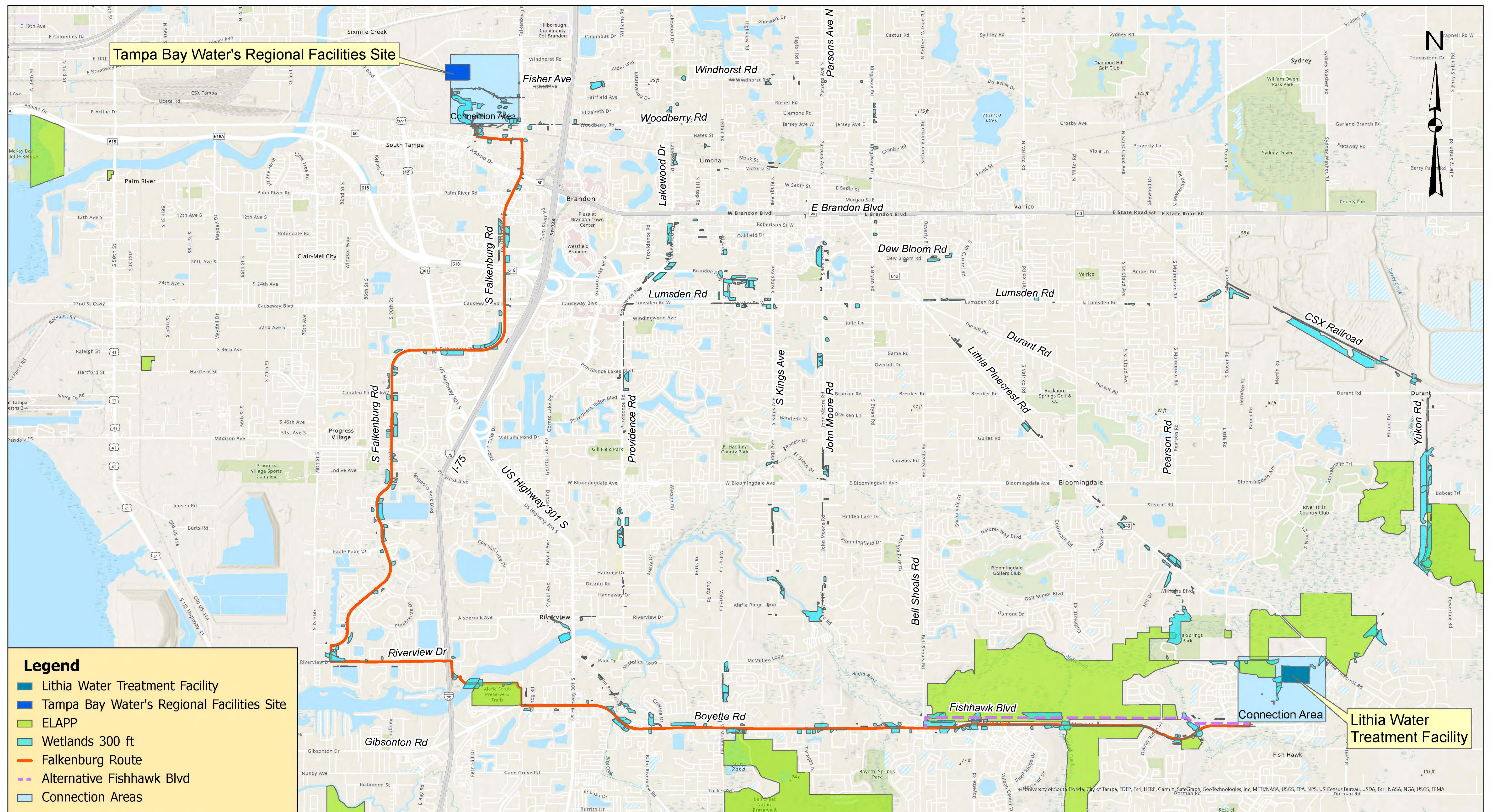


FIGURE 17

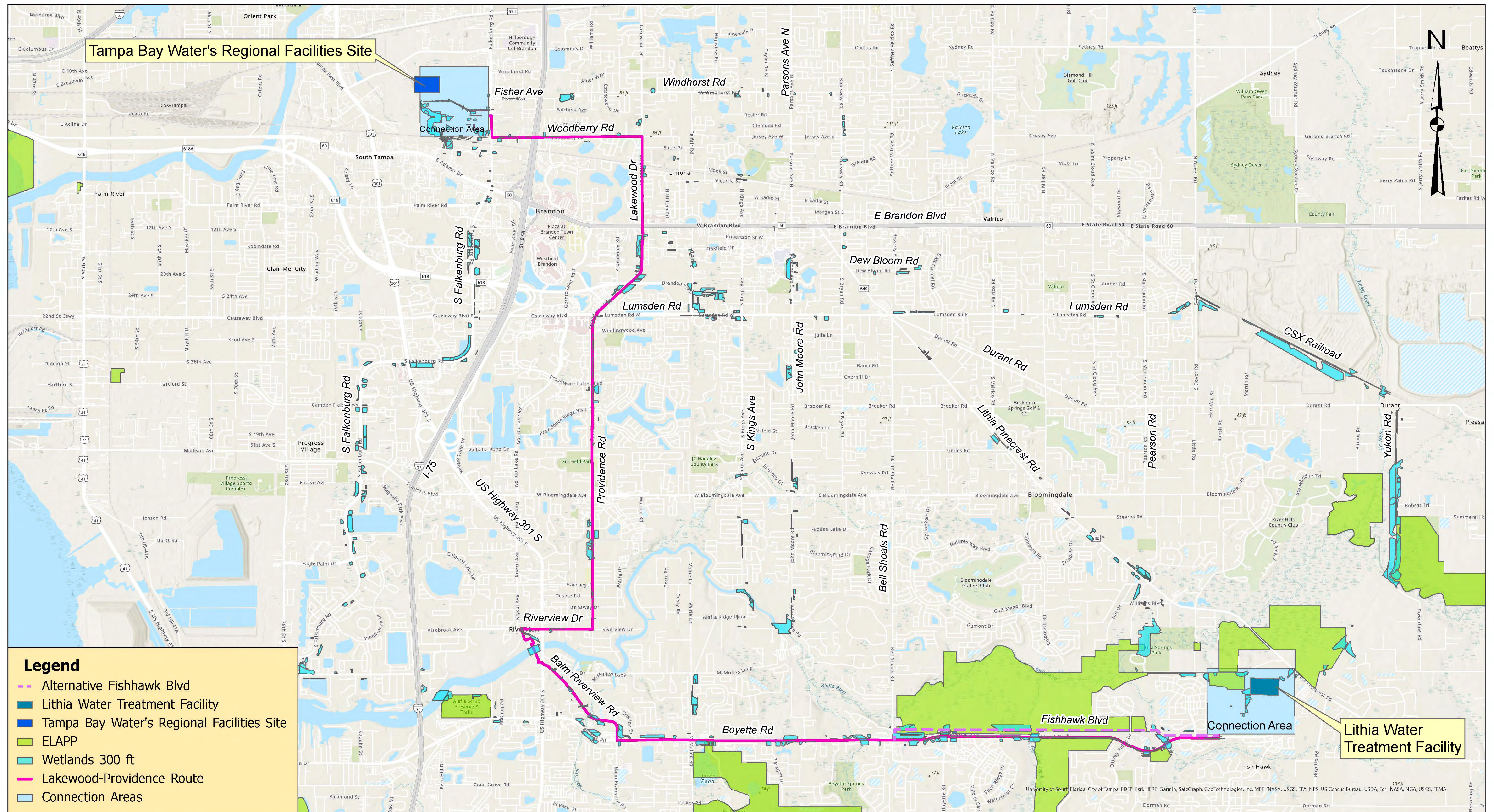


FIGURE 18

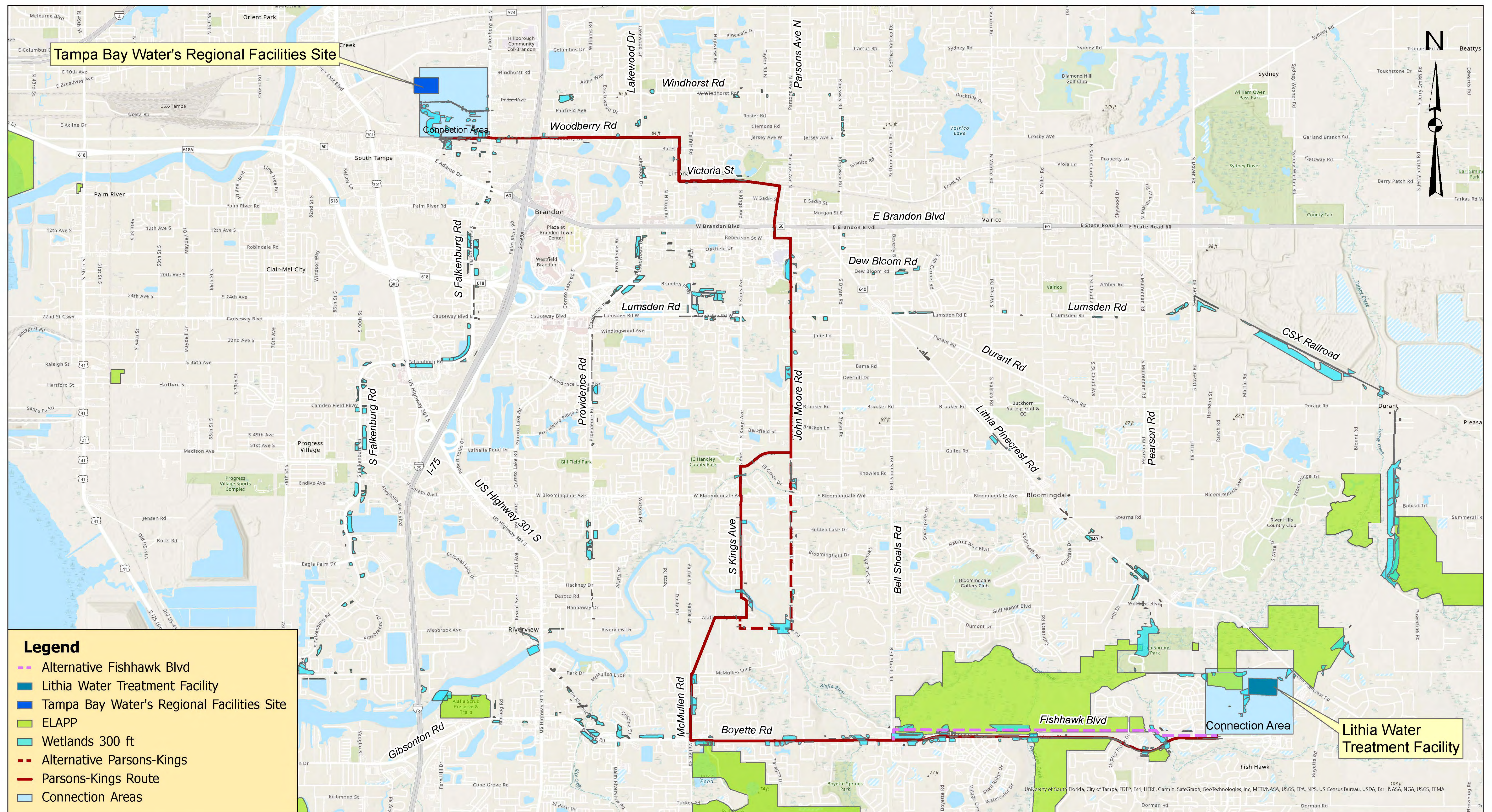


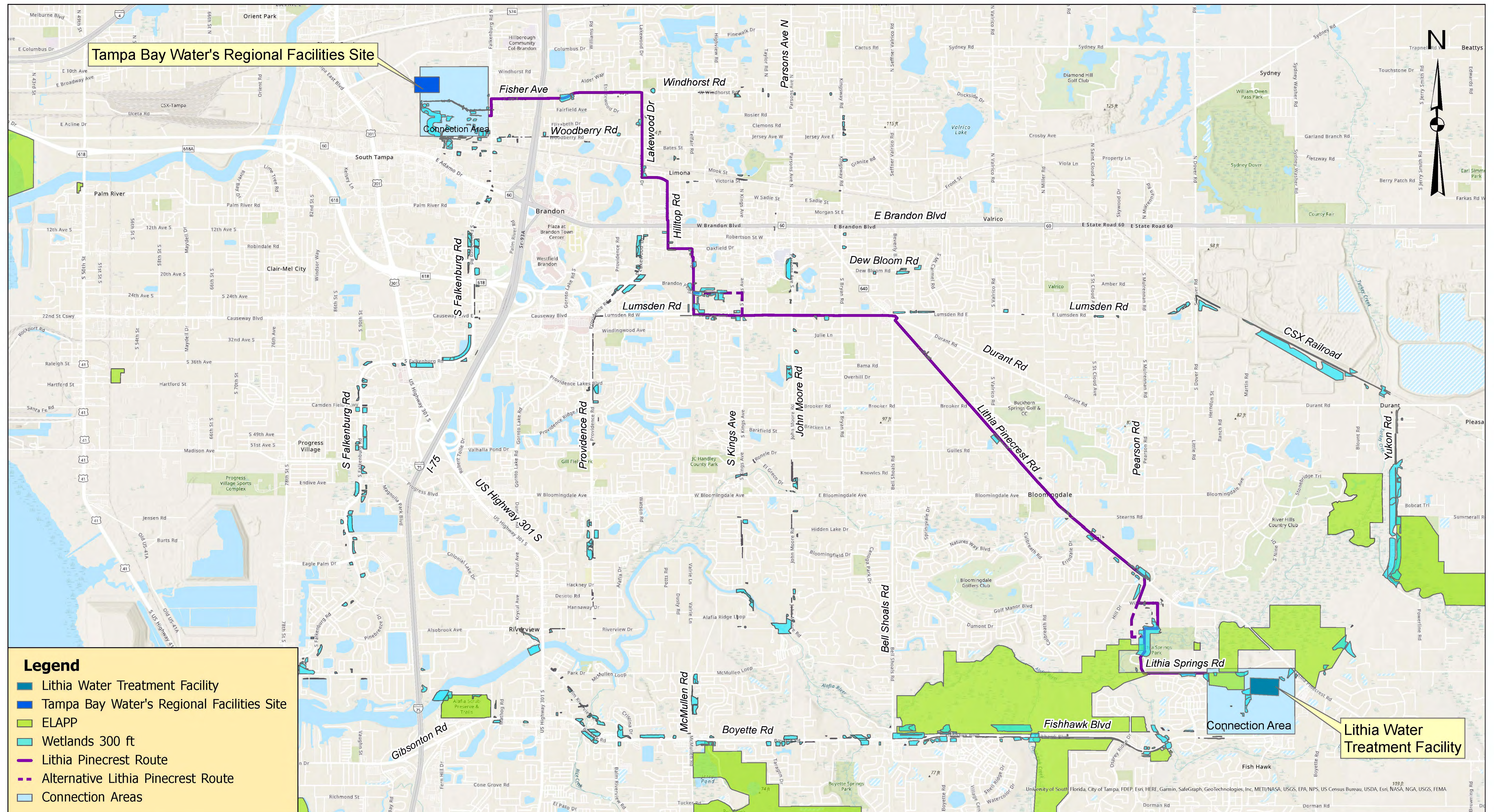
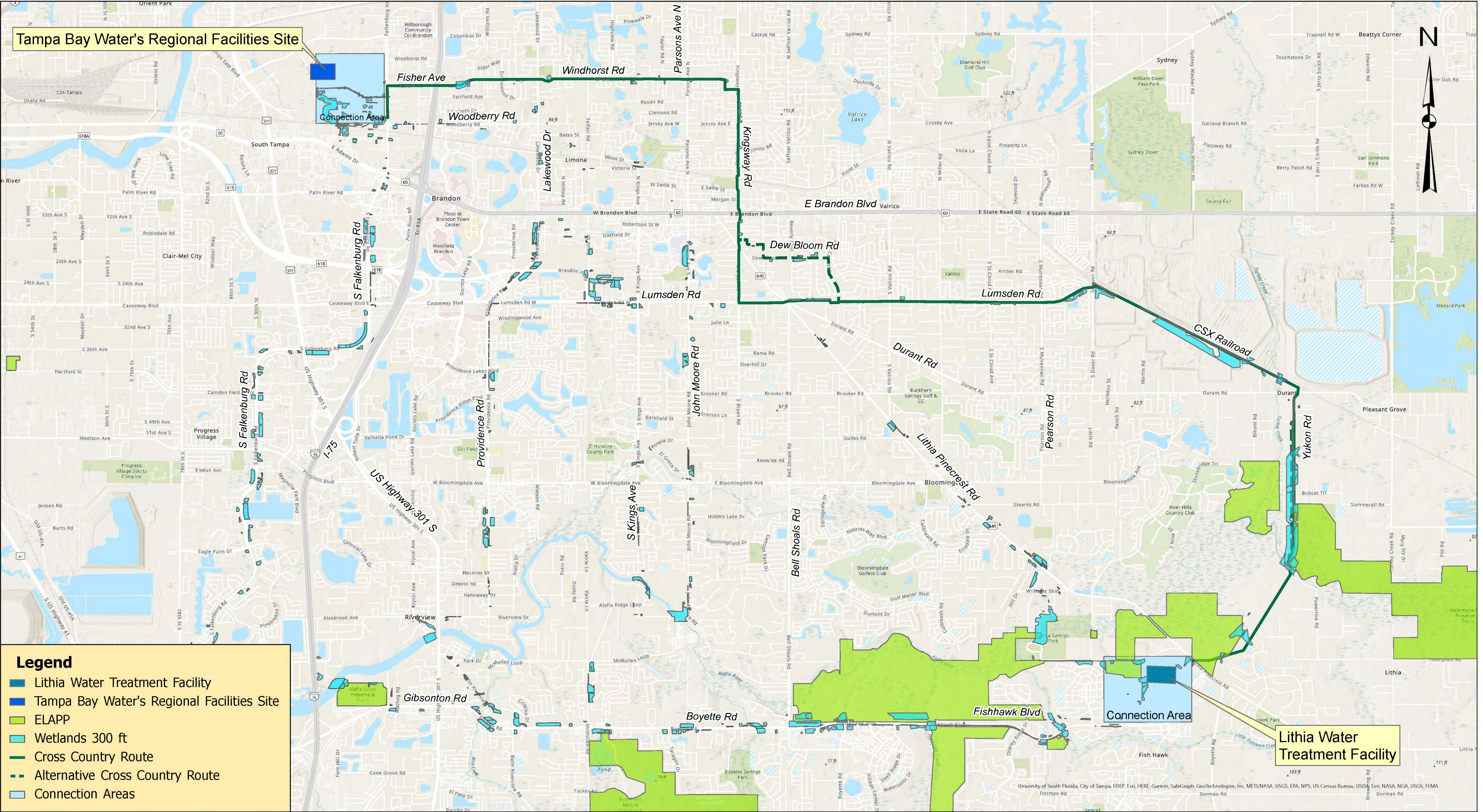
FIGURE 19

FIGURE 20

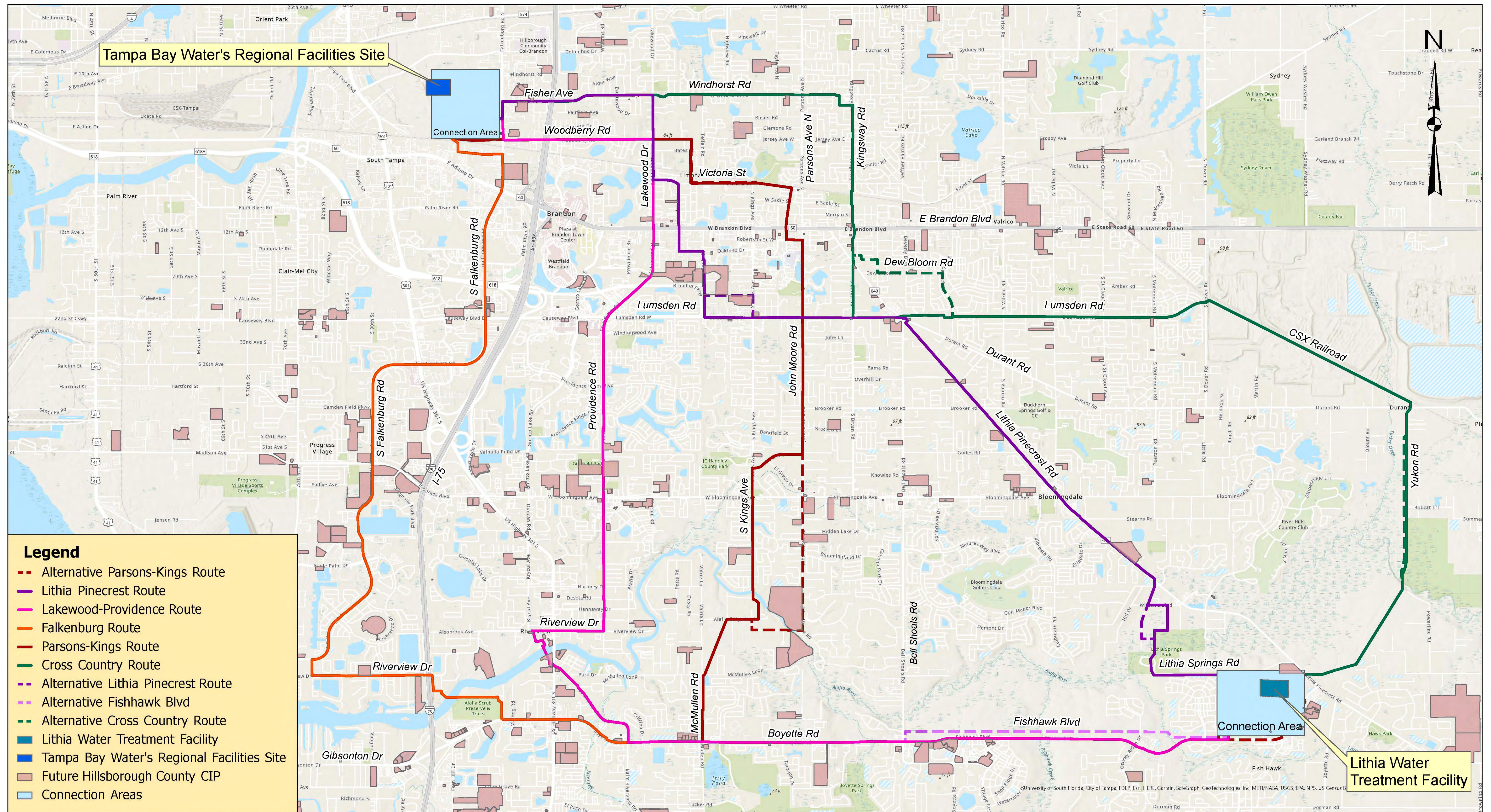


SOUTH HILLSBOROUGH PIPELINE (SEGMENT A)
WETLAND IMPACTS CROSS COUNTRY ROUTE



0 1/2 1 2 Miles

FIGURE 21



4.4 Non-Cost Criteria Scoring Matrix

Table 11 shows the tabulated numerical results of the route study based on the established Non-cost Criteria and subcriteria weighting for shortlisted routes.

Alternative sub-routes were also evaluated along with the main routes. During the analysis, routes with multiple sub-route options, were considered as if all sub-routes options were implemented concurrently and each of them was not analyzed individually. In general, when sub-routes were considered, the scoring of the route decreased corresponding to the shortlisted route. This does not eliminate any value that individual sub-route may provide when looked at individually. It is possible, that during design development and alignment refinement, that some of these alternate alignments be revisited and/or implemented to solve a specific challenge along the route corridor, which may have not been anticipated or determined at this level of project definition.

TABLE 11 (Page 1 of 2)

Non-Cost-Identifiable Route Selection Criteria			SCORING RANGE			Score Breakdown		Falkenburg			Lakewood-Providence			Parsons-Kings			Lithia Pinecrest			Cross Country		
CRITERIA (Individual Pipeline Segment Criteria)	CONSIDERATIONS	SUBCRITERIA	1 - LOW	5 – MEDIUM	10 - HIGH	Weighting	Sub Criteria Weighting	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score
Pipeline Segment Length	Duration of construction; date of initial operation	Construction length	Construction Length > 18.5 miles	15 feet > Construction length > 18.5 miles	Construction Length < 15 miles	4.67	75.0%	1	3.50	15.18	5	17.5	29.19	5	17.51	29.19	10	35.0	36.19	5	17.51	23.35
	Number of pipe joints and potential latent defects (e.g. future leaks)	Pipeline segment head loss (ft)	Pump head requirements > 200 TDH	200 TDH > Pump head requirements > 190 TDH	Pump head requirements < 190 TDH		25.0%	10	11.68		10	11.7		10	11.68		1	1.2		5	5.84	
	Number of appurtenances requiring O&M																					
Public Inconvenience (PI)	Complaints; community relations Impacts to business operations and profits Increased public transportation and business commuting time Reduced quality of life (e.g. loss of use, impacts during construction) Availability of detours Proximity to schools, hospitals, urgent/long term care, and churches	PI = SUM : (AADT/# of Thru Lanes)(# Thru Lanes Impacted)(miles along the route segment)(Sensitivity Factor for Segment)	PI > 33	33> PI > 25	PI < 25	5.00	100.0%	1	5.00	5.00	5	25.0	25.00	1	5.00	5.00	10	50.0	50.00	10	50.00	50.00
Safety	Accessibility for emergency vehicles Construction equipment, vehicles, and obstacles in road Proximity of construction to petroleum pipelines and high voltage overhead powerlines Safety of public during construction Construction worker safety (trench depth, proximity to roadway)	Trench Depth (assumes 66” pipeline, 5-ft minimum cover, excludes trenchless considerations)	> 25 locations crossing utilities which cannot be relocated & would result in trench depth greater than 12 ft	25> locations crossing utilities which cannot be relocated & would result in trench depth greater than 12 ft >20	< 20 locations crossing utilities which cannot be relocated & would result in trench depth greater than 12 ft.	9.78	25.0%	5	12.23	39.12	10	24.5	53.79	1	2.45	63.57	5	12.2	73.35	1	2.45	63.57
		Contractor, pedestrian, and local driver safety	sum(AADT) > 120,000	120,000 > sum (AADT) > 80,000	sum(AADT) < 80,000		25.0%	1	2.45		1	2.4		5	12.23		5	12.2		10	24.45	
		Proximity to natural gas / petroleum lines & valving stations. (Do not consider perpendicular crossings, lines considered 6” and greater).	Construction < 100 ft from natural gas transmission facilities	500 ft < Distance to natural gas transmission facilities < 100 ft	Construction > 500 ft from natural gas transmission facilities		25.0%	5	12.23		10	24.5		10	24.45		10	24.5		5	12.23	
		Proximity to high voltage overhead lines (high voltage assumed to be > 43 kV)	Construction < 50 ft from high voltage overhead lines	50 ft < Distance to high voltage overhead lines < 100 ft	Construction > 100 ft from high voltage overhead lines		25.0%	5	12.23		1	2.4		10	24.45		10	24.5		10	24.45	
Environmental & Historical	Long term mitigation responsibility and monitoring requirements Additional land acquisition beyond pipeline easement Construction constraints and schedule impacts Construction complexity, mitigation requirements, and accessibility Climate interactions and risk Public perception Acquisition of mitigation credits	Wetlands impacts	High Impact: > 9.0 AC of the construction footprint area is along wetlands	Moderate Impact: > 9.0 AC but < 7.0 AC of the construction footprint area is along wetlands	Low Impact: < 7.0 AC of the construction footprint area is along wetlands	7.33	20.0%	10	14.66	51.31	10	14.7	46.91	10	14.66	52.78	5	7.3	43.98	1	1.47	46.91
		Wetland classification	Functional Loss (FL) > 1.0 per UMAM Florida statute Form 62-345.900	1.0 > Functional Loss (FL) > 0.7 per UMAM Florida statute Form 62-345.900	Functional Loss (FL) < 0.7 per UMAM Florida statute Form 62-345.900		20.0%	10	14.66		10	14.7		10	14.66		5	7.3		1	1.47	
		Cultural / Archaeological / Historical impacts	High Impact: > 10 number of sites within 100 ft.	Moderate Impact: < 10 number of sites within 100 ft.	Low Impact: < 5 number of sites within 100 ft.		20.0%	5	7.33		1	1.5		5	7.33		5	7.3		10	14.66	
		Habitat / Biological impacts	High Impact: > 7 Acres within PUE / TCE envelope	Moderate Impact: > 3 Acres but < 7 Acres of the construction footprint area is within PUE / TCE envelope.	Low Impact: < 3. Acres of the construction footprint area is within PUE / TCE envelope.		20.0%	5	7.33		10	14.7		10	14.66		5	7.3		10	14.66	
		Contaminated groundwater / biohazards	High impact: > 10 sites with contaminated groundwater / biohazard within 500 ft.	Moderate Impact: > 10 sites but < 5 sites with contaminated groundwater / biohazard within 500 ft.	Low impact: < 5 sites with contaminated groundwater / biohazard within 500 ft.		20.0%	5	7.33		1	1.5		1	1.47		10	14.7		10	14.66	
Special Crossings & Construction Requirements	Consequence of failures Accessibility for future maintenance Unique restoration (landscape, hardscape) Complicated maintenance of traffic plans Complexity of construction Construction window limitations (reduced work hours, nightwork, daily commute/weekend/special event restrictions) Special trenchless requirements (casing, settlement monitoring, ground stabilization / improvement) Special Work Constraints - % of construction in roadways requiring special MOT/impacts (nightwork, lane shifts, etc.) - Defined as % of route along AADT 20,000 or greater and/or % of corridor with ingress/egress access issues Unique restoration (landscaping, hardscaping, masonry walls, water features)	Number of trenchless crossings	number of trenchless crossings > 15	15 > number of trenchless crossings > 12	number of trenchless crossings < 12	5.89	20.0%	1	1.18	27.09	1	1.2	10.60	5	5.89	31.81	10	11.8	30.63	10	11.78	47.12
		Total length of trenchless crossings	Length of crossings >4,000 ft	4,000 ft > Length of crossings > 3,200 ft	Length of crossings < 3,200 ft		20.0%	1	1.18		1	1.2		1	1.18		5	5.9		10	11.78	
		Number of special trenchless / construction instances (casing, settlement monitoring, ground stabilization / improvement)	number of special trenchless locations > or = 3	number of special trenchless crossings = 2	number of trenchless crossings < 2		20.0%	10	11.78		1	1.2		1	1.18		5	5.9		5	5.89	
		Special Work Constraints - % of construction in roadways requiring special MOT/impacts (nightwork, lane shifts, etc.) - Defined as % of route along AADT 20,000 or greater and/or % of corridor with ingress/egress access issues	> 30% potential for special construction	30% > potential for special construction > 15%	potential for special construction < 15%		20.0%	1	1.18		1	1.2		10	11.78		5	5.9		10	11.78	
		Unique restoration (landscaping, hardscaping, masonry walls, water features)	number of unique restoration locations > or = 10	10 > number of unique restoration locations > 5	5= or > number of unique restoration locations		20.0%	10	11.78		5	5.9		10	11.78		1	1.2		5	5.89	

TABLE 11 (Page 2 of 2)

Non-Cost-Identifiable Route Selection Criteria			SCORING RANGE			Score Breakdown		Falkenburg			Lakewood-Providence			Parsons-Kings			Lithia Pinecrest			Cross Country		
CRITERIA (Individual Pipeline Segment Criteria)	CONSIDERATIONS	SUBCRITERIA	1 - LOW	5 – MEDIUM	10 - HIGH	Weighting	Sub Criteria Weighting	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score	Subcriteria Scores	Weighted Subcriteria	Criteria Score
Permitting/Implementation	Work restrictions and construction sequencing Agency review/approval durations and project schedule impacts Special interest group protest Public hearing/notification requirements Additional approvals required for conservation easements Compliance with multiple agency permitting processes/requirements Potential for impact on procurement/construction schedule	Environmental permits/Mitigation (wetlands, scrub, freshwater)	Permitting/Mitigation for pipe expected to take > 12 months from application.	12 months > Pipe permitting expectations > 6 months	Permitting for pipe expected to take < 6 months from application.	4.56	33.3%	5	7.59	10.63	10	15.2	31.89	10	15.18	45.55	5	7.6	22.78	1	1.52	18.22
		Complexity of Permits (number of jurisdictional authorities that oversee, requires purchase of new mitigation banks, seasonal verifications only for endangered species from FWC) measured by % of route requiring complex permitting	> 7	<or equal to7 > 5	< or equal to 5		33.3%	1	1.52		10	15.2		10	15.18		5	7.6		1	1.52	
		Municipal permits (FDOT, Hillsborough County, etc.)	Permitting for pipe expected to take > 8 months from application.	8 months > Pipe permitting expectations > 4 months	Permitting for pipe expected to take < 4 months from application.		33.3%	1	1.52		1	1.5		10	15.18		5	7.6		10	15.18	
		Right of way use permits (within other utility districts - e.g. TECO, CSX).	Permitting for pipe expected to take > 12 months from application.	12 months > Pipe permitting expectations > 6 months	Permitting for pipe expected to take < 6 months from application.		0.0%		0.00			0.0			0.00			0.0			0.00	
Operation and Maintenance Accessibility	O&M convenience (level of effort) and effectiveness Access for future maintenance activities Facilitates access for emergency repairs Facilitates ease of pipeline commissioning	Pipeline accessibility	> 40% of alignment is > 1/4 mi from intersection with public right of way.	40% < of alignment is within 1/4 mi from intersection with public right of way < 20%	< 20% of alignment is > 1/4 mi from intersection with public right of way	6.44	50.0%	10	32.20	64.40	10	32.2	64.40	10	32.20	48.30	10	32.2	48.30	5	16.10	19.32
		Disinfection / flushing water disposal	80% of pipeline is > 3 miles away from retention basin	80% of pipeline: 1 miles away > Retention basin > 3 mile away	80% of pipeline is < 1 mile away from retention basin		50.0%	10	32.20		10	32.2		5	16.10		5	16.1		1	3.22	
ROW/Easement Availability	Property owner sensitivity to loss of use Property features impacting construction (topography, fences, wall, building, roadways, vegetation/landscaping) Easement desirability (proximity to public, ease of access) Defined property acquisition process Amount and type of property acquisitions Potential for shared use (trails/greenway, maintenance) Potential for future relocation of Tampa Bay Water pipeline Construction constraints Agency encroachment requirements and cooperation Existing utility density/congestion & relocation	Percentage of route within private lands	< 20% of route along lands that are privately held	20% to 40% of route along lands that are privately held	> 40% of route along lands that are privately held	7.11	5.0%	1	0.36	50.84	1	0.4	59.72	5	1.78	52.26	10	3.6	14.58	10	3.56	53.33
		Number of parcels requiring easement acquisition	> 70 parcels	25 to 70 parcels	< 25 parcels		25.0%	5	8.89		10	17.8		5	8.89		1	1.8		5	8.89	
		Number of parcels requiring compensation for loss of use	> 10 parcels with damages or loss of use	10 < parcels with damages or loss of use < 5	< 5 parcels with damages or loss of use		25.0%	10	17.78		10	17.8		10	17.78		1	1.8		10	17.78	
		Percentage of route within public lands (non established ROW)	> 10 % of route along lands that are publicly held	5% to 10% of route along lands that are publicly held	< 5% of route along lands that are publicly held		5.0%	5	1.78		5	1.8		5	1.78		5	1.8		5	1.78	
		Complexity of acquisition - pending developments, commercial / industrial parcels involving business damages.	> 20 businesses affected	20 < businesses affected < 10	< 10 businesses affected		20.0%	10	14.22		10	14.2		10	14.22		1	1.4		10	14.22	
		Quality of Unavoidable ROW - Roadway expansion requiring a relocation. % of route along right-of-ways that are fully built out (per current County or DOT Planning)	< 20% of route along built-out ROWs	20% to 40% of route alongbuilt-out ROWs	> 40% of route along built-out ROWs		10.0%	10	7.11		10	7.1		10	7.11		1	0.7		5	3.56	
		Potential major existing utility relocation(s)	> than 5 major existing utility relocations	< than 5 of major existing utility relocations < 3	< 3 major existing utility relocations		10.0%	1	0.71		1	0.7		1	0.71		5	3.6		5	3.56	
		Defined as: (> 12" water, > 6" force main, any gravity relocation, > 4" natural gas)																				
Geotechnical Considerations	Dewatering, construction duration and difficulty, groundwater contamination Corrosion potential Potential for unforeseen conditions Trench zone requirements and stability	Groundwater table	GW < 7 '	12' > GW > 7'	GW > 12'	3.33	33.3%	1	1.11	3.33	1	1.1	3.33	5	5.54	12.20	5	5.5	16.65	5	5.54	16.65
		Soil corrosivity	> 66% of pipeline in highly corrosive soils	greater than 54% and less than 66% of pipeline within highly corrosive soils	< 54% of pipeline within highly corrosive soils		33.3%	1	1.11		1	1.1		5	5.54		5	5.5		5	5.54	
		Depth of shaft (depth to rock)	Depth to rock < 30 ft	60 ft > Depth to rock > 30 ft	Depth to rock > 60 ft		33.4%	1	1.11		1	1.1		1	1.11		5	5.6		5	5.56	
Long-Range Planning	Integration with future capital projects Co-location in existing Tampa Bay Water utility easements/corridors Consistency with existing and proposed land use planning and zoning Opportunities to expand public amenities (multi-use trail, linear park, public access) Future road/intersection enhancements	Integrated with future capital projects and land use planning (non-TBW projects).	> 3.5 miles of the alignment is located within roadway corridor preservation plan or parcels for planned development.	> 1 mile but < 3.5 miles of the alignment is located within roadway corridor preservation plan or parcels for planned development.	< 1 mile of the alignment is located along roadways or within properties with high probability of long-term redevelopment (zoning, roadway expansions)	3.89	50.0%	5	9.73	11.67	5	9.7	1.00	1	1.95	11.67	1	1.9	11.67	10	19.45	38.90
		Integrated with future TBW projects	Low opportunity to accommodate future TBW pipeline facilities. < 25% of alignment within PUE.	Moderate opportunity to accommodate future TBW pipeline facilities. Between 25% and 50% of alignment within PUE.	Significant opportunity to accommodate future TBW pipeline facilities. > 50% of alignment within PUE.		0.0%		0.00			0.0			0.00			0.0			0.00	
		Opportunity to expand public amenities and / or access to public amenities.	No opportunity to construct public amenities.	Moderate opportunity to construct future public amenities.	Significant opportunity to construct public amenities with this project.		50.0%	1	1.95		1	1.9		5	9.73		5	9.7		10	19.45	

Total 278.57 Total 325.83 Total 352.32 Total 348.12 Total 377.37

5 COST EVALUATION BASIS AND RESULTS

Estimated Opinion of Probable Construction Cost Estimates (OPCC) were prepared for all the shortlisted routes. In addition, OPCCs were prepared for the alternate alignment options for the Parsons-Kings Route, the Lithia Pinecrest Route and the Cross Country Route.

The cost estimates presented in this study are intended to be inclusive of costs required to implement the project. Engineering planning, design, construction cost and contingencies were included in the overall estimates. A summary of the OPCCs for the shortlisted routes shown in **Section 5.3**. Detailed OPCCs for each alternative are included in **Appendix B**.

This section details the cost estimation framework that was used to determine estimated opinions of construction costs for each of the routes considered as part of this study.

5.1 Cost Estimation Framework

The goal of the cost estimation framework is to provide a consistent and traceable approach for estimating capital project costs to defined possible variances between cost estimates at the current level of definition and final project budgets. The approach will also improve communication and understanding between stakeholders.

5.1.1 Cost Estimate Classification

The cost estimation approach uses a classification system to categorize cost estimate classes. These classes represent different phases of planning and design and, therefore, different methods of cost estimation and levels of accuracy. This framework complements the generic approach developed by the Association of Advancement in Cost Estimating (AACE) International.

Table 12 provides descriptions of the proposed estimate classes and their end usage or deliverables. If the AACE methodology is further used through subsequent phases of the project, the Class can be updated to reflect the higher level of confidence in the estimate and the additional effort used to develop the estimate.

The associated risk and uncertainty of a project cost estimate is minimized with the addition of a contingency. Contingencies are allowances for risks that are known or anticipated at early stages of the project definition. That is, they represent probable events that are “known unknowns” and, experience has shown, are likely to occur. Further, contingencies cannot be attributed to specific items in the base cost estimate but need to be considered in addition to the base cost. Project contingency does not cover major changes in scope, which would require a re-assessment and re-costing of a project.

Table 12: AACE Cost Estimation Classes

				Expected Range of Accuracy of Actual Costs	
Class	Project Definition	ANSI Classification	Typical Use	Low	High
5	0% to 2%	Order of Magnitude	Conceptual Screening	-50% to -20%	+30% to +100%
4	1% to 15%	Order of Magnitude	Feasibility Study	-30% to -15%	+20% to +50%
3	10% to 40%	Budgetary	Budgeting	-20% to -10%	+10% to +30%
2	30% to 70%	Definitive	Bidding, Project Control, Change Management	-15% to -5%	+5% to +20%
1	65% to 100%	Definitive	Bidding, Project Control, Change Management	-10% to -3%	+3% to +15%

For this study, Wade Trim has developed an OPCC for each of the routes under consideration. These estimates were prepared based on an AACE Class 5 estimate, which have a basic level of definition and are generally prepared based on very limited information. Therefore, these estimates have wide accuracy ranges. This is consistent with the nature of the corridor screening and with the methodology used by the engineering Team for Segment B.

A typical Class 5 estimate for a general construction Industry project may have an accuracy range as broad as -50% to +100%, or as narrow as -20% to +30%. However, this range is dependent on the contingency included in the estimate appropriately quantifying the uncertainty and risks associated with the cost estimate. A 30% Contingency has been allocated consistent with AACE Cost Estimation Guidelines based on the level of definition and project complexity for a Class 5 Estimate.

5.2 General Notes, Assumptions and Exclusions

The OPCCs were based on seven pricing categories: 1) Transmission Main by Open-Cut; 2) Special Crossings; 3) Startup, Commissioning and Dewatering; 4) Contractor Markups and Indirect Costs; 5) Contingencies; 6) Property Acquisition Costs; and 7) Engineering Design, Procurement and Engineering Services During Construction.

Rates and assumptions used for each of these categories were coordinated with the engineering team for Segment B during multiple meetings for consistency across projects. Direct project costs were also calculated to the base bid period which is expected to be 2025.

5.2.1.1 Item No. 1-- Transmission Main by Open-Cut

Unit rates used for this category were intended to be all-inclusive construction unit rates without separate quantification of items such as restoration, appurtenances, dewatering, and other miscellaneous costs. Five different pay items were utilized to differentiate the level of effort and costs that would be required to install a 66-inch diameter water main in different laying conditions. The categories are as follows:

- **Rural/Cross Country/Easements Construction – Few or No Utilities and No Wetlands**
Impacts: This category is mostly intended to address easy laying conditions within rural roads or easements that do not require heavy restoration or maintenance of traffic. It also avoids wetland areas, which have an increase of construction and/or possible costs for wetland mitigation. These rural road or easements also tend to have few utilities that would create conflicts causing to install this pipe in a deeper cut, therefore it is expected that lay conditions are minimum cover. Dewatering costs are reduced as well.
- **Rural/Cross Country/Easements Construction – Few or No Utilities and with Wetlands**
Impacts: This category is mostly intended to address easy laying conditions within rural roads or easements that do not require heavy restoration or maintenance of traffic. However, in this scenario the corridor is actively crossing known wetlands which have an increase of construction for deforestation and clearing and/or possible costs for wetland mitigation. Dewatering costs are increased as well. These rural road or easements tend to have few utilities that would create conflicts causing to install this pipe in a deeper cut, therefore it is expected that lay conditions are minimum cover.
- **Residential/Collector Street and/or Average Utility Congestion:** This category is mostly intended to address all urban streets not classified as urban arterial or major highway per the Hillsborough County Roadways Functional Classification. Laying conditions require light to moderate maintenance of traffic. Construction is assumed to be under pavement for pricing purposes, thus pricing includes restoration of base, pavement, milling, and overlay. This urban scenario assumes construction will not encounter wetlands. For the purposes of pricing, these corridors are assumed to have average utility congestion, thus the pipe will be often installed at minimum cover, but it is expected that to have occasional deep installations.
- **Urban Arterial/Major Highway, Dense Utility Corridor – Outside Limits of Pavement:** This category is intended to address urban streets classified as urban arterial or major highway per the Hillsborough County Roadways Functional Classification. Laying conditions require light to moderate maintenance of traffic. Construction is assumed to be on the greenspace of the right-of-way therefore there is no restoration of base or pavement for pricing purposes. This urban scenario assumes construction will not encounter wetlands. For the purposes of pricing, these corridors are assumed to have dense utility congestion, thus the pipe will be mostly installed deeper than minimum cover.
- **Urban Arterial/Major Highway, Dense Utility Corridor – Within Limits of Pavement:** This category is intended to address urban streets classified as urban arterial or major highway per the Hillsborough County Roadways Functional Classification. Laying conditions require moderate to extensive maintenance of traffic. Construction is assumed to be under lanes

of traffic therefore restoration of base, pavement milling, and overlay are assumed for pricing purposes. This urban scenario assumes construction will not encounter wetlands. For the purposes of pricing, these corridors are assumed to have dense utility congestion, thus the pipe will be mostly installed deeper than minimum cover.

5.2.1.2 Item No. 2 - Special Crossings

Unit rates used for this category were intended to be all-inclusive construction unit rates without separate quantification of items such restoration, appurtenances, dewatering, casing, pilings or supports, construction of shafts, grouting, clearing and grubbing and other miscellaneous costs, and restoration of ground cover including landscaping or pavement. Three different pay items were utilized to differentiate the level of effort and costs that would be required to install a 66-inch diameter water main in different laying conditions. The categories are as follows:

- **Trenchless Crossing, Shallow Shaft:** This category is mostly intended for installation of the 66-inch diameter water main within a casing pipe via microtunneling, tunnel boring machines, conventional tunneling or potential jack and augering if technically feasible. Shafts are intended to be less than 40-feet deep and could be established by different methods such as traditional interlocking steel sheet piling or liner plates with bracing. This type of construction is intended for major highways or critical intersections, shallow creeks, large or deep utilities.
- **Trenchless Crossing, Deep Shaft:** This category is mostly intended for installation of the 66-inch diameter water main within a casing pipe via microtunneling, tunnel boring machine or conventional tunneling as technically feasible. Shafts are intended to be greater than 40-feet deep and could be established by different methods such as traditional interlocking steel sheet piling or liner plates with bracing, secant piles, precast segments or other methods. This type of construction is intended for crossing of the Alafia River or at other locations that require very deep construction to prevent conflicts or to protect existing structures.
- **Aerial Crossing:** This category is mostly intended for installation of the 66-inch diameter water main via an aerial crossing as technically feasible. Pipe is intended to be placed and secured to driven or augured pile foundations. This type of construction is intended for crossing of the Alafia River near the Alafia Springs Park to protect the springs water which could be impacted by trenchless construction at this location.

5.2.1.3 Item No. 3 - Startup, Commissioning and, Testing

This pricing category was assumed to be a percentage of the sum of total construction costs for Items No.1 and No.2. It is intended to be inclusive typical contractor costs to test the pipe after installation (joint and appurtenance testing, hydrostatic testing, and bacteriological testing), commissioning (includes filling with water, removing entrapped air, flushing the pipe and disposal of water) and startup (includes disinfection and closeout of permits) to place the pipe in operation.

5.2.1.4 Item No. 4 – Contractor-Markups and Indirect Costs

This pricing category was assumed to be a percentage of the sum of total construction costs for Items No.1, No.2 and No.3. It is intended to be inclusive typical contractor-markup and indirect costs for projects and includes items such as insurance, bonds, vehicles expenses, profits, legal fees, depreciation, overhead and other expenses.

5.2.1.5 Item No. 5 – Contingencies

This pricing category was assumed to be a percentage of the sum of total construction costs for Items No.1, No.2, No.3. and No. 4. Three different items were considered under the contingency pricing categories. Two of these are intended to cover the 30% contingency merited for the Class 5 level estimate. The third pricing item is intended to account for escalation costs. The items are as follows:

- **Scope Contingency:** This category is intended to cover potential additional cost of the items, conditions, or events which are uncertain at this level of design definition and can include, but are not limited to, planning, and estimating errors and omissions, design development and changes within the scope.
- **Market Conditions:** This category is intended to cover potential price increase due to variations in the market, supply chain issues, potential labor shortages and other environmental conditions.
- **Escalation to Mid-Point of Construction:** This category is intended to address potential price increase due to inflation and rise of the costs of services and materials to the mid-point of construction (2027), which will be a couple of years after base bid (2025).

5.2.1.6 Item No. 6 – Property Acquisition Costs

This pricing category is intended to be inclusive of the costs associated with obtaining permanent and temporary property rights for construction, access, and maintenance of the pipeline. It is also intended to cover for potential business claims and corresponding legal fees for the property acquisition process, including relocation costs when necessary.

5.2.1.7 Item No. 7 – Engineering Services During Construction

This pricing category is intended to include professional engineering services during design, procurement, and services during construction. This pricing category is also intended to be inclusive of third-party consulting costs to oversee the construction and confirm design intent is being met. The costs also include Construction Engineering Services (CEI) for inspection, quality control and assurance from the design consultant or delegated agent to be able to certify and accept the project.

Costs for additional labor, materials or equipment associated with activities or miscellaneous appurtenant work not specifically address separately are intended to be covered by one or multiple categories included above.

5.3 Estimated Opinion of Construction Cost

Table 13 below includes a summary of the OPCCs for the shortlisted routes. The Falkenburg Route has the highest OPCC because it is the longest route, and it is mostly along a built-out Arterial/Collector Roads and under pavement. The lowest OPCC is for the Cross Country Route, which includes long sections along proposed easements with no utility conflicts. Although it has property acquisition costs, these properties are located along rural areas where land values are less costly, and the land acquisition is for large tracts of lands, which reduces the administration cost and legal fees for acquiring the properties. The difference between the highest and the lowest route is approximately \$40M which represents approximately 13.6 % higher than the least expensive route.

Given these are Class 5 level accuracy on the cost estimation, there is still a significant amount of uncertainties that will be determined as the design progresses. The level of contingency and escalation included in these OPCCs provides a robust budgetary number that can help mitigate budget creeps during project implementation.

For the purpose of consistency during comparison of alternative route costs, all routes were estimated from the point of beginning at the Regional Facilities Site to the point of commencement of all routes along Alternative D corridor as described in **Section 3.3.6.1** above.

Table 13: Estimated Segment A Opinion of Probable Construction Costs* Summary					
ITEM	Falkenburg Route	Lakewood - Providence Route	Parsons – Kings Route	Lithia Pinecrest Route	Cross Country Route
Total Costs	\$357,996,000	\$330,238,000	\$319,455,000	\$311,969,000	\$311,749,000
Class 5 Low Range (-50%)	\$178,998,000	\$165,119,000	\$159,727,500	\$155,984,500	\$155,874,500
Class 5 High Range (+100%)	\$715,992,000	\$660,476,000	\$638,910,000	\$623,938,000	\$623,498,000

*OPCC was prepared in accordance with AACE Level 5 construction cost estimate and rounded to the nearest million dollars; escalated to midpoint of construction; and includes engineering design and bidding services; startup, commissioning, and testing; contractor markup and indirect costs; contingencies; property acquisition costs; and engineering services during construction.

6 INTEGRATION OF NON-COST AND COST EVALUATION FOR CONSOLIDATED ROUTES

Segments A and B have been evaluated as independent, standalone routes in previous sections. Review of the Segment A routes confirms that all Segment A routes end at the Point of Connection at the Lithia Water Treatment Facility. Review of the Segment B routes shows Segment B routes connecting to Segment A routes at various points along Fishhawk Boulevard (Segment B routes: B-5, B-4, B-1), at the Point of Connection at the Lithia Water Treatment Facility (B-15), and east of Lithia Water Treatment Facility near Powerline Road. This was purposely done so that Segment B did not duplicate efforts and review overlapping sections of Segment A routes.

This presents a challenge: the Engineers cannot simply select a Segment A route and Segment B route – there may be a gap between where Segment A ends, and Segment B begins. The definition of a consolidated route is Segment A, plus Segment B, plus any additional pipeline infrastructure required to connect Segment A and Segment B together. This additional connecting pipeline infrastructure is referred to as the “connector piece”; the connection points, length, and assumed diameter of the connector piece(s) are dependent upon which Segment A and Segment B routes are selected (**Section 6.2.4**). Take the following two route combinations for example: A3/B-5, and A5/B-18. A3 ends at the Point of Connection at the Lithia Water Treatment Facility, while B-5 starts at Fishhawk Boulevard and Balm Riverview Road – for this combination of Segment A route and Segment B route, there is 38,000-feet of additional pipeline infrastructure required to physically connect these segments together and complete a consolidated South Hillsborough Pipeline system. Combining routes A5 and B-18 requires a connector piece as well, but this is much shorter at 8,850-feet.

As discussed above, a complete, consolidated South Hillsborough Pipeline requires the combination of one Segment A route, one Segment B route, and a connector to the Point of Connection at Lithia Water Treatment Facility. To meet this requirement, some Segment A/Segment B route combinations require a connector piece of additional pipeline infrastructure to physically connect the selected Segment A/Segment B route combination to the Point of Connection at Lithia Water Treatment Facility. Each of the Segment A/Segment B route combinations which require a connector piece to join Segment A and Segment B to the Lithia Water Treatment Facility were studied and evaluated for alternative alignments, safety, environmental impacts, and integration with long range planning, along with additional non-cost evaluation criteria with Segment A route study. For all Segment A options, a single east/west route along the Boyette/Fish Hawk Road corridor was identified and selected as the recommended route for connection to the Point of Connection at the Lithia Water Treatment Facility. For each possible combination of Segment A/Segment B routes and to complete the connection to the Lithia Water Treatment Facility, the route of the connector piece along Boyette/Fish Hawk Road was incorporated directly from the previously studied, evaluated, and recommended section of routes A1, A2, and A4.

The additional cost of the connector piece infrastructure is accounted for when evaluating each consolidated system route combination. This section describes the process for integrating the Non-Cost Scores from Segments A and B, as well as the Cost Scores for Segments A, B, and any connector piece. See below for a graphic showing these independent shortlisted Segment A and B routes

6.1 Background

For the South Hillsborough Pipeline route study, the Engineers for Segment A and Segment B have incorporated cost into the final route evaluation and selection process. This reflects the results of Tampa Bay Water's 2019 online public opinion survey in which respondents ranked cost as the third-most important criteria, only behind Public Inconvenience and Environmental Impact/Wetlands Impact.

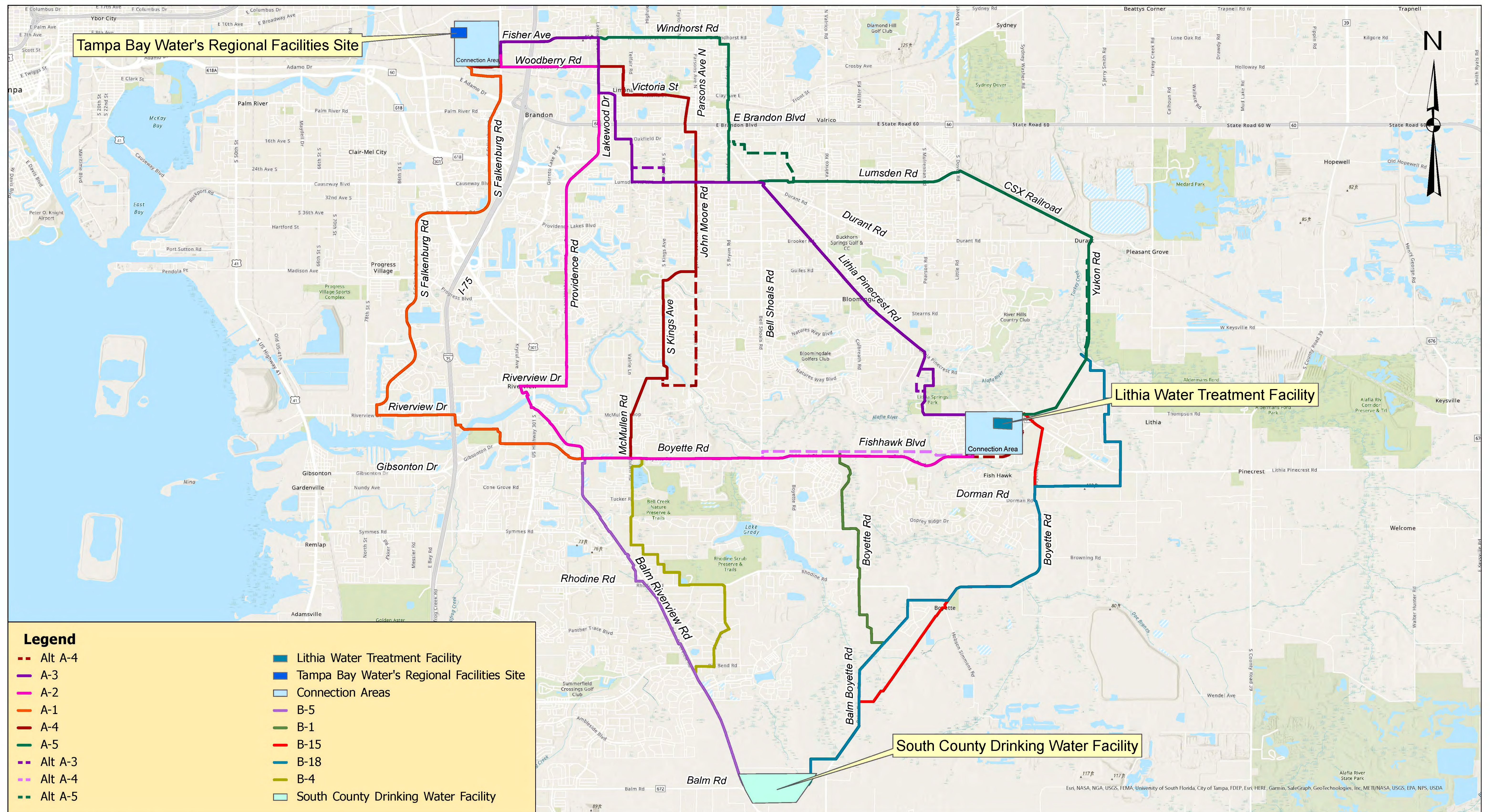
Segment A and Segment B routes have been evaluated as independent, standalone routes to this point. See **Figure 22** below for a joint graphic of the shortlisted Segment A and Segment B routes. Note that for simplicity Segment A Routes identification have been converted from the north-south corridor identifiers to sequential numbering from west to east (based on the first north-south corridor). Thus, for the purpose of consolidation of Segment A and Segment B, the Segment A routes will be known as indicated below:

- Falkenburg Route – A1
- Lakewood-Providence Route – A2
- Lithia Pinecrest Route – A3
- Parsons-Kings Route – A4
- Cross Country Route – A5

To develop a consolidated route, the following was considered:

- Segments A and B are portions of the overall South Hillsborough Pipeline – ultimately, this project will require a combination and connection of Segment A, Segment B, and any additional infrastructure required to connect the two, allowing 65 MGD to be delivered to Lithia Water Treatment Facility POC. Then, this system continues from the Lithia Water Treatment Facility POC to deliver 60 MGD at 30 psi to the southern Hillsborough County POC. Thus, selecting the top ranked Segment A and Segment B route, without evaluating connection of the two, would be overlooking significant additional project impacts and costs; this must be captured within the total project cost and consolidated route recommendation.
- The Non-Cost Score and OPCC cannot be simply added together and then ranked, as the values are incompatible, one reported in dollars (cost) and the other (non-cost) is unit-less.

FIGURE 22



Section 6.2 describes the process to address these considerations and provides an approach to recommending a consolidated route.

6.2 Integration of Non-Cost Criteria and Cost

The integration of non-cost and cost for consolidated routes can be simplified into the following 7 steps, given that Segment A and Segment B route evaluations (Non-Cost Score and OPCC) are complete:

1. Establish the weighting percentage between non-cost and cost.
2. Normalize and weight the Non-Cost Scores, based on percentage established in Step 1.
3. Create a route matrix with the 25 different route combinations and sum the Non-Cost Scores for each consolidated route.
4. Identify how Segments A & B will be connected.
5. Total the non-weighted and non-normalized consolidated route cost.
6. Normalize and weight the Cost Scores.
7. Add the normalized and weighted Non-Cost and Cost Scores for each Segment A / Segment B consolidated route. Rank the routes based on consolidated route score.

6.2.1 Step 1: Establish the Weighting Percentage Between Non-Cost and Cost

Project stakeholders concur that incorporating the consideration of cost as a function of the route selection is required; additionally, they also concur that the non-cost criteria should influence route selection more than cost. Setting weighting percentages allows the stakeholders and project team to appropriately account for the relative importance of cost and non-cost criteria contributing to the total final consolidated route score. Accordingly, the weighting percentages have been established as 25% cost and 75% non-cost.

6.2.2 Step 2: Normalize and Weight the Non-Cost Scores, Based on Percentage Established

As noted in **Section 6.1** – the consolidated route Cost and Non-Cost Score cannot simply be combined for a total score. The Non-Cost Score is not significant at a 1:1 ratio because the values are incompatible, one reported in dollars (cost) and the other (non-cost) is unitless.

Stantec and Wade Trim developed a numerical methodology for combining the raw Non-Cost Score and Cost Score so that each contributes proportionally to the final route score. In data processing, this methodology is referred to as scaling, and is a method used to normalize the range of independent variables or features of data. The Non-Cost Scores are scaled so that the best route is awarded a value of 10, and each remaining route is scaled relative to this maximum value. Only Segment A routes are scaled with Segment A routes, and vice-versa for Segment B routes. The key to this approach is retaining a similar distribution amongst the Segment A and Segment B Non-Cost Scores, respectively.

Only the Non-Cost Score is normalized and weighted (multiplied by 75%) through Step 2, because the consolidated route cost is dependent on which A & B routes are selected. The consolidated route cost is normalized and weighted later in Step 5.

6.2.3 Step 3: Create a Route Matrix and Sum the Normalized and Weighted Non-Cost Scores for Each Consolidated Route

There are 5 shortlisted routes for Segment A and Segment B. This results in a total of 25 unique route combinations for evaluation, as presented below in **Table 14**.

Segment A/Segment B	A1	A2	A3	A4	A5
B-1	A1 / B-1	A2 / B-1	A3 / B-1	A4 / B-1	A5 / B-1
B-4	A1 / B-4	A2 / B-4	A3 / B-4	A4 / B-4	A5 / B-4
B-5	A1 / B-5	A2 / B-5	A3 / B-5	A4 / B-5	A5 / B-5
B-15	A1 / B-15	A2 / B-15	A3 / B-15	A4 / B-15	A5 / B-15
B-18	A1 / B-18	A2 / B-18	A3 / B-18	A4 / B-18	A5 / B-18

See below Equation 1, where n,w represents normalized, weighted values, and WP_{nc} represents the non-cost weighting percentage. The *Consolidated Non-Cost_{n,w}* is representative for a single route combination, for example, A2 / B-18.

Equation 1:

$$\text{Consolidated Noncost Score}_{n,w} = (\text{Pipeline A noncost}_{n,w} + \text{Pipeline B noncost}_{n,w}) * WP_{nc}$$

6.2.4 Step 4: Identify Connecting Segments between Segment A and Segment B

Combining Segments A and B may require additional infrastructure, referred to as the “connector piece”, that extends to the Lithia Water Treatment Facility POC. The connector piece may be included in either Segment A or B, as deemed appropriate during the design phase, regardless of which segment the connector was initially studied under. There are three options for how Segment A and B routes can be connected. Each of which is provided with an example below.

Connector Piece: Potential Additional 66-inch pipe required.

- These combinations of routes, shown with a plus symbol “+” in Table 15, will all require various lengths of 66-inch pipeline to close the gap identified between Segments A and B, as identified previously in Section .
- Example: A5 / B-1. This particular route combination will require a connector pipe; an additional +/- 17,500 LF of 66-inch pipe to extend B-1 to Lithia Water Treatment Facility.

Connector piece: Potential reduction of 66-inch pipe to 42-inch pipe¹.

- These combinations of segments, shown with a minus symbol “ - ” in **Table 15**, provide the opportunity to downsize a portion of the Consolidated Route from 66-inch to 42-inch pipe. These routes could take advantage of a connection between Segments A and B which is en-route to the Lithia Water Treatment Facility.
- Example: A1 / B-5. The A1 route connects to B-5 at Balm Riverview Road. The remainder of the A1 route to Lithia Water Treatment Facility may be downsized from a 66-inch pipeline to a 42-inch pipeline to meet the delivery requirements. This cost savings of downsizing approximately 38,000-feet is recognized and incorporated to appropriately compare consolidated routes.

No addition or reduction (no change).

- These combinations of routes, presented as a zero “0” in **Table 15**, both end at Lithia Water Treatment Facility (Segment A) and leave directly from Lithia Water Treatment Facility (Segment B). Note that this is exclusive to combinations of routes which include B-15. Example: A2 / B-15. This is because every B-15 route begins at the Lithia Water Treatment Facility.

The connector piece lengths associated with each route combination are presented below in **Table 15**.

Table 15: Connector Options and Lengths (in Feet)*					
Segment A/Segment B	A1	A2	A3	A4	A5
B-1	-17,500	-17,500	<u>+17,500*</u>	-17,500	<u>17,500</u>
B-4	-34,000	-34,000	<u>+ 34,000</u>	-34,000	<u>34,000</u>
B-5	-38,000	-38,000	<u>+38,000</u>	<u>+ 3,800 **</u>	<u>38,000</u>
B-15	0	0	0	0	0
B-18	<u>+8,850</u>	<u>+8,850</u>	<u>+8,850</u>	<u>+8,850</u>	-8,850

* + symbol indicates additional 66-inch pipe length, - symbol indicates potential downsizing length, 0 represents no connector required between combined Segment A and Segment B as presented in this route study.

¹ The BODR will include a hydraulic evaluation to determine feasibility of downsizing the 66-inch line. The final recommended pipeline diameter will be determined after approval of the recommended route alignment. A 42-inch pipe was chosen strictly for the purpose of evaluating potential cost savings.

* *The connection of routes A4 and B-5 is unique. It requires additional 66-inch as well as a reduction of some 66-inch to 42-inch pipe. Specifically, 3,800 LF of 66-inch (between Balm Riverview and McMullen) and a cost savings of 34,000 LF downsized from 66-inch to 42-inch.

6.2.5 Step 5: Total the Non-Weighted and Non-Normalized Consolidated Route Cost

Each consolidated route cost is the sum of the OPCC for Segment A, the OPCC for Segment B, and the connector cost. Note: this value in Equation 2 is not yet normalized or weighted.

Equation 2:

$$\text{Nonweighted \& Nonnormalized Consolidated Route Cost} = OPCC_A + OPCC_B + \text{Connector Cost}$$

The OPCC's for Segment A are presented in **Section 5.3**, and can similarly be found for Segment B in Stantec's Cost Evaluation Basis and Results section. The connector cost is calculated from the lengths presented in **Table 15**. The estimated costs of the connectors are listed in **Table 16**.

- Where additional 66-inch pipe is required, the length is multiplied by the 66-inch pipe unit price; this is an additional cost.
- Where 66-inch pipe is replaced with 42-inch pipe, the length is multiplied by the difference in unit prices (66-inch minus 42-inch); this is identified as a cost savings to the project.
- For **Table 16**, an estimated cost of \$1,510 / LF for 66-inch pipe and \$1,225 / LF for 42-inch pipe is used.
- Where no cost is shown, there is no connector cost.

Segment	A1	A2	A3	A4	A5
B-1	- \$4,987,500	- \$4,987,500	+ \$26,425,000	- \$4,987,500	+ \$26,425,000
B-4	- \$9,690,000	- \$9,690,000	+ \$51,340,000	- \$9,690,000	+ \$51,340,000
B-5	- \$10,830,000	- \$10,830,000	+ \$57,380,000	- \$3,952,000	+ \$57,380,000
B-15	\$0	\$0	\$0	\$0	\$0
B-18	+ \$13,363,500	+ \$13,363,500	+ \$13,363,500	+ \$13,363,500	- \$2,522,250

* + symbol indicates additional cost, - symbol indicates potential savings, 0 represents no cost change.

The importance of these steps is to illustrate how different route combinations yield varying cost implications for each route. Selecting A3 or A5 with B-5 is projected to have +/- \$50M in cost impact (AACE Class 5). Thus, the OPCC's for each route cannot simply be added together for a total consolidated route cost; this connector cost must be considered to determine a total consolidated route cost.

6.2.6 Step 6: Normalize and Weight the Cost Score

Using a similar approach to Step 2: the consolidated route cost is scaled so the least expensive route is awarded a value of 10, and each remaining route is scaled relative to this minimum value. Again, key to this approach is retaining a similar distribution to the original data. See Equation 3, where n,w represents normalized, weighted values, and WP_c represents the cost weighting percentage.

Equation 3:

$$\text{Consolidated Cost Score}_{n,w} = [(OPCC_A + OPCC_B + \text{Connector Cost})_{n,w}] * WP_c$$

6.2.7 Step 7: Add the Normalized and Weighted Non-Cost and Cost Scores for Each Segment A/ Segment B Consolidated Route and Rank the Routes

The last step is to add the normalized and weighted non-cost and cost scores for each consolidated route. See below Equation 4, where n,w represents normalized, weighted values; this equation will generate 25 different consolidated route scores.

Equation 4:

$$\text{Consolidated Route Score} = \text{Consolidated Noncost Score}_{n,w} + \text{Consolidated Cost Score}_{n,w}$$

6.2.7.1 Step 7: Rank the Routes

These 25 routes can then be ranked and shortlisted for recommended route selection. For all the above steps, the spreadsheet used to complete the calculations is automated, allowing us to adjust variables, such as the weighting factors, and conduct a sensitivity analysis of how changes to these values would impact the results.

6.3 Results of Consolidated Route Evaluation

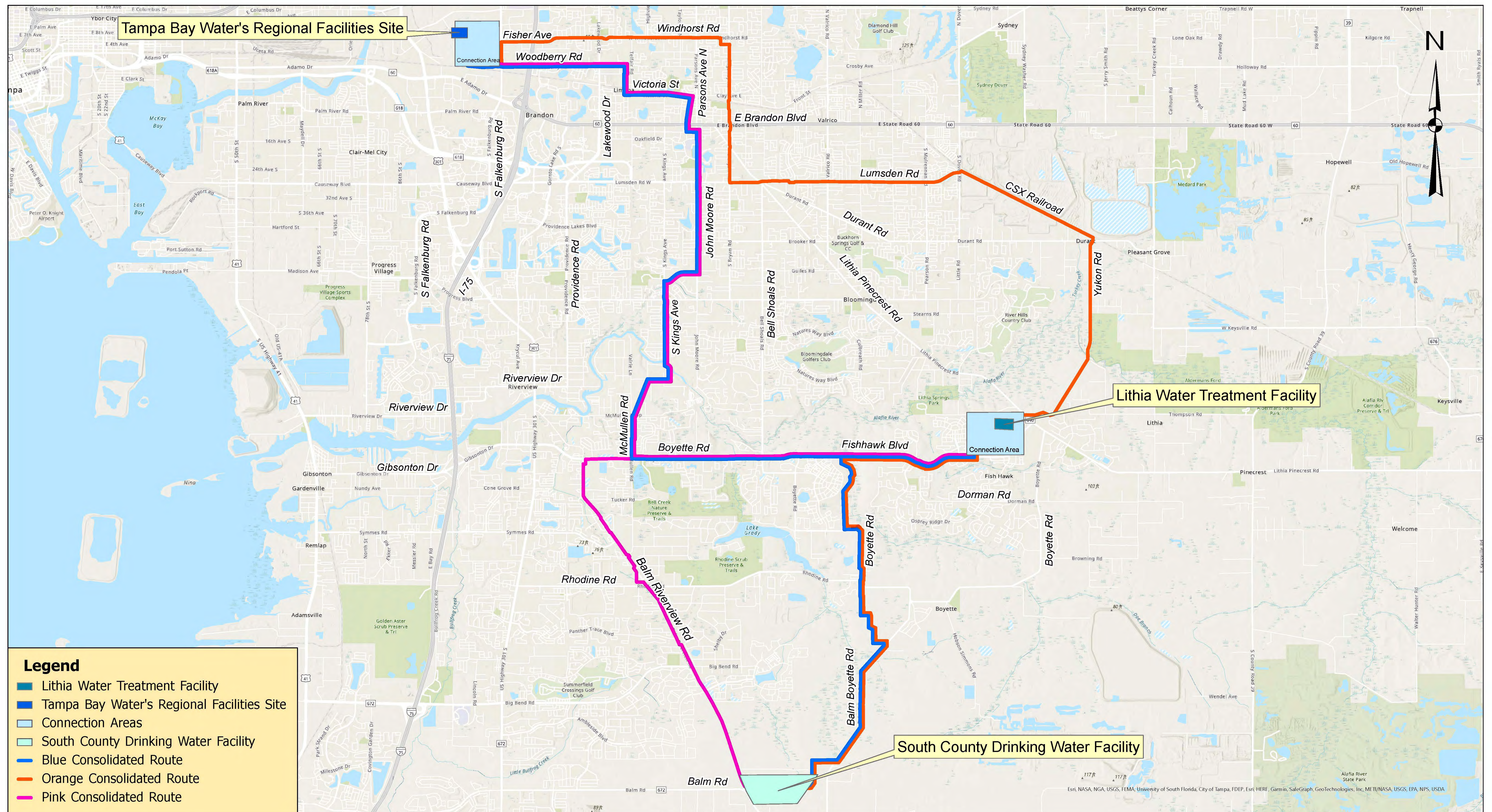
6.3.1 Preliminary Consolidated Route Workshop

A workshop was held with Tampa Bay Water staff and the IPM on May 25th, 2022. The intent of the workshop was to illustrate the pipeline consolidation process and to present the Engineer's recommended top three consolidated routes for Board consideration.

The process described in **Section 6.2** was followed and integrated non-cost criteria and cost, recommending the top three consolidated routes to the Board (**Figure 23**).

The routes shown in **Figure 23** are a combination of A4 and B-5, A4 and B-1, and A5 and B-1. These were presented as "Pink", "Blue" and "Orange" routes, respectively. The team intentionally removed the numbers and names associated with the routes so as not to influence public opinion. The consolidated route map was then included in subsequent public outreach efforts, held in June and July 2022, to solicit feedback from residents in the project area through an online survey, neighborhood presentations, meetings with business associations and a telephone town hall meeting. This information is further discussed in **Section 6.4.2** and **Appendix C**.

FIGURE 23



6.3.2 Final Consolidated Route Results

Following the steps of **Section 6.2**, this section outlines the results of Stantec and Wade Trim's consolidated route study. Interpretation of results and recommendation of the consolidated route is found in the subsequent **Section 6.4**.

Discussions with Tampa Bay Water and stakeholders determined non-cost to be a more critical selection factor than cost. This is reflected in the weighting percentages below.

Table 17: Weighting Percentage for Cost and Non-Cost

Weighting Criteria	Percentage
Cost	25%
Non-Cost	75%

Stantec and Wade Trim conducted a sensitivity analysis to understand how adjusting the weighting percentages modifies the route scoring outcome. The recommended route recommendation did not change until the weighting percentages approached nearly a 50 / 50 split. The Engineers also explored further decreasing the cost and increasing the non-cost weighting percentage; this also had little effect on the outcome.

The next step was to normalize and weight the non-cost scores, using the weighting factor of 75%. The below tables are organized separately by Segment A and Segment B. Segment A and B non-cost scores were normalized by only considering the respective segment data.

Table 18: Segment A Non-Cost Score Normalization and Weighting

Route #	Non-Cost Score (Scoring Matrix)	Normalized Non-Cost Score	Normalized Non-Cost Score (Weighted)
A5 (Cross Country)	377.37	10.00	750.00
A4 (Parsons-Kings)	352.32	9.34	700.20

Table 19: Segment B Non-Cost Score Normalization and Weighting

Route #	Non-Cost Score (Scoring Matrix)	Normalized Non-Cost Score	Normalized Non-Cost Score (Weighted)
B-1 (Boyette)	353.60	10.00	750.00
B-5 (Balm-Riverview)	344.90	9.75	731.50

As Segment A5 was the highest scoring route, it receives a value of 10, with each following route receiving a relative deduction. The normalized non-cost scores were then multiplied by 75, giving A5 a highest possible score of 750. This same process was repeated within the Segment B dataset.

Table 20 is the addition of **Table 18** and **Table 19** for the shortlisted consolidated route options. For example, the Blue Route (A4 / B-1) score is the rounded sum of $700.2 + 750 = 1,450.2$.

Table 20: Route Matrix of Consolidated Routes – Normalized and Weighted Non-Cost Scores	
Route	Scores
Orange (A5 / B-1)	1,500.0
Blue (A4 / B-1)	1,450.2
Pink (A4 / B-5)	1,431.7

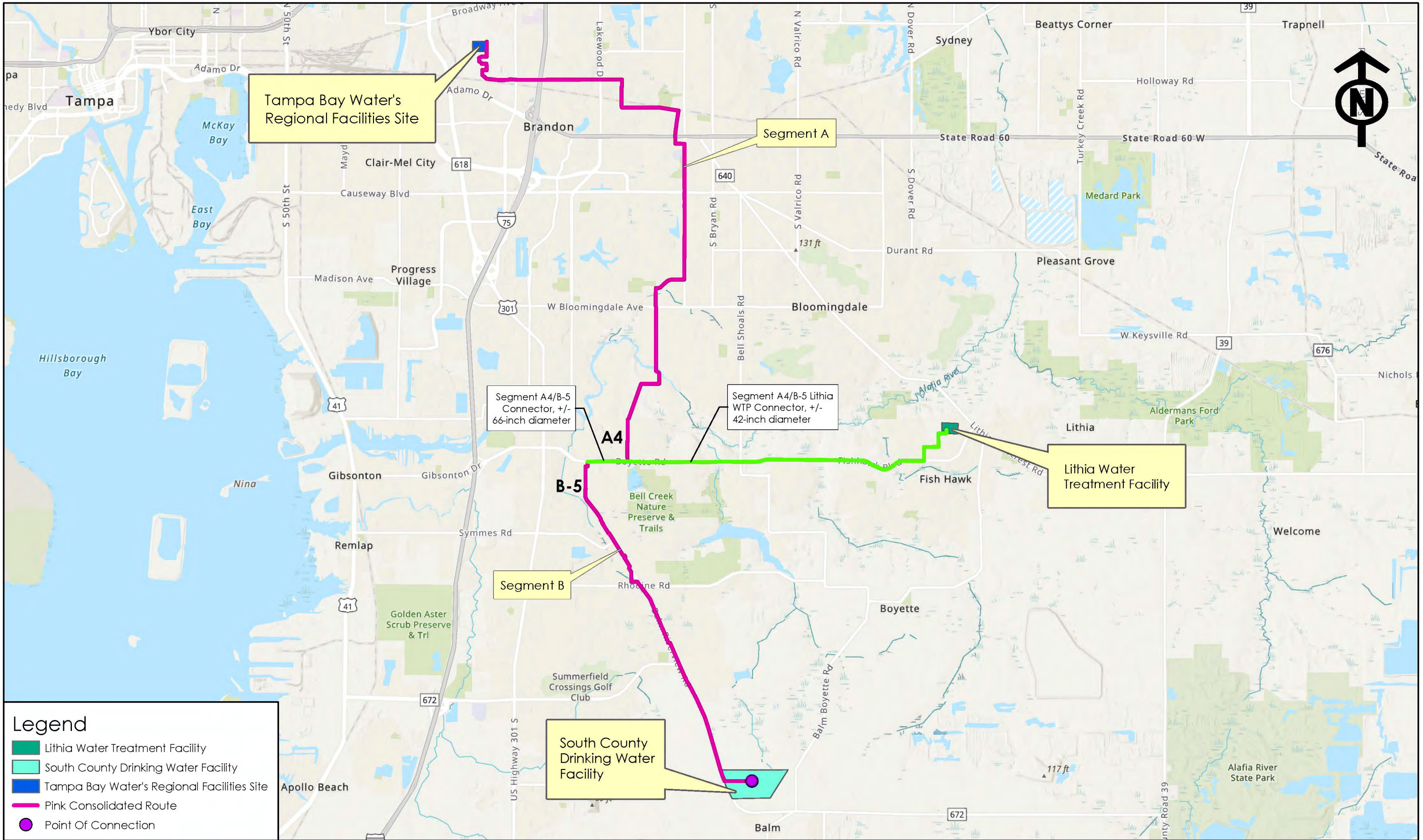
Highest possible total Non-Cost Score for a route would be 1,500 points, representing 750 points from both Segment A and Segment B; that was the case for the Orange Route (A5 / B-1).

With all the consolidated route combinations identified, the team then determined how the two routes would be connected², and the cost impacts, either an increase or decrease, of creating a combined, consolidate system route. This looks like either A) additional 66-inch diameter pipe required, B) reduction of 66-inch diameter pipe to 42-inch diameter pipe². **Table 15** directly produced the costs shown in **Table 21**; the unit costs used were \$1,510 per linear feet of 66-inch diameter pipe and \$1,225 per linear feet for 42-inch diameter pipe.

In the case of the Pink Route (**Figure 24**), there is a segment of additional 66-inch diameter connector required between Balm-Riverview Road and McMullen Road along Fishhawk Boulevard. Once Segment B-5 intersects with Segment A4 near the intersection of McMullen Road and Fishhawk Boulevard, the remaining portion of route between this point and the Lithia Water

² For the purposes of this report / phase of the project, these assumptions and potential pipe sizes were used for cost estimating. They may not reflect the final size of the pipe once the recommended route is further analyzed during final design.

FIGURE 24



- Legend**
- Lithia Water Treatment Facility
 - South County Drinking Water Facility
 - Tampa Bay Water's Regional Facilities Site
 - Pink Consolidated Route
 - Point Of Connection



South Hillsborough Pipeline (Segment A and B)
Segment A4/B-5 Connector

0 ¼ ½ 1
Miles

Treatment Facility along Fishhawk Boulevard can potentially be downsized from a 66-inch diameter pipe to a 42-inch diameter pipe. The resultant between the additional of 3,800-feet of 66-inch diameter pipe and the downsizing of 34,000-feet of pipe to a 42-inch diameter pipe was recognized a potential savings of - \$3,952,000 to the project for this specific route.

For the Blue Route (**Figure 25**), Segment A4 connects with Segment B-1 at Boyette Road, thus the remaining portion of the route between this point and the Lithia Water Treatment Facility along Fishhawk Boulevard and proposed easements could be downsized from a 66-inch diameter to a 42-inch diameter pipe. This was recognized as a potential savings of - \$4,987,500 to the project for this specific route.

For the Orange Route (**Figure 26**), Segments A5 and B-1 do not meet prior to Lithia Water Treatment Facility, thus the connector segment required is an additional 17,500-feet of 66-inch diameter pipe between Boyette Road and Fishhawk Boulevard, that extends along Fishhawk Boulevard and proposed easements to the Lithia Water Treatment Facility. This was recognized as an additional cost of +\$26,425,000 to the project for this specific route.

Table 21: Connector Costs for Consolidated Routes	
Route Connector Segment	Connector Cost*
Pink (A4 /B-5)	-\$3,952,000
Blue (A4 / B-1)	-\$4,987,500
Orange (A5 / B-1)	+\$26,425,000

* + symbol indicates additional cost, - symbol indicates potential savings

The Consolidated Cost score is the sum of OPCC Segment A, OPCC Segment B, and the Connector Cost. The total route cost must be summed prior to normalizing and weighting it.

Table 22: Segment A OPCC	
Route #	OPCC
A4	\$319,455,000
A5	\$311,749,000

FIGURE 25

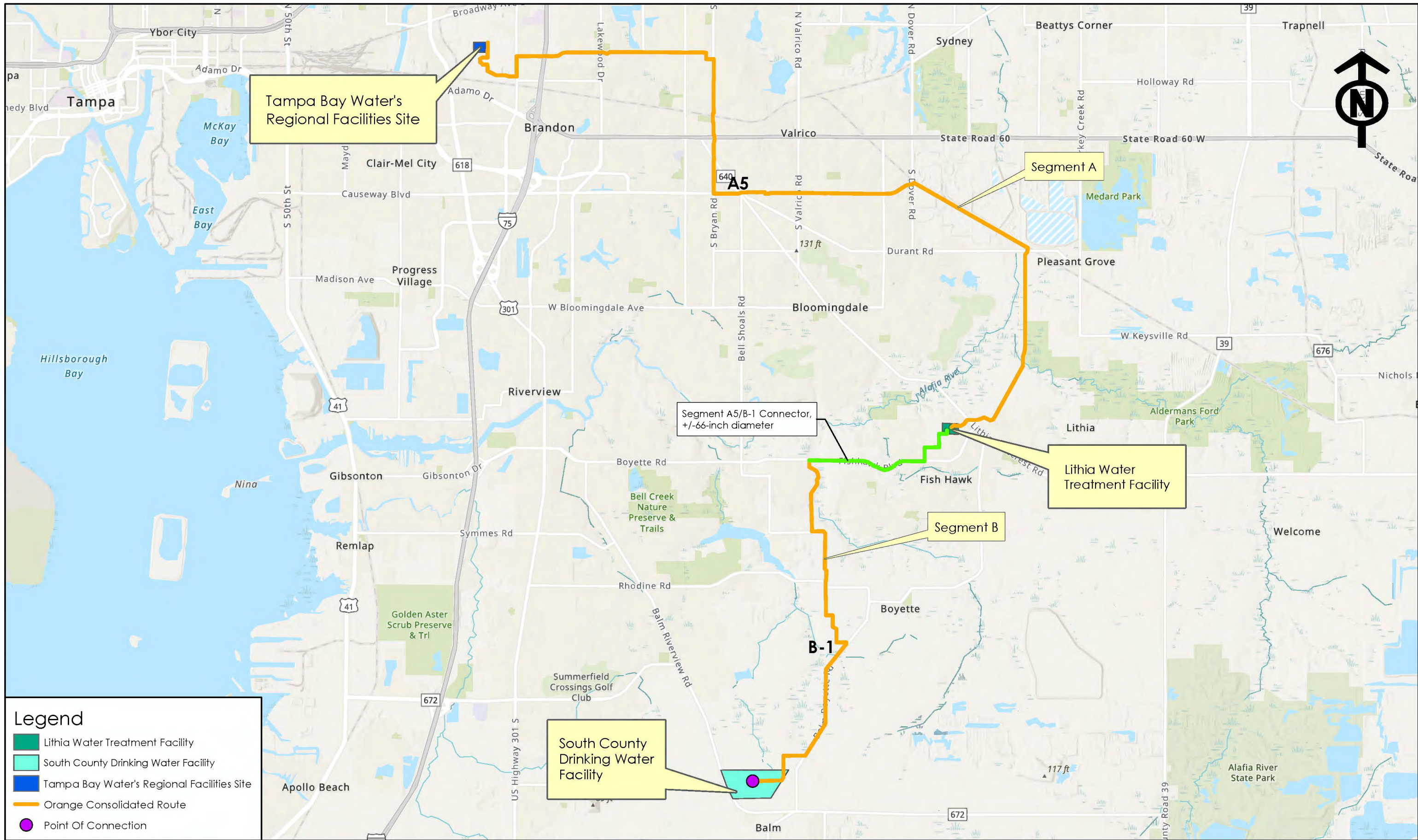


FIGURE 26

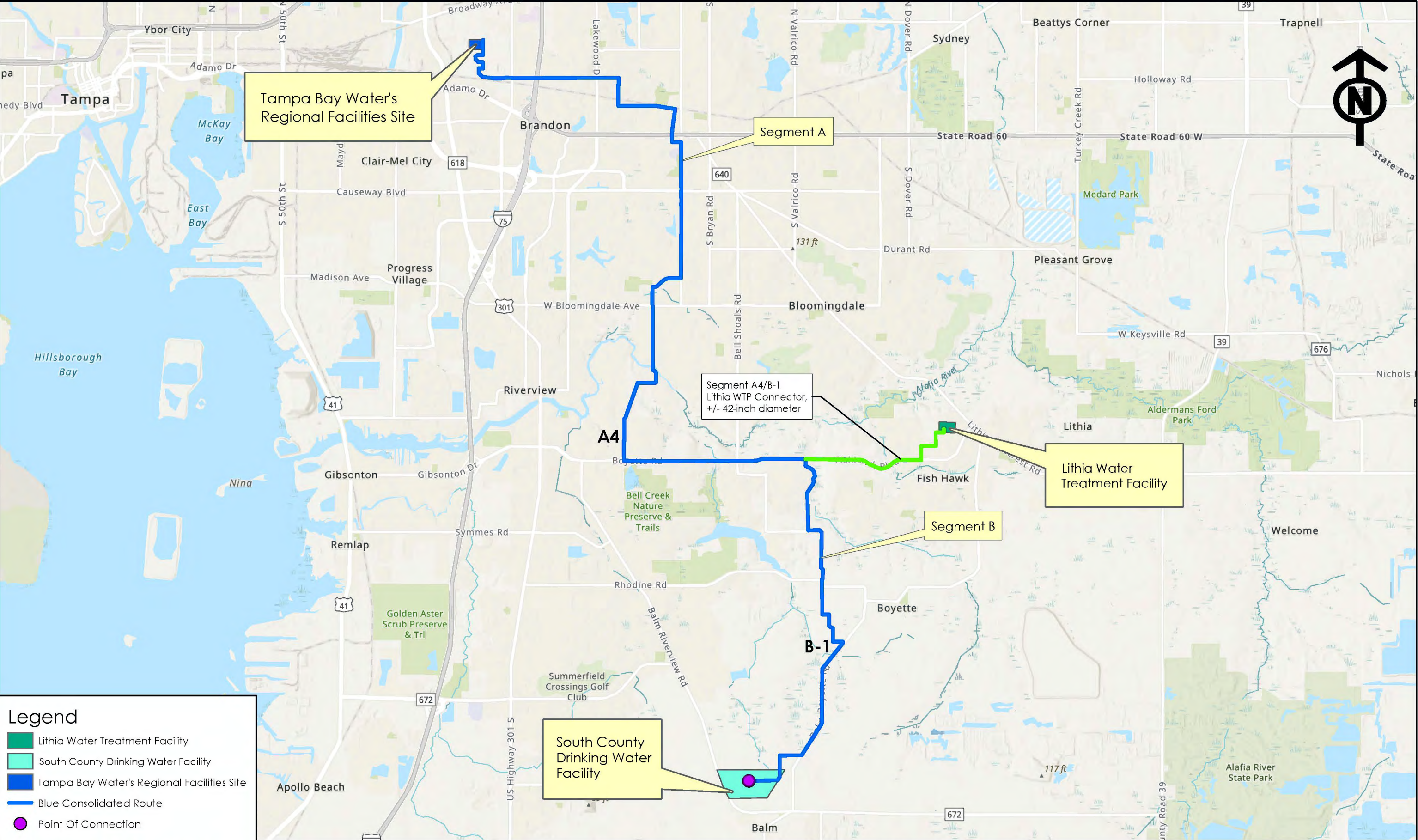


Table 23: Segment B OPCC	
Route #	OPCC*
B-1	\$ 104,390,000
B-5	\$ 138,340,000

Table 24 shows the sum of the three previous tables for each route. For example, Pink Route Consolidated Cost is the sum of the costs of the Pink Route Connector Segment, A4 Segment and B-5 Segment: $-\$3,952,000 + \$319,455,000 + \$138,340,000 = \$453,843,000$.

Table 24: Consolidated Routes Costs	
Consolidated Route	OPCC*
Blue (A4 / B-1)	\$418,857,500
Orange (A5 / B-1)	\$442,564,000
Pink (A4 / B-5)	\$453,843,000

*OPCC was prepared in accordance with AACE Level 5 construction cost estimate; escalated to midpoint of construction; and includes engineering design and bidding services; startup, commissioning, and testing; contractor markup and indirect costs; contingencies; property acquisition costs; and engineering services during construction.

The total consolidated cost score was then normalized and weighted. This uses the same scaling approach as normalizing and weighting the non-cost score – e.g. the best score received a 10, and the remaining routes were scaled proportionately. The exceptions were that now routes being evaluated were normalized (combination of Segment A & B results instead of separate), and then multiplied by 25 (instead of the non-cost weighting percentage of 75).

Table 25: Consolidated Routes Normalized and Weighted Cost Scores	
Route	Scores
Blue (A4 / B-1)	250.0
Orange (A5 / B-1)	236.6
Pink (A4 / B-5)	230.7

The lowest cost route, Blue Route (A4 / B-1), was normalized to a maximum value of 10, and then multiplied by 25, resulting in the highest cost score of 250 points.

With both the non-cost and cost score normalized, the results were added for each shortlisted consolidated route. A ranked table, **Table 26**, shows the data for the three consolidated routes presented to the board in June 2022.

Rank	Consolidated Route	Non-Cost Score**	Cost Score***	Consolidated Score****	Total Cost*
1	Orange (A5 / B-1)	1500.0	236.6	1736.6	\$443,000,000
2	Blue (A4 / B-1)	1450.2	250.0	1700.2	\$419,000,000
3	Pink (A4 / B-5)	1431.7	230.7	1662.4	\$454,000,000

* Costs shown in **Table 26** are rounded to the nearest million. OPCC was prepared in accordance with AACE Level 5 construction cost estimate; escalated to midpoint of construction; and includes engineering design and bidding services; startup, commissioning, and testing; contractor markup and indirect costs; contingencies; property acquisition costs; and engineering services during construction.

** Reference **Table 20**

*** Reference **Table 25**

**** Consolidated Score = Non-Cost Score_{n,w} + Consolidated Cost Score_{n,w}

6.3.2.1 Hydraulics of Consolidated System

The preliminary hydraulic evaluation of the three consolidated routes focused on evaluating the head and pressure required to deliver a total of 65 mgd to Hillsborough County's two points of connection via 66-inch pipeline diameter size, per the Memorandum of Understanding (Appendix D). Segment A must convey up to 65 mgd to the Lithia Water Treatment Facility, and Segment B must convey up to 60 mgd to the southern Hillsborough County POC. The following scenarios were evaluated:

- 45 mgd to Lithia Water Treatment Facility POC and 20 mgd to new southern Hillsborough County POC. (Segment A conveying a total of 65 mgd).
- 5 mgd to Lithia Water Treatment Facility POC and 60 mgd to new southern Hillsborough County POC

The results for the two flow delivery scenarios and each of the three consolidated routes are listed in the table below. The delivery pressure at the proposed new South Hillsborough Pipeline Point of Connection location was maintained at 30 psi.

Table 27: Head and Pressure Required to deliver 65 mgd via 66-inch Diameter Pipe for the Consolidated Pipe Routes

Segment A	Segment B	Consolidated Route Figure Color	HSPS HGL Elevation (ft)	HSPS Pressure Required (psi)	Lithia Delivery (mgd)*	Lithia Delivery Pressure (psi)	New SHC POC (mgd)*	New SHC POC Delivery Pressure (psi)
A4	B-5	Pink	<u>253</u>	<u>96</u>	45	50	20	30
			275	106	5	65	60	30
A4	B-1	Blue	266	101	45	53	20	30
			285	110	5	63	60	30
A5	B-1	Orange	277	106	45	56	20	30
			304	118	5	67	60	30

* Underlined values indicate the lowest head required, while **bolded values** indicate the highest head.

Based on preliminary data, the hydraulic grade line (HGL) required to deliver these maximum flows via 66-inch diameter pipelines ranged from 253 ft to 304 ft, with corresponding pressure required of 96 to 118 psi. The lowest HGL was required for the A4/ B-5 route (Pink Route), and the highest HGL was required for the A5/B-1 route (Orange Route).

This hydraulic evaluation does not consider pipe sizing optimization and the potential hydraulic requirements for a downsized pipe segment (to a 42-inch diameter pipe) for the Pink Route and Blue Route as previously discussed in the **Section 6.2**. It also does not take into consideration potential alternative water supplies and operational strategies currently being evaluated by Tampa Bay Water's Integrated Program Manager.

A detailed hydraulic evaluation be performed for the recommended route at the Basis of Design Report and 30% design stage. The pipeline alignment along the proposed route and other design elements needs to be defined before confirming final recommended pipeline diameters and operating pressures.

6.4 Recommended Consolidated Route

Based on the total consolidated scores included in **Section 6.3**, the Orange Route ranks as the recommended consolidated route.

However, public input/outreach and potential route risks are also important considerations for recommended route selection. The top two routes (A5 / B-1 and A4 / B-1) are only separated by 34.4 points – this additional information was used to supplement the quantitative findings (Non-Cost Score and Cost Score) presented in **Section 6.3**.

6.4.1 Public Engagement Input

Tampa Bay Water conducted an online survey from June 14, 2022, through July 8, 2022³. Public Engagement supported the Orange route as the recommended consolidated route.

The purpose of the survey was to describe the three shortlisted route options (Pink, Blue, Orange) to respondents, discuss evaluation criteria, and determine if members of the community had knowledge that design engineers should take into consideration in final evaluation. A review of the approximately 970 open-ended responses show the following trends:

- Respondent input in 2022 echoes the priorities voiced by respondents in to the 2019 survey. This was adequately addressed in the weighting criteria process, as well via incorporation of cost into the consolidated route evaluation. Top cited concerns in the open-ended comments include:
 - Environmental impacts
 - Public inconvenience/traffic impacts
 - Cost
- Overall, respondents expressed concern for construction in environmentally sensitive areas and a desire to avoid impacting the Alafia River ecosystem.
- Traffic concerns are high for all routes; residents voiced concerns for children traveling to and from all schools near all routes as well as exacerbating current traffic situations overall, including near all schools.
- There is more support for the Orange route than the Pink and Blue routes. Many respondents cite their preference for this route as it has less perceived disruption to the Alafia River and will cause fewer traffic impacts. However, residents residing in Fish Hawk and nearby communities expressed concern for traffic impacts to nearby communities and schools.
- Concerns for the Pink and Blue routes centered on potential impacts to the Alafia River, traffic impacts and impacts to private property, particularly among those who reside on small residential roads who would be impacted by construction. There was also concern that residents might have to be displaced by these routes.

These opinions were only further solidified with feedback received during subsequent live town hall and zoom meetings – constituents favored the Orange route.

³ Tampa Bay Water began public engagement for the South Hillsborough Pipeline in 2019 when the utility began studying possible corridors for the new large-diameter transmission main. Previous surveys, methods of contacting the public, and specific information communicated can be consulted in Appendix C.

6.4.2 Preliminary Route Risk Assessment

Additional reasoning for selection of the Orange Route as the recommended consolidated route is the comparatively lower project development risks when compared to the other shortlisted routes. Cost evaluations at the route screening level inherently have a high degree of uncertainty; this reflects the potential for unknown / undefined conditions. Examples of currently unknown or undefined conditions include:

- Additional third-party utilities not reported during data collection
- Abandoned utilities along the routes which have not been recorded or captured in the record drawings or GIS data obtained
- Third-party utility lines which are constructed between when the route study is completed and when the project construction begins
- New intersection improvements or roadway improvements that affect the anticipated construction technique along segments of the route
- Differing business impacts than estimated for the route study

The possibility of encountering the above-mentioned undefined conditions is lower in rural/undeveloped areas (Orange Route) than in urban areas (such as those generally associated with the Pink / Blue Route). In addition, when they are encountered, the cost to resolve said undefined conditions is also typically lower in rural/undeveloped areas than in urban areas.

Accordingly, this results in reduced risks for the recommended consolidated route, as it features predominantly segments along rural/undeveloped areas. Other evaluated consolidated routes, Pink Route and Blue Route, could be expected to have higher risks, as they are aligned along more urban corridors including Parson Avenue, Kings Avenue, Balm-Riverview Road and Fishhawk Boulevard, respectively.

6.4.3 Recommended Consolidated Route Selection

The recommended consolidated route has an overall length of approximately 28.4 miles of 66-inch diameter water transmission main. It includes approximately 18.2 miles along Segment A5(Cross Country) between Tampa Bay Water's Regional Facilities Site and the Lithia Water Treatment Facility POC, and approximately 10.2 miles along Segment B-1 between the Lithia Water Treatment Facility POC and the new southern Hillsborough County POC. The recommended consolidated route has the highest non-cost criteria score of all Segment A and Segment B pairings (1,500 points out of 1,500 total possible). It is also the second most cost-effective alternative with an OPCC of \$443,000,000 (scoring 236.6 points out of 250 total possible). Given the risk considerations, the Public Engagement results, and the consolidated route score, it is recommended that Tampa Bay Water proceed with design and construction of the Orange Route as shown on **Figure 27**.

Table 28: Recommended Consolidated Route, Segmented Cost and Length

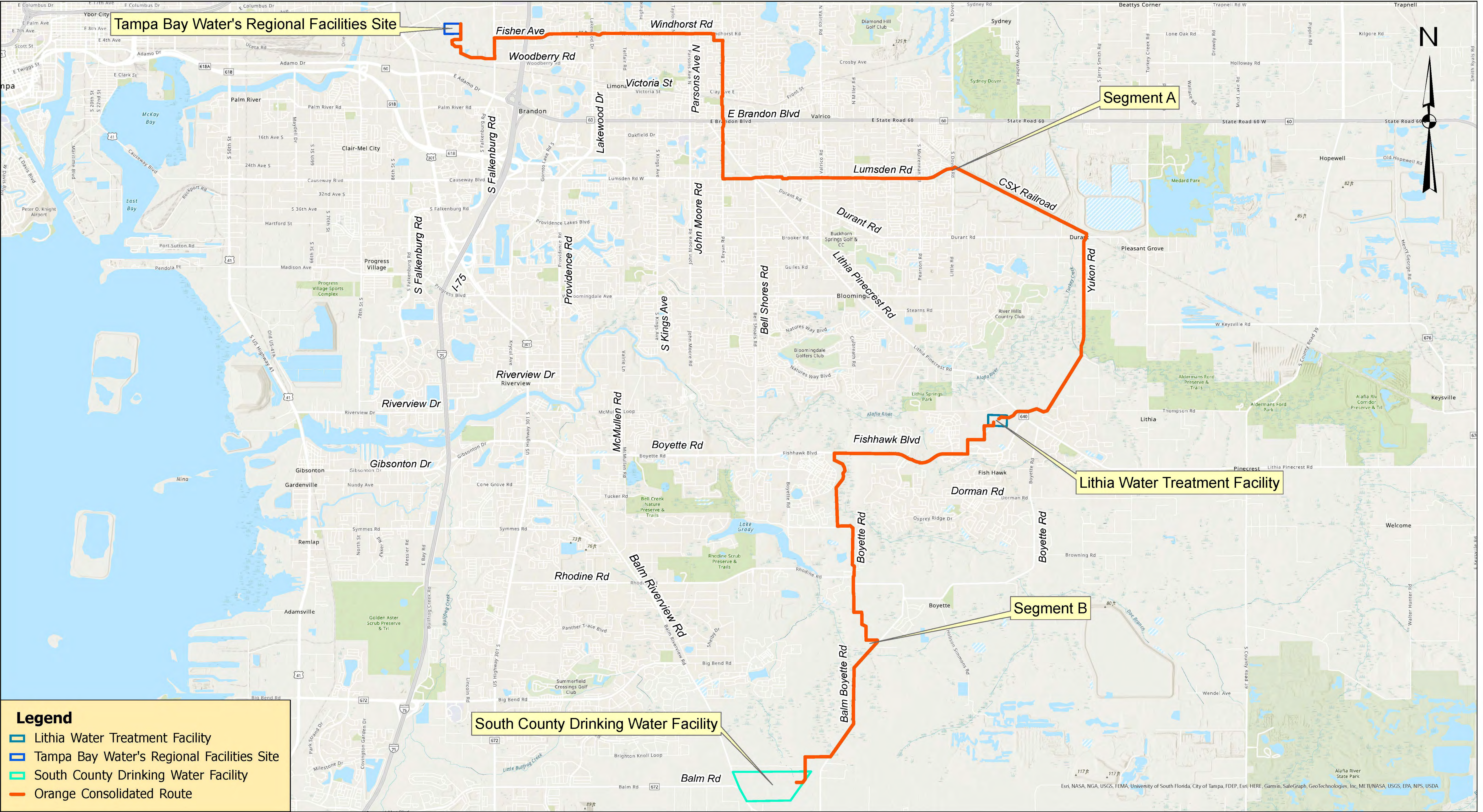
Segment	Length (mi)	OPCC* (rounded to nearest million)
A (A5)	18.2	\$312,000,000
B (B-1 plus connector piece)	10.2	\$131,000,000
Recommended Consolidated Route Total	28.4	\$443,000,000

*OPCC was prepared in accordance with AACE Level 5 construction cost estimate and rounded to the nearest million dollars; escalated to midpoint of construction; and includes engineering design and bidding services; startup, commissioning, and testing; contractor markup and indirect costs; contingencies; property acquisition costs; and engineering services during construction.

The recommended consolidated route meets the five factors of reasonable necessity that Tampa Bay Water uses to substantiate land acquisition. Listed below are key descriptors of how each are addressed and met in this evaluation:

- **Alternative Alignments** – Numerous alternative alignments were considered, and the recommended route scored higher than all other routes evaluated against the set of criteria established.
- **Cost** – the recommended route has the second lowest cost of the shortlisted consolidated routes. Factoring in cost uncertainty related to the urban corridor of the lowest cost option, the recommended route is a cost-effective option with lower risk of cost escalation.
- **Safety** – The recommended route is considered one of the safer options as it has less pedestrians and vehicle traffic compared to other routes evaluated.
- **Environmental Impacts** – The environmental impacts on the recommended route are able to be mitigated through avoidance, monitoring and restoration, and acquisition of mitigation credits.
- **Long Range Planning** – The South Hillsborough Pipeline is included in Tampa Bay Water's approved 2018 Long Term Master Water Plan and their approved 2019 Capital Improvements Plan. The South Hillsborough Pipeline is also included in Hillsborough County's Comprehensive Plan and their current Capital Improvements Plan. The recommended route for the South Hillsborough Pipeline will provide service to meet the growing demand for potable water in Southern Hillsborough County associated with the extensive current and future residential and associated commercial development of the area.

FIGURE 27



Appendix A:

FINAL WEIGHTING CRITERIA MEMO

Memo

To: Tampa Bay Water From: Tracy Anderson, P.E., Stantec
Freddy Betancourt, P.E., Wade Trim
Project/File: Southern Hillsborough County Pipeline Date: May 5, 2022
Project# 01610 / 01616

Reference: Pipeline Route Non-Cost Evaluation Criteria and Weighting Factor Development

1 Purpose

The purpose of this memorandum is to document the methodology used in developing the non-cost evaluation criteria and weighting factors. This technical memorandum solely focuses on non-cost evaluation criteria.

2 Methodology

Prior studies were completed by JMT and Arcadis for Southern Hillsborough County pipeline routes throughout this Tampa Bay Water project area. Each report produced detailed route selection processes, which included identification and development of evaluation criteria. Tampa Bay Water requested that the Engineers (Wade Trim and Stantec) review the previous evaluation criteria work completed and adopt a similar weighting approach for this Project.

The Engineers proposed the following route evaluation methodology, which is expanded upon in subsequent sections:

1. Review the previous reports to establish baseline evaluation criteria.
2. Substantiate project evaluation criteria and associated considerations.
 - a. Consolidate evaluation criteria and considerations from previous studies.
 - b. Solicit agreement and adjust evaluation criteria based on feedback from the Engineers.
 - c. Present the proposed criteria and considerations to the Integrated Program Manager (IPM), Black and Veatch (B&V), who prepared a comparison to the previous studies.
 - d. Present the evaluation criteria and considerations to Tampa Bay Water for concurrence.

3. Develop criteria weighting factors.
 - a. Complete via a pairwise comparison.
 - i. Eight (8) project team stakeholders representing key disciplines and perspectives as well as incorporation of public survey input.

3 Review of Previous Reports

Three previous reports referenced in developing the baseline evaluation criteria:

- *Tampa Bay Water Route Study*. JMT. August 21st, 2020.
- *South Hillsborough County Pipeline Route Study, Final*. Arcadis. October 10th, 2020.
- *Brandon / South-Central Connection. Alternative Route Investigation Technical Memorandum*. Montgomery Watson – Greeley & Hansen. July 2000.

4 Development of Evaluation Criteria

Tampa Bay Water expressed their approval of previous consultant's work in developing evaluation criteria. This served as the baseline for developing final evaluation criteria by the Engineers. Tampa Bay Water stipulated that the criteria below, which support Tampa Bay Water's most recent real estate acquisition guidelines, shall be considered as part of the evaluation:

- Cost
- Safety
- Environmental impacts
- Long range planning

Safety, environmental impacts, and long-range planning are all included as evaluation criteria; however, cost is not. While important, cost is considered separately as part of the overall route evaluation (see the final route evaluation report for more detail).

Staying consistent with past evaluations, Tampa Bay Water and the IPM concurred with the finalized evaluation criteria proposed by the Engineers. These are listed below and are also provided in a tabulated format, with respective considerations, in **Table 1**.

- Pipeline Segment Length
- Public Inconvenience (PI)
- Safety
- Special Crossings / Construction Requirements
- Geotechnical Considerations
- Permitting/Implementation
- ROW/Easement Availability
- Operation and Maintenance Accessibility
- Environmental & Historical Impacts
- Long-Range Planning

5 Considerations for Evaluation Criteria

After confirming the evaluation criteria, the next step was identifying and confirming the considerations. The considerations were established by the Engineers and the IPM to a) further define the evaluation criteria and b) provide background to Tampa Bay Water and project team stakeholders for ranking exercises (see **Section 6**).

Below is the final table of evaluation criteria and considerations.

Table 1: Finalized Criteria and Considerations

Non-Cost Evaluation Criteria	Considerations
Pipeline Segment Length	Duration of construction; date of initial operation Number of pipe joints and potential latent defects (e.g. future leaks) Number of appurtenances requiring O&M Pipeline segment hydraulics Duration of public inconvenience
Public Inconvenience	Complaints; community relations Impacts to business operations and profits Increased public transportation and business commuting time Reduced quality of life (e.g. loss of use, impacts during construction) Availability of detours Proximity to schools, hospitals, urgent/long term care, and churches
Safety	Accessibility for emergency vehicles Construction equipment, vehicles, obstacles in road, and proximity to heavy truck traffic Proximity of construction to petroleum pipelines and high voltage overhead powerlines Safety of public during construction (bike lane, sidewalk impacts) Construction worker safety (trench depth, proximity to roadway)
Special Crossings / Construction Requirements	Consequence of failures Accessibility for future maintenance Unique restoration (landscape, hardscape) Complicated maintenance of traffic plans Complexity of construction Construction window limitations (reduced work hours, nightwork, daily commute/weekend/special event restrictions) Special trenchless requirements (casing, settlement monitoring, ground stabilization) Special construction requirements (dust control, clearing, restoration)
Geotechnical Considerations	Dewatering, construction duration and difficulty, groundwater contamination Corrosion potential Potential for unforeseen conditions (soils, groundwater, objects) Trench zone requirements and stability

Permitting/Implementation	<p>Work restrictions and construction sequencing</p> <p>Agency review/approval durations and project schedule impacts</p> <p>Special interest group protest</p> <p>Public hearing/notification requirements</p> <p>Additional approvals required for conservation easements</p> <p>Compliance with multiple agencies permitting processes/requirements</p> <p>Potential for impact on procurement/construction schedule</p>
ROW / Easement Availability	<p>Property owner sensitivity to loss of use (business/personal)</p> <p>Property features impacting construction (topography, fences, wall, building, roadways, vegetation/landscaping)</p> <p>Easement desirability and location within property (proximity to public, ease of access, property owner impact)</p> <p>Defined property acquisition process</p> <p>Amount and type of property acquisitions</p> <p>Potential for shared use (trails/greenway, utilities, fire breaks, maintenance)</p> <p>Potential for future relocation of Tampa Bay Water pipeline</p> <p>Construction constraints</p> <p>Agency encroachment requirements and cooperation</p> <p>Existing utility density/congestion & relocation</p> <p>Potential for buffer between incompatible land uses</p>
Operation and Maintenance Accessibility	<p>O&M convenience (level of effort) and effectiveness</p> <p>Access for future maintenance activities</p> <p>Facilitates access for emergency repairs</p> <p>Facilitates ease of pipeline commissioning</p>
Environmental & Historical Impacts	<p>Long term mitigation responsibility and monitoring requirements</p> <p>Additional land acquisition beyond pipeline easement</p> <p>Construction constraints and schedule impacts</p> <p>Construction complexity, mitigation requirements, and accessibility</p> <p>Climate interactions and risk</p> <p>Public perception</p> <p>Acquisition of mitigation credits</p> <p>Impacts to established and proposed wildlife corridors</p> <p>Disturbed lands verses undisturbed and preserve lands</p>
Long-Range Planning	<p>Integration with future capital projects</p> <p>Co-location in existing Tampa Bay Water utility easements/corridors</p> <p>Consistency with existing and proposed land use planning and zoning</p> <p>Opportunities to expand public amenities (multi-use trail, linear park, public access)</p> <p>Future road/intersection enhancements</p>

6 Criteria Weighting Factor

The main benefit to using weighting factors is it allows the project team stakeholders to provide subjective input, quantifying which evaluation criteria are more impactful to route evaluation. For example, long range planning could have less route selection importance than safety, but greater importance than geotechnical considerations.

To identify the relative importance of each evaluation criteria, project team stakeholders participated in a Weighting Criteria Workshop, facilitated by the IPM using an interactive comparison web-tool. The methodology used in the Workshop, pairwise comparison, evaluates the importance of individual evaluation criteria. A pairwise comparison effectively “compares” each evaluation criteria against another, with the user deciding which evaluation criteria is more important. See **Table 2** for a visual representation of the pairwise comparison process. The web system used to facilitate this pairwise comparison then summed how many times each evaluation criteria was selected – resulting in a “count” for that particular evaluation criteria. The evaluation criteria with the largest count then has the greatest weighting factor.

The group was reminded: these evaluation criteria are “non-cost”; the cost element of each route will be evaluated separately.

Eight (8) project team stakeholders participated in the criteria weighting workshop on February 24, 2022; the participants and their representative organization / group is listed below.

1. Tampa Bay Water (one from each group below)
 - a. Construction, Engineering & Property
 - b. Operations and Maintenance
 - c. Environment
 - d. Finance
 - e. Public Affairs
2. Wade Trim: Pipeline A Engineering
3. Stantec: Pipeline B Engineering
4. Hillsborough County

The count results from all eight (8) project team stakeholders (in no particular order) are presented in **Table 3**. For incorporation of the Public Opinion Survey results, see **Section 6.1**.

Table 2: Weight Criteria Pairwise Comparison

[illegible]

Table 3: Pairwise Comparison Results

Criteria	Count per Person							
	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8
Pipeline Segment Length	3	2	5	2	6	6	2	2
Public Inconvenience	1	4	5	2	2	3	3	4
Safety	9	9	9	9	9	8	9	9
Environmental & Historical	6	3	8	7	6	2	8	7
Special Crossings / Construction Requirements	7	4	2	2	7	4	6	1
Permitting/Implementation	3	4	4	6	3	3	2	4
Operation and Maintenance Accessibility	6	5	3	4	3	8	7	6
ROW/Easement Availability	5	8	7	7	4	6	3	7
Geotechnical Considerations	3	1	0	6	5	3	0	0
Long-Range Planning	2	5	2	0	0	2	5	5

The pairwise comparison results reflect a few clear trends. First, Safety is by far the most important evaluation criteria for all project team stakeholders, as it scored nearly perfect. The next two most important evaluation criteria are Environmental and Historical, followed by ROW / Easement Availability

6.1 Incorporation of Public Opinion Survey Results

Table 4 expands on the results shown in **Table 3**. It incorporates the results of the Public Opinion Survey as another pairwise comparison participant (see **Attachment A – Tampa Bay Water Public Opinion Survey**). This survey was completed in 2019, directing residents to do the following with the above evaluation criteria:

“We want to know which evaluation criteria are most important to you. Your input will be used by the project team as we evaluate possible routes. Please select your top three criteria from the following options.”

Because the Public Opinion Survey exercise was completed by rank, and not by pairwise comparison, it is not possible to simply calculate an average using “count” from a pairwise comparison and “rank” from the Public Opinion Survey results. This is because a “count” is a different numerical representation than a “rank”.

Therefore, the Engineers converted each project team stakeholder count value to a rank. The rank ranges from 1 to 10, including “count” ties (subsequent rank / ranks skipped). 10 being the highest rank and most

preferred and 1 being the least preferred. Matching the ranking approach for both allows the data to be averaged together. The ranking results from the pairwise comparison and Public Opinion Survey results were then averaged to obtain the evaluation criteria weighting factor.

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Table 4: Generating Evaluation Criteria Weighting Factors

Evaluation Criteria	Pairwise Count per Person & Rank Matrix (Rank higher = better)																		Weighting Factor (Average Rank)
	Person 1		Person 2		Person 3		Person 4		Person 5		Person 6		Person 7		Person 8		Public Opinion Survey		
	Count	Rank	Count	Rank	Count	Rank	Count	Rank	Count	Rank	Count	Rank	Count	Rank	Count	Rank		Rank	
Pipeline Segment Length	3	5	2	2	5	7	2	4	6	8	6	8	2	3	2	3		2	4.67
Public Inconvenience	1	1	4	6	5	7	2	4	2	2	3	5	3	5	4	5		10	5.00
Safety	9	10	9	10	9	10	9	10	9	10	8	10	9	10	9	10		8	9.78
Environmental & Historical	6	8	3	3	8	9	7	9	6	8	2	2	8	9	7	9		9	7.33
Special Crossings / Construction Requirements	7	9	4	6	2	3	2	4	7	9	4	6	6	7	1	2		7*	5.89
Permitting/Implementation	3	5	4	6	4	5	6	7	3	4	3	5	2	3	4	5		1	4.56
Operation and Maintenance Accessibility	6	8	5	8	3	4	4	5	3	4	8	10	7	8	6	7		4	6.44
ROW/Easement Availability	5	6	8	9	7	8	7	9	4	5	6	8	3	5	7	9		5	7.11
Geotechnical Considerations	3	5	1	1	0	1	6	7	5	6	3	5	0	1	0	1		3	3.33
Long-Range Planning	2	2	5	8	2	2	0	1	0	1	2	2	5	6	5	6		7*	3.89

* The Public Opinion survey yielded equivalent ranking for both Special Crossings / Construction Requirements and Long-Range Planning. Thus, these were both assigned a rank of 7. Consequently, the next rank, 6, was skipped, and ROW / Easement Availability was assigned a rank of 5.

The weighting factors, categorized from highest to lowest, are organized in **Table 5**.

Table 5: Evaluation Criteria Weighting Factors - Summary

Evaluation Criteria	Evaluation Criteria Weighting Factor
Safety	9.78
Environmental & Historical	7.33
ROW/Easement Availability	7.11
Operation and Maintenance Accessibility	6.44
Special Crossings / Construction Requirements	5.89
Public Inconvenience	5.00
Pipeline Segment Length	4.67
Permitting/Implementation	4.56
Long-Range Planning	3.89
Geotechnical Considerations	3.33

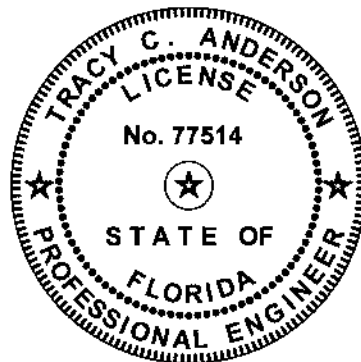
The evaluation criteria and weighting factors developed in this memo will be used in the subsequent route evaluation of the Southern Hillsborough County pipeline.

Regards,

STANTEC CONSULTING SERVICES INC. & WADE TRIM

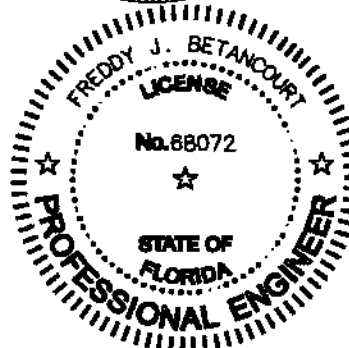
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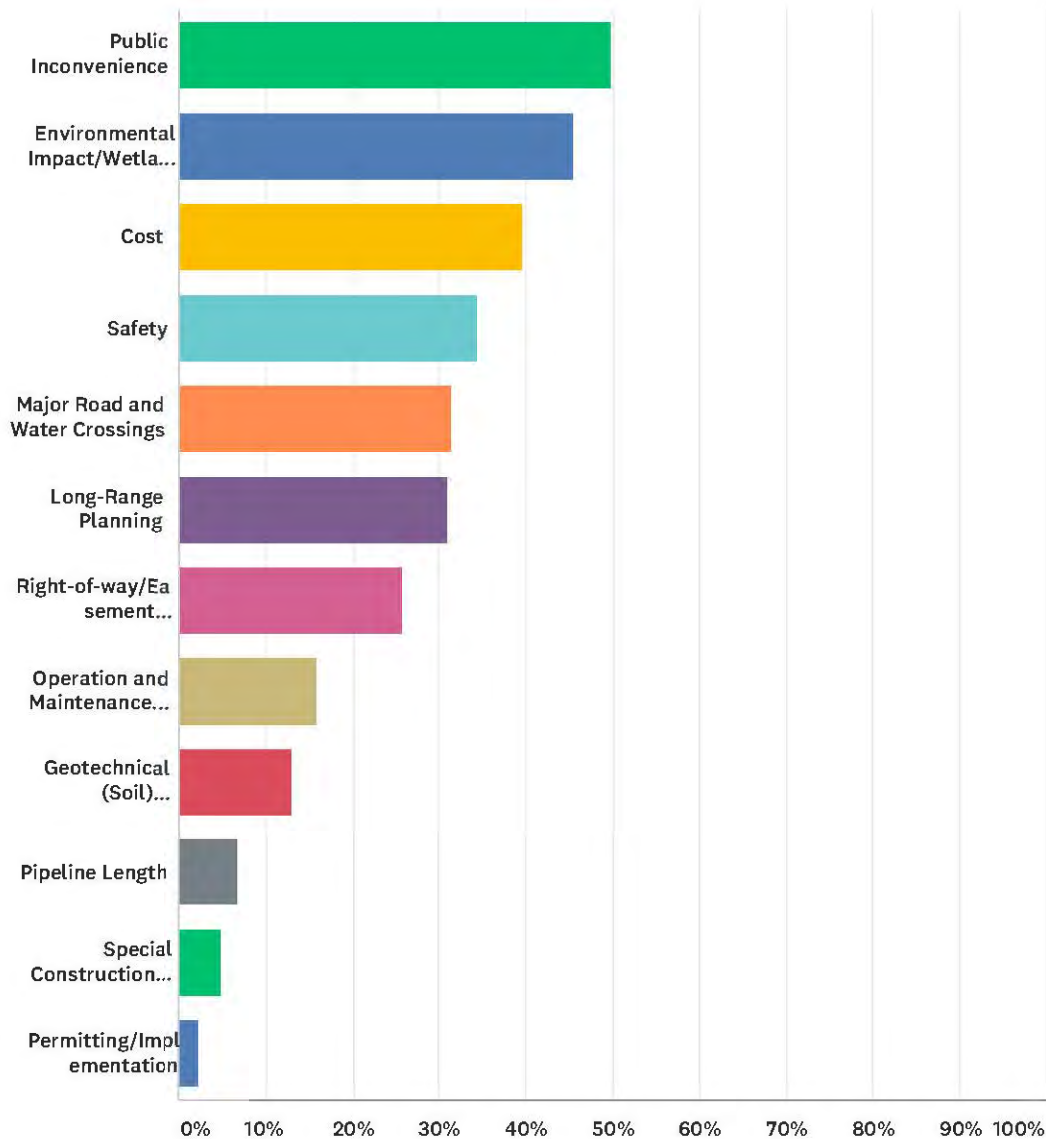
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Attachment A – Tampa Bay Water Public Opinion Survey

Q1 We want to know which evaluation criteria are most important to you. Your input will be used by the project team as we evaluate possible routes. Please select your top three criteria from the following options.

Answered: 675 Skipped: 0



ANSWER CHOICES	RESPONSES	
Public Inconvenience	49.78%	336
Environmental Impact/Wetlands Mitigation	45.48%	307
Cost	39.56%	267
Safety	34.37%	232
Major Road and Water Crossings	31.41%	212
Long-Range Planning	30.96%	209

Hillsborough County Pipeline Survey 2019

Right-of-way/Easement Availability	25.63%	173
Operation and Maintenance Accessibility	16.00%	108
Geotechnical (Soil) Considerations	12.89%	87
Pipeline Length	6.67%	45
Special Construction Requirements	4.89%	33
Permitting/Implementation	2.37%	16
Total Respondents: 675		

Appendix B:

COST ESTIMATES

TAMPA BAY WATER
South Hillsborough Pipeline - Segment A

**Estimated Opinion of Probable Construction Costs
Falkenburg Route**

July 2022

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	2025 COSTS*	
				UNIT COST	TOTAL COST
1.	TRANSMISSION MAIN BY OPEN CUT				
a.	Rural/Cross County/Easement Construction – Few or No Utilities and No Wetlands Impacts	LF	18,541	\$1,430	\$26,513,630
b.	Rural/Cross County/Easement Construction – Few or No Utilities with Wetlands Impacts	LF	3,935	\$1,520	\$5,981,200
c.	Residential/Collector streets and/or Average Utility Congestion	LF	22,183	\$1,380	\$30,612,540
d.	Urban Arterial/Major Highway, Dense Utility Corridor – Outside Limits of Pavement	LF	13,594	\$1,460	\$19,847,240
e.	Urban Arterial/Major Highway, Dense Utility Corridor – Within Limits of Pavement	LF	39,135	\$1,510	\$59,093,850
	SUBTOTAL (Rounded to nearest \$1,000)				\$142,048,000
2.	SPECIAL CROSSINGS				
a.	Trenchless Crossing, Shallow Shaft	LF	4,649	\$7,300	\$33,937,700
b.	Trenchless Crossing, Deep Shaft	LF	500	\$8,800	\$4,400,000
c.	Aerial River Crossing	LF		\$6,000	\$0
	SUBTOTAL (Rounded to nearest \$1,000)				\$38,338,000
3.	STARTUP, COMMISSIONING, AND TESTING				
a.	All Required Startup, Commissioning and Testing	%	2.5%	-	\$4,509,650
	SUBTOTAL (Rounded to nearest \$1,000)				\$4,510,000
4.	CONTRACTOR MARKUPS AND INDIRECT COSTS				
a.	Contractor Markup and Indirect Costs	%	12.5%	-	\$23,112,000
	SUBTOTAL (Rounded to nearest \$1,000)				\$23,112,000
5.	CONTINGENCIES				
a.	Scope Contingency	%	20.0%	-	\$41,601,600
b.	Market Conditions	%	10.0%	-	\$20,800,800
c.	Escalation to Mid-Point of Construction in 2027	%/YR	4.0%	-	\$16,973,453
	SUBTOTAL (Rounded to nearest \$1,000)				\$79,376,000
6.	PROPERTY ACQUISITION COSTS				
a.	Permanent Utility Easements Costs	LS	-	-	\$13,135,053
	SUBTOTAL (Rounded to nearest \$1,000)				\$13,135,000
7.	ENGINEERING AND PROFESSIONAL SERVICES				
a.	Engineering Design, Procurement, and Engineering Services During Construction	%	20.0%	-	\$57,476,800
	SUBTOTAL FOR ENGINEERING AND PROFESSIONAL SERVICES				\$57,477,000
				TOTAL COSTS =	\$357,996,000
				Class 5 Low Range (-50%)	\$178,998,000
				Class 5 High Range (+100%)	\$715,992,000

* 2025 Construction Costs Escalated from May 2022 Project Costs at Current ENR CCI 13,000.41

TAMPA BAY WATER
South Hillsborough Pipeline - Segment A

**Estimated Opinion of Probable Construction Costs
Lakewood - Providence Route**

July 2022

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	2025 COSTS*	
				UNIT COST	TOTAL COST
1.	TRANSMISSION MAIN BY OPEN CUT				
a.	Rural/Cross County/Easement Construction – Few or No Utilities and No Wetlands Impacts	LF	10,348	\$1,430	\$14,797,640
b.	Rural/Cross County/Easement Construction – Few or No Utilities with Wetlands Impacts	LF	4,003	\$1,520	\$6,084,560
c.	Residential/Collector streets and/or Average Utility Congestion	LF	25,529	\$1,380	\$35,230,020
d.	Urban Arterial/Major Highway, Dense Utility Corridor – Outside Limits of Pavement	LF	14,773	\$1,460	\$21,568,580
e.	Urban Arterial/Major Highway, Dense Utility Corridor – Within Limits of Pavement	LF	36,970	\$1,510	\$55,824,700
	SUBTOTAL (Rounded to nearest \$1,000)				\$133,506,000
2.	SPECIAL CROSSINGS				
a.	Trenchless Crossing, Shallow Shaft	LF	3,979	\$7,300	\$29,046,700
b.	Trenchless Crossing, Deep Shaft	LF	520	\$8,800	\$4,576,000
c.	Aerial River Crossing	LF	0	\$6,000	\$0
	SUBTOTAL (Rounded to nearest \$1,000)				\$33,623,000
3.	STARTUP, COMMISSIONING, AND TESTING				
a.	All Required Startup, Commissioning and Testing	%	2.5%	-	\$4,178,225
	SUBTOTAL (Rounded to nearest \$1,000)				\$4,178,000
4.	CONTRACTOR MARKUPS AND INDIRECT COSTS				
a.	Contractor Markup and Indirect Costs	%	12.5%	-	\$21,413,000
	SUBTOTAL (Rounded to nearest \$1,000)				\$21,413,000
5.	CONTINGENCIES				
a.	Scope Contingency	%	20.0%	-	\$38,544,000
b.	Market Conditions	%	10.0%	-	\$19,272,000
c.	Escalation to Mid-Point of Construction in 2027	%/YR	4.0%	-	\$15,725,952
	SUBTOTAL (Rounded to nearest \$1,000)				\$73,542,000
6.	PROPERTY ACQUISITION COSTS				
a.	Permanent Utility Easements Costs	LS	-	-	\$10,723,722
	SUBTOTAL (Rounded to nearest \$1,000)				\$10,724,000
7.	ENGINEERING AND PROFESSIONAL SERVICES				
a.	Engineering Design, Procurement, and Engineering Services During Construction	%	20.0%	-	\$53,252,400
	SUBTOTAL FOR ENGINEERING AND PROFESSIONAL SERVICES				\$53,252,000
				TOTAL COSTS =	\$330,238,000
				Class 5 Low Range (-50%)	\$165,119,000
				Class 5 High Range (+100%)	\$660,476,000

* 2025 Construction Costs Escalated from May 2022 Project Costs at Current ENR CCI 13,000.41

TAMPA BAY WATER
South Hillsborough Pipeline - Segment A

**Estimated Opinion of Probable Construction Costs
Parsons-Kings Route**

July 2022

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	2025 COSTS*	
				UNIT COST	TOTAL COST
1.	TRANSMISSION MAIN BY OPEN CUT				
a.	Rural/Cross County/Easement Construction – Few or No Utilities and No Wetlands Impacts	LF	12,122	\$1,430	\$17,334,460
b.	Rural/Cross County/Easement Construction – Few or No Utilities with Wetlands Impacts	LF	4,442	\$1,520	\$6,751,840
c.	Residential/Collector streets and/or Average Utility Congestion	LF	45,208	\$1,380	\$62,387,040
d.	Urban Arterial/Major Highway, Dense Utility Corridor – Outside Limits of Pavement	LF	13,817	\$1,460	\$20,172,820
e.	Urban Arterial/Major Highway, Dense Utility Corridor – Within Limits of Pavement	LF	16,999	\$1,510	\$25,668,490
	SUBTOTAL (Rounded to nearest \$1,000)				\$132,315,000
2.	SPECIAL CROSSINGS				
a.	Trenchless Crossing, Shallow Shaft	LF	3,639	\$7,300	\$26,564,700
b.	Trenchless Crossing, Deep Shaft	LF	500	\$8,800	\$4,400,000
c.	Aerial River Crossing	LF	0	\$6,000	\$0
	SUBTOTAL (Rounded to nearest \$1,000)				\$30,965,000
3.	STARTUP, COMMISSIONING, AND TESTING				
a.	All Required Startup, Commissioning and Testing	%	2.5%	-	\$4,082,000
	SUBTOTAL (Rounded to nearest \$1,000)				\$4,082,000
4.	CONTRACTOR MARKUPS AND INDIRECT COSTS				
a.	Contractor Markup and Indirect Costs	%	12.5%	-	\$20,920,000
	SUBTOTAL (Rounded to nearest \$1,000)				\$20,920,000
5.	CONTINGENCIES				
a.	Scope Contingency	%	20.0%	-	\$37,656,400
b.	Market Conditions	%	10.0%	-	\$18,828,200
c.	Escalation to Mid-Point of Construction in 2027	%/YR	4.0%	-	\$15,363,811
	SUBTOTAL (Rounded to nearest \$1,000)				\$71,848,000
6.	PROPERTY ACQUISITION COSTS				
a.	Permanent Utility Easements Costs	LS	-	-	\$7,299,036
	SUBTOTAL (Rounded to nearest \$1,000)				\$7,299,000
7.	ENGINEERING AND PROFESSIONAL SERVICES				
a.	Engineering Design, Procurement, and Engineering Services During Construction	%	20.0%	-	\$52,026,000
	SUBTOTAL FOR ENGINEERING AND PROFESSIONAL SERVICES				\$52,026,000
				TOTAL COSTS =	\$319,455,000
				Class 5 Low Range (-50%)	\$159,727,500
				Class 5 High Range (+100%)	\$638,910,000

* 2025 Construction Costs Escalated from May 2022 Project Costs at Current ENR CCI 13,000.41

TAMPA BAY WATER
South Hillsborough Pipeline - Segment A

**Estimated Opinion of Probable Construction Costs
Lithia Pinecrest Route**

July 2022

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	2025 COSTS*	
				UNIT COST	TOTAL COST
1.	TRANSMISSION MAIN BY OPEN CUT				
a.	Rural/Cross County/Easement Construction – Few or No Utilities and No Wetlands Impacts	LF	34,642	\$1,430	\$49,538,060
b.	Rural/Cross County/Easement Construction – Few or No Utilities with Wetlands Impacts	LF	5,328	\$1,520	\$8,098,560
c.	Residential/Collector streets and/or Average Utility Congestion	LF	27,695	\$1,380	\$38,219,100
d.	Urban Arterial/Major Highway, Dense Utility Corridor – Outside Limits of Pavement	LF	31	\$1,460	\$45,260
e.	Urban Arterial/Major Highway, Dense Utility Corridor – Within Limits of Pavement	LF	6,855	\$1,510	\$10,351,050
	SUBTOTAL (Rounded to nearest \$1,000)				\$106,252,000
2.	SPECIAL CROSSINGS				
a.	Trenchless Crossing, Shallow Shaft	LF	3,184	\$7,300	\$23,243,200
b.	Trenchless Crossing, Deep Shaft	LF	0	\$8,800	\$0
c.	Aerial River Crossing	LF	600	\$6,000	\$3,600,000
	SUBTOTAL (Rounded to nearest \$1,000)				\$26,843,000
3.	STARTUP, COMMISSIONING, AND TESTING				
a.	All Required Startup, Commissioning and Testing	%	2.5%	-	\$3,327,375
	SUBTOTAL (Rounded to nearest \$1,000)				\$3,327,000
4.	CONTRACTOR MARKUPS AND INDIRECT COSTS				
a.	Contractor Markup and Indirect Costs	%	12.5%	-	\$17,053,000
	SUBTOTAL (Rounded to nearest \$1,000)				\$17,053,000
5.	CONTINGENCIES				
a.	Scope Contingency	%	20.0%	-	\$30,695,000
b.	Market Conditions	%	10.0%	-	\$15,347,500
c.	Escalation to Mid-Point of Construction in 2027	%/YR	4.0%	-	\$12,523,560
	SUBTOTAL (Rounded to nearest \$1,000)				\$58,566,000
6.	PROPERTY ACQUISITION COSTS				
a.	Permanent Utility Easements Costs	LS	-	-	\$57,519,700
	SUBTOTAL (Rounded to nearest \$1,000)				\$57,520,000
7.	ENGINEERING AND PROFESSIONAL SERVICES				
a.	Engineering Design, Procurement, and Engineering Services During Construction	%	20.0%	-	\$42,408,200
	SUBTOTAL FOR ENGINEERING AND PROFESSIONAL SERVICES				\$42,408,000
				TOTAL COSTS =	\$311,969,000
				Class 5 Low Range (-50%)	\$155,984,500
				Class 5 High Range (+100%)	\$623,938,000

* 2025 Construction Costs Escalated from May 2022 Project Costs at Current ENR CCI 13,000.41

TAMPA BAY WATER
South Hillsborough Pipeline - Segment A

**Estimated Opinion of Probable Construction Costs
Cross Country Route**

July 2022

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	2025 COSTS*	
				UNIT COST	TOTAL COST
1.	TRANSMISSION MAIN BY OPEN CUT				
a.	Rural/Cross County/Easement Construction – Few or No Utilities and No Wetlands Impacts	LF	24,321	\$1,430	\$34,779,030
b.	Rural/Cross County/Easement Construction – Few or No Utilities with Wetlands Impacts	LF	19,581	\$1,520	\$29,763,120
c.	Residential/Collector streets and/or Average Utility Congestion	LF	42,027	\$1,380	\$57,997,260
d.	Urban Arterial/Major Highway, Dense Utility Corridor – Outside Limits of Pavement	LF	132	\$1,460	\$192,720
e.	Urban Arterial/Major Highway, Dense Utility Corridor – Within Limits of Pavement	LF	3,995	\$1,510	\$6,032,450
	SUBTOTAL (Rounded to nearest \$1,000)				\$128,765,000
2.	SPECIAL CROSSINGS				
a.	Trenchless Crossing, Shallow Shaft	LF	3,274	\$7,300	\$23,900,200
b.	Trenchless Crossing, Deep Shaft	LF	350	\$8,800	\$3,080,000
c.	Aerial River Crossing	LF	0	\$6,000	\$0
	SUBTOTAL (Rounded to nearest \$1,000)				\$26,980,000
3.	STARTUP, COMMISSIONING, AND TESTING				
a.	All Required Startup, Commissioning and Testing	%	2.5%	-	\$3,893,625
	SUBTOTAL (Rounded to nearest \$1,000)				\$3,894,000
4.	CONTRACTOR MARKUPS AND INDIRECT COSTS				
a.	Contractor Markup and Indirect Costs	%	12.5%	-	\$19,955,000
	SUBTOTAL (Rounded to nearest \$1,000)				\$19,955,000
5.	CONTINGENCIES				
a.	Scope Contingency	%	20.0%	-	\$35,918,800
b.	Market Conditions	%	10.0%	-	\$17,959,400
c.	Escalation to Mid-Point of Construction in 2027	%/YR	4.0%	-	\$14,654,870
	SUBTOTAL (Rounded to nearest \$1,000)				\$68,533,000
6.	PROPERTY ACQUISITION COSTS				
a.	Permanent Utility Easements Costs	LS	-	-	\$13,996,534
	SUBTOTAL (Rounded to nearest \$1,000)				\$13,997,000
7.	ENGINEERING AND PROFESSIONAL SERVICES				
a.	Engineering Design, Procurement, and Engineering Services During Construction	%	20.0%	-	\$49,625,400
	SUBTOTAL FOR ENGINEERING AND PROFESSIONAL SERVICES				\$49,625,000
				TOTAL COSTS =	\$311,749,000
				Class 5 Low Range (-50%)	\$155,874,500
				Class 5 High Range (+100%)	\$623,498,000

* 2025 Construction Costs Escalated from May 2022 Project Costs at Current ENR CCI 13,000.41

Appendix C:

PUBLIC ENGAGEMENT

Public Outreach

Tampa Bay Water has incorporated public education and outreach into its capital improvement and water supply planning processes since 1995. Tampa Bay Water's proactive approach is consistent with the American Water Works Association's policy statement on public involvement, which states, "Opportunities for input and involvement are essential to public understanding and acceptance of utility programs and projects ... opportunities for involvement must, however, be meaningful, inclusive and clearly linked to the decision-making process."

Tampa Bay Water began public engagement for the South Hillsborough Pipeline in 2019 when the utility began studying possible corridors for the new large-diameter transmission main. Initial public input was sought on evaluation criteria that was used to rank potential routes. Routes were presented to the community in summer 2022 and additional feedback was solicited prior to finalizing a route ranking.

Following is a summary of activities performed and input received.

Activities Performed

2019 Online Outreach

As part of informing the public about South Hillsborough Pipeline, Tampa Bay Water published a dedicated web page in June 2019. The full report can be seen in Attachment A. This web page also served as the platform from which residents could take an online survey to provide input on evaluation criteria. The survey was available to residents from June through August 2019. It was promoted to residents in Hillsborough County, south of East MLK Jr Boulevard, through:

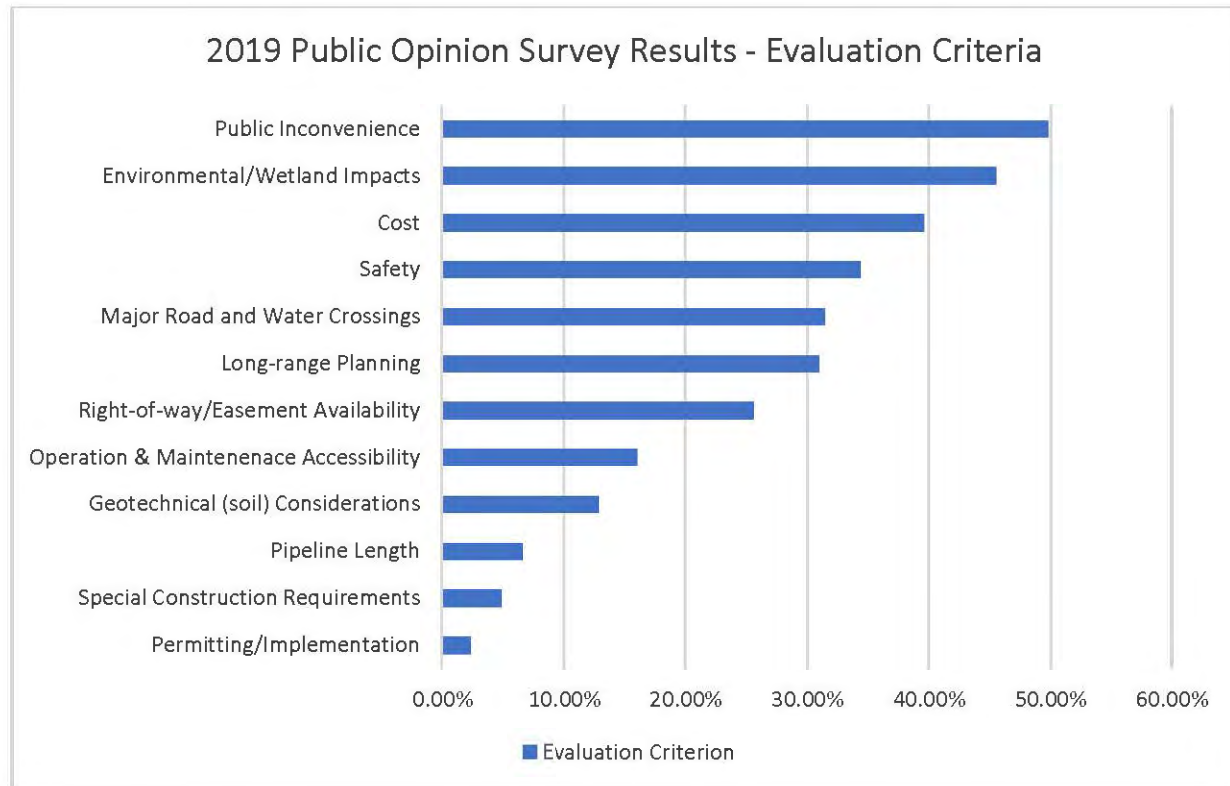
- Paid Facebook advertising
- ABC Action News-sponsored Facebook Post
- Geo-fencing advertising
- Email to ABC Action News subscribers
- Organic social media



Following are the impressions and click-through rates of the promotional elements:

Tactic	Impressions	Click-through Rate
Facebook ads	778,376	0.82%
Sponsored Facebook post	41,889	0.47%
Geo-fenced ads	124,998	0.17%
Email	50,319	9.63%

The survey asked each respondent which criterion was more important when evaluating possible pipeline routes. Following are the responses from 675 completed surveys:



Survey respondents' most important evaluation criteria were:

- Public Inconvenience – selected by 50 percent of respondents
- Environment Impacts/Wetland Mitigation – selected by 45 percent of respondents
- Cost – selected by 40 percent of respondents

Results from a 2021 public opinion survey conducted by Downs & St. Germain Research for Tampa Bay Water were similar to input received through the online survey. That statistically valid internet survey of 1,200 randomly selected households in the Tampa Bay Water service area showed that 49 percent of residents ranked environmental stewardship as a top criterion when selecting a new water supply, followed by reliability at 38 percent and project costs at 12 percent.

The engineering consultant incorporated public input received in 2019 and 2021 in the non-cost evaluation criteria. Public input was used to weight the non-cost evaluation criteria and was included in the cost evaluation as well.

Updated Public Information Materials

In 2022, the project team worked with Tampa Bay Water to update the project web page, tampabaywater.org/SHF, and develop a fact sheet (English and Spanish) and frequently asked questions. Those documents are available on the project website. Additionally, the project team developed a map handout to highlight the three top routes and inform readers on the project need and benefits.

Public Engagement and 2022 Route Survey

From June 14, 2022, through July 8, 2022, Tampa Bay Water conducted an online survey to ask residents about the top three potential pipeline routes. The purpose of the survey was not to ask residents about their preferred route, but rather to determine if residents had any insights into the routes of which the design team may be unaware.

Traffic was driven to the online survey through a variety of mechanisms, including in-person meetings, direct mail postcard, online advertising, news publicity and social media.

In-person Meetings

Tampa Bay Water staff and consultants presented the top three South Hillsborough Pipelines to the following groups:

- Bloomingdale Neighborhood Association – June 14, 2022
- Shadow Run Homeowners Association – June 15, 2022
- Southfork Lakes Community Development District – June 16, 2022
- Brandon Rotary Club – June 28, 2022
- Fish Hawk Ranch Homeowners Association – June 28, 2022

At each meeting, Tampa Bay Water discussed the need for the pipeline, described the top three routes with the aid of a map handout, and discussed how staff and consultants will determine a ranking for presentation to Tampa Bay Water's board of directors in August. Staff encouraged each group to send project and survey information to their respective residents. Meeting summaries can be found in Attachment C.

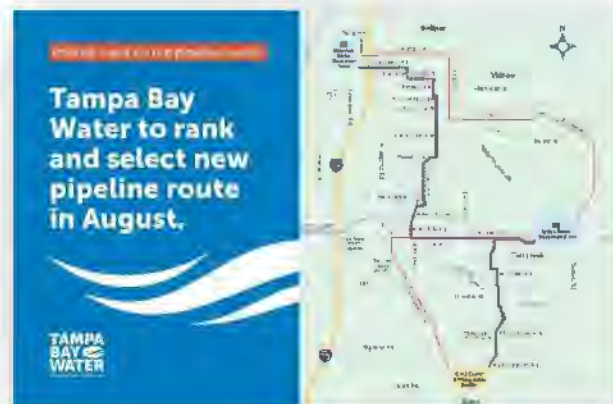
Community groups helped inform their stakeholders about the pipeline and survey in a number of ways:



- Bloomingdale Gazette included an article and a map graphic in its July 2022 edition.
- Southfork Lakes Community Development District committed to posting the information on its community web page.
- Brandon Rotary Club posted to its Facebook page on June 21, 2022, and June 28, 2022.
- Fish Hawk Talon June 2022 issue included an article with a map schematic.
- The Greater Riverview Chamber of Commerce published pipeline information in an insert in its June 2022 print edition, distributed the week of June 20, 2022. An electronic edition was posted to the Chamber's website June 27, 2022. The Chamber also included survey information in its Week at a Glance newsletters June 20, 2022, and July 4, 2022.

Direct Mail Postcard

On June 16, 2022, Tampa Bay Water mailed 2,829 postcards to property owners and tenants living within 300 feet (150 feet on either side) of each of the proposed routes. The majority of the postcards were delivered June 17-21, 2022. Approximately 260 of the total mailed were undeliverable or returned. From June 17-21, 2022, 206 surveys were completed representing 17 percent of the total number of surveys completed.



Online Advertising & Organic/Earned Traffic

From June 16, 2022, through July 8, 2022, Tampa Bay Water ran an online advertising and organic social media campaign to raise awareness of the pipeline project and encourage residents to visit the project landing page and take the online survey. Paid advertising was geographically targeted to southern Hillsborough County. Facebook advertising generated consistent click-throughs during the campaign. Two ZIP code-targeted banner ads were added to the campaign, which generated over 4 million impressions. Overall, the campaign generated 9,639 landing page views, which generated a 10.69 percent survey completion rate.

Tactic	Impressions	Click-through Rate	Landing Page Views
Facebook ads	85,125	0.49%	3,156
Paid programmatic (web banners)	4,001,514	0.26%	4,615
Organic/Earned Traffic (direct URL, Facebook referral, Survey Monkey, etc.)			1,868
Total			9,639

2022 Route Survey Results

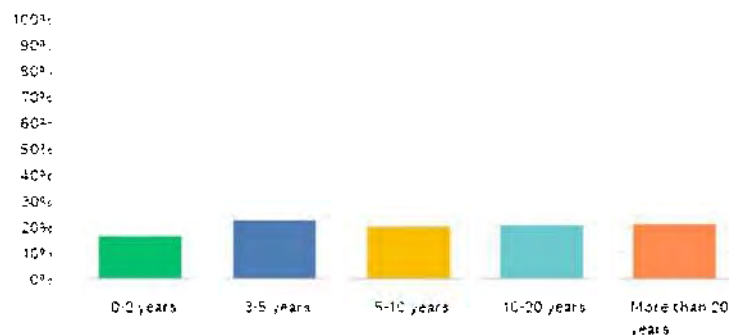
Tampa Bay Water conducted an online survey from June 14, 2022, through July 8, 2022. The purpose of the survey was to describe the three route options to respondents, discuss evaluation criteria and determine if members of the community had knowledge about the routes that design engineers should take into consideration when evaluating the three options. For each route, residents were asked: Is there anything else about this route we should take into consideration during selection, design and construction? Residents could respond:

- Unmarked archaeological sites
- Unmarked cemetery
- Unmarked dump/landfill
- I do not have any input about this route
- Other (open ended response)

Tampa Bay Water received a total of 1,210 responses. The full report can be seen in Attachment B. Survey demographic questions showed that the vast majority (83.6 percent) of respondents receive their water from Hillsborough County while 12.23 percent have a private well. About 2.5 percent responded that they receive their water from City of Tampa and 1.65 percent responded other.

Most of the respondents (61 percent) have lived at their current address for more than 5 years, while 22.82 percent have lived at their current address 3-5 years and 16.12 percent have lived at their current address for 2 years or fewer.

Q5 How long have you lived at this address?



There were 1,030 responses to the question: What is the ZIP code of your home. Following are the aggregated responses to that question.

ZIP Code	Respondents	Percentage
33569	201	19.51%
33579	171	16.60%
33547	133	12.91%
33511	108	10.49%
33594	67	6.50%
33578	67	6.50%
33596	65	6.31%
33510	63	6.12%
33534	23	2.23%
33598	21	2.04%
33527	18	1.75%
33619	14	1.36%
33567	11	1.07%
33584	10	0.97%
33572	9	0.87%
33573	7	0.68%
33566	3	0.29%
33512	3	0.29%
33570	3	0.29%



A review of the approximately 970 open-ended responses show the following trends:

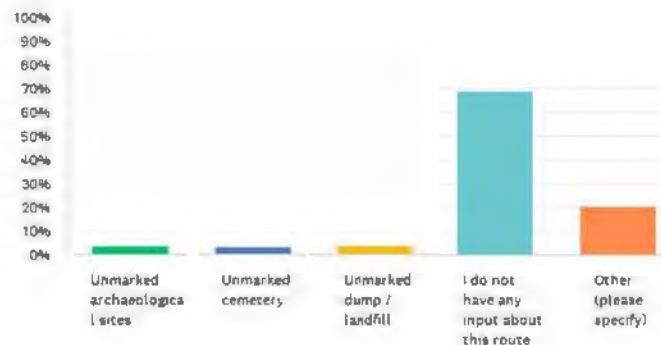
- Respondent input in 2022 echoes the priorities voiced by respondents in to the 2019 survey. Top cited concerns in the open-ended comments include:
 - Environmental impacts
 - Public inconvenience/traffic impacts
 - Cost
- Overall, respondents expressed concern for construction in environmentally sensitive areas and a desire to avoid impacting the Alafia River ecosystem.
- Traffic concerns are high for all routes; residents voiced concerns for children traveling to and from all schools near all routes as well as exacerbating current traffic situations overall, including near all schools.
- There is more support for the Orange route than the Pink and Blue routes. Many respondents cite their preference for this route as it has less perceived disruption to the Alafia River and will cause fewer traffic impacts. However, residents residing in Fish Hawk

and nearby communities expressed concern for traffic impacts to nearby communities and schools.

- Concerns for the Pink and Blue routes centered on potential impacts to the Alafia River, traffic impacts and impacts to private property, particularly among those who reside on small residential roads who would be impacted by construction. There was also concern that residents might have to be displaced by these routes.

Orange Route Input

Q1 Is there anything else about this route that we should take into consideration during selection, design and construction?

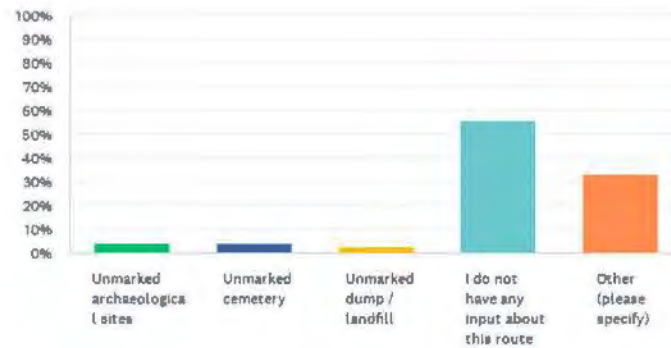


Q1 Is there anything else about this route that we should take into consideration during selection, design and construction?

crossing route less impact way least impact appears right way residential especially route least
 want nature preserve homes protected delays major think Fishhawk lowest best community
 less take congested issues affect Cost options river seems Fishhawk Blvd
 construction least disruptive water wildlife already may going
 population route live area long traffic school road easement
 will work best route build impact Best option along traffic issues
 Lumsden interruptions one property making Hwy much need high populated
 preferred route houses us Durant flooding future use path railroad residents less impact
 route less avoid direct route project gopher tortoise runs rush hour traffic closing

Pink Route Input

Q2 Is there anything else about this route that we should take into consideration during selection, design and construction?

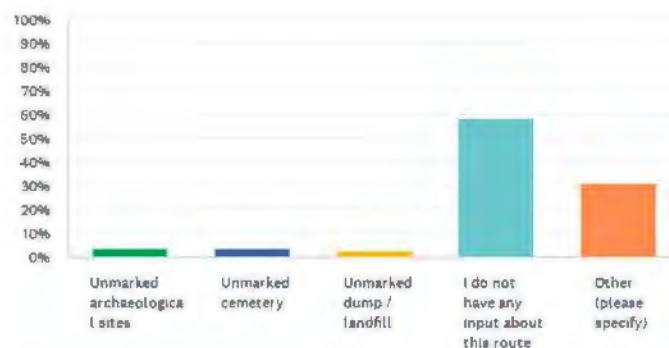


Q2 Is there anything else about this route that we should take into consideration during selection, design and construction?

will cause new disturbed heavy Better back well path much traffic community live currently
 Cost High School pipeline makes sense way increased traffic orange route good option
 residents county disruptive issues people closed Congestion routes disruption
 best route river longer route schools John Moore much traffic area
 Alafia River also seems Fishhawk neighborhood appears
 going want will option construction Balm Riverview Rd
 traffic heavy traffic route crosses alafia river roads run
 impact delays homes Boyette already residential area
 streets wildlife Fishhawk Blvd along residential areas major traffic flows lot
 access one avoid cause looks worse use affected pass inconvenience will affect
 many much disruption businesses preferred route property happen houses water
 need time disrupt development Alafia Ridge Loop miles taking think concerns protected
 longer Balm Riverview

Blue Route Input

Q3 Is there anything else about this route that we should take into consideration during selection, design and construction?



Q3 Is there anything else about this route that we should take into consideration during selection, design and construction?

two make disruptive want Alafia ridge loop cemeteries Fishhawk Blvd pink Boyette
 Riverview ONE Unmarked (UN) inconvenience residential areas new much Pick way issues
 routes makes sense Fishhawk Terrible route concerns roadways community
 disrupting orange route hospital good people along cost also chosen seems
 may Alafia River option homes busier river best route
 schools pass impact live traffic residents route
 less area traffic area construction cross Alafia river road
 avoid goes damage neighborhood years will building wildlife needed
 residential Parsons route will housing congested lot shortest route well
 affect Blue route shorter Nature preserve Major disturbance many destroy property looks
 streets protect least pipeline development due use current already congestion much traffic
 cross CAUSE nature water disturbing

Telephone Town Hall/Zoom Meeting

On July 12, 2022, Tampa Bay Water held a telephone town hall meeting that was simulcast on Zoom. Interested parties could either join via Zoom or participate by phone. The meeting was publicized by online advertising, social media and in-person meetings. Telephone Town Hall Meeting, the company that conducted the meeting, also sent out 5,000 text messages and dialed 10,000 phone numbers within the southern Hillsborough County area to publicize the meeting and invited residents to attend.

There were 129 residents who joined the call for at least 5 minutes, approximately 50 residents remained on the call for 30 minutes, and 44 residents remained on the call for the full hour of the meeting. Approximately 34 residents attended via Zoom.

During the meeting, Tampa Bay Water staff presented an overview of Tampa Bay Water, discussed the two Long-term Master Water Plan projects under consideration, and provided a detailed overview of the South Hillsborough Pipeline need, routes, schedule and property acquisition. Tampa Bay Water staff also provided information on the board's anticipated project and route selection at its August 2022 board meeting.

Following is a summary of questions and comment topics received during the meeting:

- How trees along the proposed routes will be affected and a desire to protect trees
- Protecting the Alafia River ecosystem where the pipeline will cross the river
- Ensuring safety when construction is in the vicinity of schools, both traffic safety and safe routes for children who walk or bike to school
- Growth is the problem and should be controlled; new growth should have to pay for infrastructure required to serve growth
- Coordinating with Hillsborough County on improvements (roads or trails) as the pipeline is built

Incorporating Input

The input received from 2019 through the July 12, 2022, virtual public meeting has been incorporated into both the route evaluation process and the final route ranking. Residents consistently voiced concerns for environmental impacts, public inconvenience and cost, and indeed, those remained the top-weighted criteria that resulted in a final route recommendation.

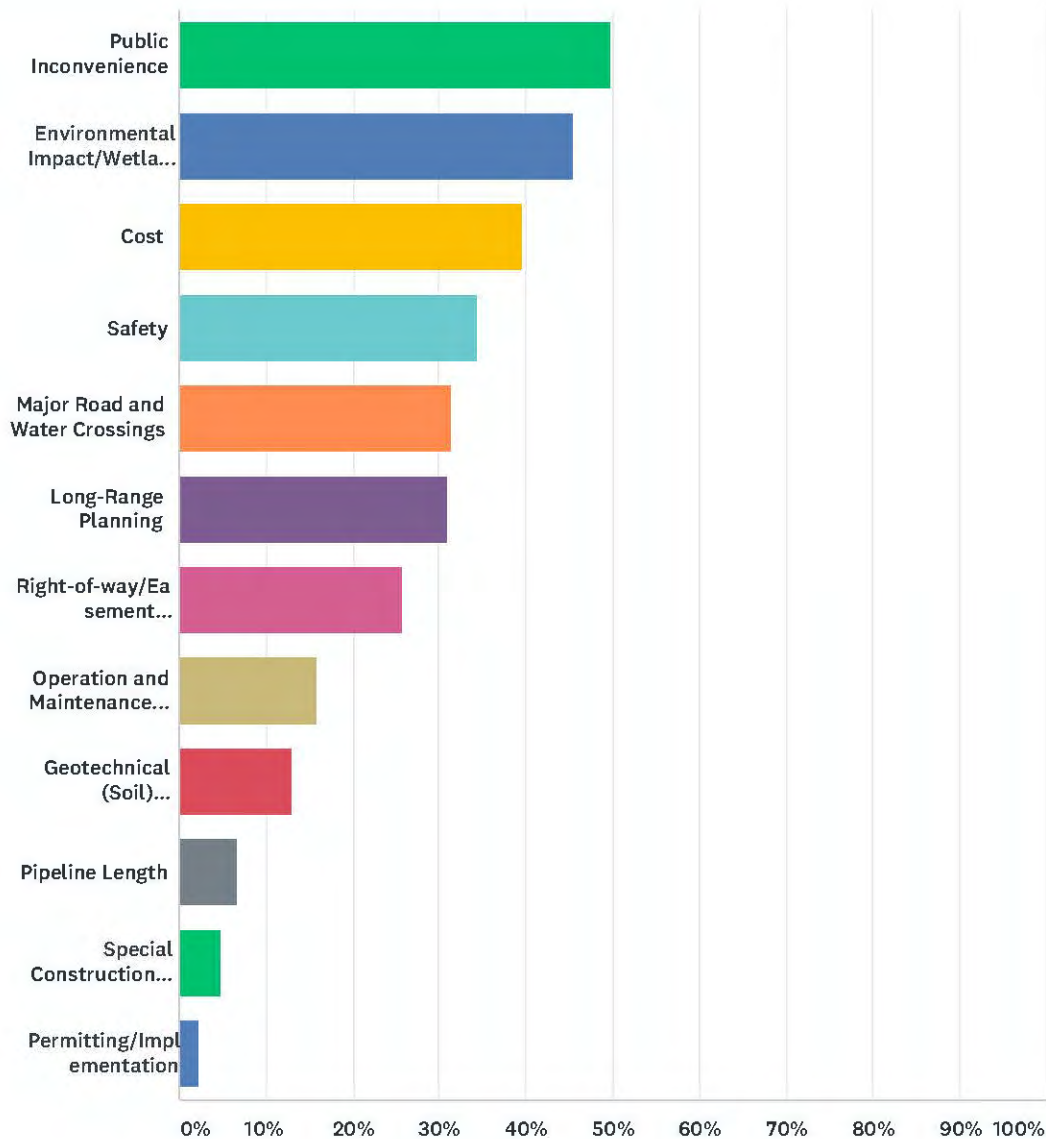


South Hillsborough Pipeline 2019 Online Public Opinion Survey Results



Q1 We want to know which evaluation criteria are most important to you. Your input will be used by the project team as we evaluate possible routes. Please select your top three criteria from the following options.

Answered: 675 Skipped: 0



ANSWER CHOICES	RESPONSES	
Public Inconvenience	49.78%	336
Environmental Impact/Wetlands Mitigation	45.48%	307
Cost	39.56%	267
Safety	34.37%	232
Major Road and Water Crossings	31.41%	212
Long-Range Planning	30.96%	209

Hillsborough County Pipeline Survey 2019

Right-of-way/Easement Availability	25.63%	173
Operation and Maintenance Accessibility	16.00%	108
Geotechnical (Soil) Considerations	12.89%	87
Pipeline Length	6.67%	45
Special Construction Requirements	4.89%	33
Permitting/Implementation	2.37%	16
Total Respondents: 675		

Q2 Please provide any questions you have regarding the new pipeline siting process that you would like to have answered.

Answered: 246 Skipped: 429

#	RESPONSES	DATE
1	None	9/25/2019 7:14 AM
2	What is the schedule of construction, how long will residents/businesses be without water	9/25/2019 7:12 AM
3	Don't destroy the mango/Seffner Area	9/25/2019 7:11 AM
4	I think timeline should have been one of the biggest considerations, too. The ability to get this project completed quickly is critical considering the growth rate of the area.	9/25/2019 7:09 AM
5	The Southshore area is growing at an extremely fast rate. I think consideration should be taken when determining water pipelines.	9/25/2019 7:07 AM
6	Where are the maps?	9/25/2019 7:06 AM
7	What is the normal and design capacity criteria? How many people will it service?	9/25/2019 7:04 AM
8	I don't know why public inconvenience is considered. It didn't seem to be a consideration with exemptions for developers and traffic/road conditions. Stop giving exemptions! Stick to the schedule proposed.	9/25/2019 7:01 AM
9	How will the public be engaged during the decision making process?	9/25/2019 6:58 AM
10	Will it draw water from the neighborhood well system?	9/25/2019 6:54 AM
11	how does this positively impact customers with this proposal? what is the total economic cost to area to include customers?	9/15/2019 11:20 AM
12	How long will this project take and how much will it cost the consumers?	9/15/2019 7:31 AM
13	I would like the proposed pipeline map options to be posted and obtain feedback from residents to ensure there is no adverse impact.	9/14/2019 7:10 AM
14	Kind of hard to ask questions when you haven't explained what the heck this whole thing is all about.	9/12/2019 4:50 PM
15	Would we be forced to pay even if we don't participate and access the service?	9/11/2019 7:44 AM
16	no process questions. just want to know the path, the potential for road closures or other issues, and the environmental impact.	9/10/2019 4:37 PM
17	Where is it going?	9/10/2019 3:55 PM
18	We do not want public water nor could we afford it!	9/10/2019 9:32 AM
19	What will the cost be to the end user?	9/9/2019 11:25 AM
20	I live in Falkirk place there's only four houses here what's a dollar in Pak to my installation	9/7/2019 10:33 AM
21	What will be the final cost impact to homeowners?	9/6/2019 3:02 AM
22	Cost for homeowners for pipes to house from main. Total costs for home owners implementation to use	9/4/2019 4:53 PM
23	What routes are they looking at? We are scheduled to build our home in the next year or so.	9/4/2019 4:08 PM
24	will you be force to use city or county water ?	9/4/2019 1:58 PM
25	Would we have water? We have well now	9/4/2019 1:46 PM
26	If we have a well, will we be required to switch?	9/4/2019 1:32 PM
27	Will this water be treated	9/2/2019 8:06 PM

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28	What upgrades and planning is being implemented to decrease backup from stormwater and flooding?	9/2/2019 6:28 PM
29	Exactly what areas are going to be effected? Will there any water disruption to our current service? Will there be any impact to road ways to cause delays?	9/2/2019 4:35 PM
30	How long will be taking this project?	9/2/2019 11:58 AM
31	What/Where/How? How is implementing/installing the pipeline. Is this a competitive bid, or has a provider been chosen	9/2/2019 10:04 AM
32	What is the timeline for the project?	9/1/2019 8:58 PM
33	How is this different from the water resources that we are already paying for?	9/1/2019 4:21 PM
34	Are any wetlands or wildlife going to be disrupted due to construction of pipeline?	9/1/2019 7:13 AM
35	we need reclaimed water throughout the cities .. this cuts down on the need for fertilizers	9/1/2019 6:49 AM
36	Will the new process decrease public inconvenience?	8/31/2019 6:17 PM
37	What is the project route you will be taking for the project?	8/31/2019 5:31 PM
38	Will it alleviate current conditions at a level 2-3 times above?	8/31/2019 4:52 PM
39	What are the environmental impacts?	8/31/2019 8:21 AM
40	How would it effect traffic. specifically on Big Bend Rd? Are there any major environmental considerations? How long will it take? What is the cost/benefit consideration?	8/31/2019 7:38 AM
41	where are you considering placing this pipeline?	8/31/2019 5:02 AM
42	Is this reclaim water?	8/31/2019 4:32 AM
43	Will it cost the home owners in the area?	8/30/2019 4:33 PM
44	Where exactly is this going to affect and for how long?	8/30/2019 3:55 PM
45	Is it for replacement, if not are the impact fees from all the new developments covering the cost?	8/30/2019 2:24 PM
46	Will there be a point in time where water delivered to my home will be unsafe to drink and if so, will I be notified of a window where it is not safe?	8/30/2019 11:44 AM
47	Where are the proposed locations?	8/30/2019 11:06 AM
48	Can we do this in an orderly manner, as opposed to blocking off an area bigger than what can done in a short period of time...?	8/30/2019 11:04 AM
49	How many animals will be out of homes by making this mess?	8/30/2019 11:03 AM
50	Potential impact to New Tampa area?	8/30/2019 10:45 AM
51	Where will the new pipine be locates, and what areas will be impacted?	8/30/2019 10:33 AM
52	Why the county isnt having no soultion ? Is it money ?	8/30/2019 10:22 AM
53	Will it reach everyone in the county?	8/30/2019 9:55 AM
54	N/a	8/30/2019 8:38 AM
55	Yes, make sure you have a good project plan, and that you have steps in place in advance if you run into issues so that the project can be completed on time and within budget.	8/30/2019 8:30 AM
56	None.	8/30/2019 7:58 AM
57	How will noise and drilling impact neighbors and surrounding structures like houses and how can they impact house value?	8/30/2019 7:56 AM
58	How much extra are we going to be paying?	8/30/2019 7:47 AM
59	Estimated time of completion	8/30/2019 7:33 AM
60	Where and When?	8/30/2019 7:31 AM
61	What is the benefit? What are the long-term impacts.	8/30/2019 7:13 AM
62	Where can I find the possible routes for these new pipelines.	8/30/2019 7:07 AM
63	What is the cost?	8/30/2019 7:05 AM

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64	Will it turn off my water for a period of time while being worked on?	8/30/2019 7:05 AM
65	How long and how much increase taxes?	8/30/2019 6:57 AM
66	How long will the project take	8/30/2019 6:56 AM
67	I would like to know where in the Balm Area would this go? The Big Bend/Balm area is already heavily congested and travel times are already very lengthy. We can't afford any more time added to our already lengthy commutes.	8/30/2019 6:37 AM
68	Upgrading existing pipelines?	8/30/2019 6:35 AM
69	Make Sure THE WET Lands ARE PROTECTED	8/30/2019 6:34 AM
70	What is the main goal expected to achieve. What value will it be to me the customer	8/30/2019 4:30 AM
71	How would it impact our Neighborhood!	8/30/2019 1:32 AM
72	timeline	8/29/2019 6:29 PM
73	What existing water infrastructure can be incorporated into the new project to help cut cost? Would the TampaBypass Canal be used or supplemented in this project?	8/29/2019 3:50 PM
74	Cost	8/29/2019 7:53 AM
75	Do not have any..	8/29/2019 7:23 AM
76	Is there an additional tax for tax payers?	8/29/2019 6:47 AM
77	Where?	8/29/2019 6:36 AM
78	What impact will it have on traffic that is already congested at times throughout the day	8/29/2019 6:32 AM
79	Does it immediately effect the use of drinking water?	8/29/2019 6:18 AM
80	Do you have a map outlining the area (s) and the length of the pipes?	8/29/2019 5:09 AM
81	A map of where the pipeline is going.	8/29/2019 5:07 AM
82	How will this impact on water rates	8/29/2019 4:53 AM
83	Will it impact traffic and the safety of our community?	8/29/2019 4:50 AM
84	What are the environmental impacts? How long will the project take? What are the deciding factors when choosing where to run the new pipe?	8/29/2019 4:15 AM
85	why more infrastructure when the road ways are insufficient for existing homes. Roads first water second.	8/29/2019 4:04 AM
86	Is this project being funded by existing tax revenues?	8/29/2019 3:37 AM
87	Will this be placed on homeowners property?	8/29/2019 3:21 AM
88	Did the county's long-range building/zoning plan include a route for water pipeline before designating areas for homes and business (water destinations)?	8/29/2019 2:40 AM
89	How will construction impact traffic in the southshore area that is already heavy? Length of time to complete?	8/29/2019 1:34 AM
90	How long? Is it necessary?how many ppl will it benefit?	8/29/2019 12:11 AM
91	With this pipeline be bringing in treated sewage water for drinking?	8/28/2019 8:29 PM
92	How will you discharge contaminated water	8/28/2019 8:17 PM
93	start and length of project. Area that will be impacted. what cost will residents occur with upgrade?	8/28/2019 6:59 PM
94	Which area will this pipe be installed? How long will this project take?	8/28/2019 6:51 PM
95	Would this negatively impact the environment? Would this have any impact with flooding?	8/28/2019 6:50 PM
96	Is this going to adequately supply the thousands of new homes and many businesses you are permitting now and in the near future?	8/28/2019 6:26 PM
97	Will "Eminent domain" laws be used in the placement of the the pipeline?	8/28/2019 6:20 PM
98	Who will benefit	8/28/2019 6:16 PM
99	Proper drainage! Yard floods to this day! Due to new construction.	8/28/2019 6:06 PM

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100	Why is this different from current supplier	8/28/2019 6:02 PM
101	Please don't make the traffic any more worse than it is. Other than that, I'm fine.	8/28/2019 5:23 PM
102	The traffic is already horrible in the area, how much impact and lane closures would this incur? How are you going to eat the cost of this (pass it along to customers)? What effect will; this have on the area ecologically?	8/28/2019 5:21 PM
103	Will it follow main roads only? Will it go through private property?	8/28/2019 5:16 PM
104	How long will construction take?	8/28/2019 5:02 PM
105	How much will it cost. How will it be financed. How will the company be selected	8/28/2019 5:01 PM
106	Where is this water coming from?	8/28/2019 4:45 PM
107	Will water service be shut down during the construction?	8/28/2019 4:41 PM
108	Drainage. When South Fork was built 8 ft higher than us, I am the southernmost house in Summerfield. I now flood. They said there was a culvert when it was built and I called them out here. They know there is no culvert and that I flood. You need to plan better.	8/28/2019 4:37 PM
109	None so far	8/28/2019 4:36 PM
110	Will my neighborhood be affected?	8/28/2019 4:36 PM
111	-0-	8/28/2019 4:20 PM
112	How will it impact morning commute?	8/28/2019 3:57 PM
113	What will be the impact of home values in the area of construction and will the construction force changes to private homeowner's property?	8/28/2019 3:53 PM
114	Any estimated cost to homeowner?	8/28/2019 3:51 PM
115	How will it affect my commuting?	8/28/2019 3:42 PM
116	Who ultimately decides the route? What are potential routes?	8/28/2019 3:30 PM
117	Areas served, advantages, traffic disruptions/routing.	8/28/2019 3:22 PM
118	Why is our neighborhood being inconvenienced once again? We already deal with too much traffic and limited access to our community	8/28/2019 2:49 PM
119	Who is paying for this?	8/28/2019 2:48 PM
120	Where is the site location?	8/28/2019 2:29 PM
121	I would like to know where the proposed areas that will be affected.	8/28/2019 2:20 PM
122	Where is the pipeline going in?	8/28/2019 2:16 PM
123	What is the proposal route?	8/28/2019 2:12 PM
124	Where will this take place?	8/28/2019 2:07 PM
125	Will this replace existing pipe	8/28/2019 2:04 PM
126	What would be the length of time a resident might experience w/o water?	8/28/2019 2:01 PM
127	Will it affect 33579 and Villas on the Green in Riverview?	8/28/2019 1:58 PM
128	how long will this last & will it be done along 301s & big bend road. traffic already a nightmare. hopefully done in the evenings.	8/28/2019 1:44 PM
129	Where is this going to occur & when?	8/28/2019 1:42 PM
130	From where to where?	8/28/2019 1:39 PM
131	Residential community impact	8/28/2019 1:36 PM
132	Will residents be impacted	8/28/2019 1:33 PM
133	Please provide a site or packet that fully outlines this plan, including a timeline	8/28/2019 1:26 PM
134	exactly where will this be	8/28/2019 1:23 PM
135	Big Bend already has too many neighborhoods and HORRIBLE rush hour traffic. Will this construction take place at night / non rush hour timing?	8/28/2019 1:23 PM

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136	Publish a map in advance	8/28/2019 1:21 PM
137	NA	8/28/2019 1:18 PM
138	Why is it needed????	8/28/2019 1:16 PM
139	I think something needs to be done with traffic and the condition of our streets the pot holes etc first	8/28/2019 1:16 PM
140	Will area above pipeline be restored to original condition or better.	8/28/2019 1:15 PM
141	Why is this under consideration it would not be if they hadn't built more homes than capacity	8/28/2019 1:08 PM
142	Who is doing the checks and balances on the process?	8/28/2019 1:07 PM
143	The proposed area of construction	8/28/2019 1:06 PM
144	Where? When? How? How much? Why?	8/28/2019 1:06 PM
145	How is this going to affect Big Bend Road? Big Bend Road and 301 needs to be expanded before more housing and other projects are added. It's just ridiculous what people go through and how many accidents are in this area.	8/28/2019 1:04 PM
146	Why is this necessary? The focus should be on addressing the horrendous traffic flow issues as opposed to expanding them.	8/28/2019 1:01 PM
147	None	8/28/2019 1:00 PM
148	What is the cost to us?	8/28/2019 12:54 PM
149	Why is this necessary?	8/28/2019 12:52 PM
150	None	8/28/2019 12:50 PM
151	Where will the pipeline be located?	8/28/2019 12:46 PM
152	The traffic in this area is already AWFUL. Our. main concern is the impact this construction project would have on traffic. During morning and evening rush hours, it can take 45 minutes to get from Summerfield to 75 along Big Bend rd.	8/28/2019 12:46 PM
153	I would like this pipeline to be set in a not so busy area and not harming animals or take away animals habitat.	8/28/2019 11:17 AM
154	What would be the cost to the residents and how exactly would we guaranteed the quality of water?	8/28/2019 10:53 AM
155	What are the sites currently under consideration? What impact would the proposed sites have on residential areas and access of emergency vehicles? What is the reason for the new pipeline? How long would the proposed process take? What is the impact on wildlife and aesthetics in the area, including the noise of the proposed pipeline installation?	8/28/2019 10:44 AM
156	How does this effect residents during the construction?	8/28/2019 10:34 AM
157	Does this affect Pasco county?	8/28/2019 10:00 AM
158	where will this pipeline go	8/28/2019 9:15 AM
159	I think Balm is a great choice.	8/28/2019 9:14 AM
160	Why wasn't there a map showing the general area the pipeline would cut into the land.	8/28/2019 8:17 AM
161	What local roads will be impacted for the proposed pipeline? How long will my local roads be impacted? How is this project being funded? What is the benefit to me? Will there be any interruptions of water service to my home?	8/28/2019 8:07 AM
162	Where is it planned	8/28/2019 7:58 AM
163	None right now	8/28/2019 7:57 AM
164	none	8/28/2019 7:57 AM
165	N/a at this time	8/28/2019 7:48 AM
166	What is pipe material, how long will it last?	8/28/2019 7:22 AM
167	Where is it going and how much will add to homeowners water bill?	8/28/2019 7:20 AM

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168	none at this time	8/28/2019 7:15 AM
169	How will I be affected?	8/28/2019 7:08 AM
170	What is the purpose replace existing pipes or add capacity? How will this affect water quality? How long will it take? What is the cost?	8/28/2019 7:07 AM
171	What are the needs and why is it being built? Will it increase service fees?	8/27/2019 4:53 PM
172	This will not require those on Wells on Little Road to be hooked up to city water I hope?	8/27/2019 4:30 PM
173	Is this for people that are currently on well water? I am hillsborough county water already	8/27/2019 4:26 PM
174	How is the reduction of environmental impact be implemented, what provisions are in place to restore vital habitats or avoid disturbing them in the first place?	8/27/2019 2:48 PM
175	How does it add up to being so costly to each resident?	8/27/2019 2:01 PM
176	Nothing specific but what will the impact be on everyone. We already have significant traffic and infrastructure issues which need to be prioritized before this pipeline nonsense.	8/27/2019 1:57 PM
177	Need to see a map identifying where the Brandon Treatment Plant is and potential connection locations in South County	8/27/2019 1:50 PM
178	How will this impact wildlife? What quality water can we expect?	8/27/2019 12:57 PM
179	The one question not being addressed is why is the pipeline needed at this time? Who is paying for it? Is the pipeline being used to extend out the urban service area? Is the pipeline needed by developers to extend out the urban service area without the developers paying for it. Why must taxpayers pay for pipelines when it is only the developers that benefit?	8/27/2019 12:52 PM
180	Projected path? Will it be adequate for projected construction? Will it be implemented only for drinking water or is it planned for future manufacturing that the board may have in their "back pocket". Tired of this area being a dump site for county projects.	8/27/2019 10:16 AM
181	What new pipeline, do not know about it.	8/27/2019 9:52 AM
182	Location and map of pipeline.	8/27/2019 9:13 AM
183	Obviously this is not something we are going to stop, so we may as well embrace it. However, we need to know "what is in it for US not you." Someone is make profit off this. In the end, it is US paying the money for this profit. If we are existing right now without this feature, why do we need to have it?	8/27/2019 8:29 AM
184	What will the cost be to homeowners that have well water now?	8/27/2019 8:23 AM
185	Where will the line be constructed	8/27/2019 8:19 AM
186	How will it impact me in the short run but what are the benefits in the long run.	8/27/2019 8:08 AM
187	What are the start and completion dates?	8/27/2019 7:37 AM
188	What is the alternative if the pipeline can not be done?	8/26/2019 8:06 PM
189	Ensure the pipe has an egg shape, rather than circular. With the point on the bottom.	8/26/2019 5:21 PM
190	Why does it always smell like excrement where Gulf to Bay meets the Causeway? Whatever is broken there, please fix it.	8/26/2019 4:27 PM
191	Will this be a federally funded project? Will there be any domestic material requirements?	8/26/2019 4:14 PM
192	Is this a viable long term solution for providing drinking water to a growing area?	8/26/2019 12:11 PM
193	Does the long range planning consider up to 30 years from the time of completion plus accommodation of the current population boom?	8/26/2019 9:20 AM
194	Please plan AHEAD for traffic ISSUES	8/26/2019 3:54 AM
195	With more developments seemingly being built off 301, would the Balm option be the best solution?	8/26/2019 2:51 AM
196	Costs and tax rates	8/25/2019 6:17 PM
197	What are the potential routes	8/25/2019 5:33 AM
198	What considerations are being made to ensure the installation of the pipeline doesn't harm communities that are historically marginalized and/or forcibly relocated in the Tampa area?	8/25/2019 4:00 AM

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199	How much will this improve adequate water supply?	8/24/2019 4:36 AM
200	Is this pipeline Really necessary? Why not desalinate? There is an ENDLESS supply of water right in front of our/your eyes!	8/23/2019 2:20 PM
201	What does this mean for the conditions of our water?	8/23/2019 11:59 AM
202	Will improvements affect me and my house? Will wetlands be destroyed? Will animals have to be displaced?	8/23/2019 11:05 AM
203	Divide the task in 3 segments	8/23/2019 9:29 AM
204	Which areas will be affected, how long will process take and how will this mitigate flooding?	8/23/2019 1:44 AM
205	How will this effect our waterways? River depths, especially lithia springs which seems to be shrinking every year	8/22/2019 5:10 PM
206	Will there be a greenway along the pipeline?	8/22/2019 4:08 PM
207	What are the potential routes?	8/22/2019 3:34 PM
208	I know nothing about pipeline siting process. There should be a summary posted or FAQ.	8/22/2019 10:50 AM
209	If resurfacing of roads is required, or widening of roads, will sidewalks and other methods of mobility (ie Bikes) be included in the reatructuring?	8/22/2019 10:15 AM
210	Are you even thinking about traffic flow.	8/22/2019 9:34 AM
211	How long would this take. It seems like everything started takes a very long time to complete; causing a huge inconvenience	8/22/2019 5:54 AM
212	How long will it last? What is the pipe made of/what chemicals are being leached into the water from the pipe? Is the pipe big enough to handle future volumes that would only be increasing with the population rate?	8/22/2019 5:50 AM
213	Bike lines	8/22/2019 5:42 AM
214	Please consider installing bike lanes over the right of way as a public benefit	8/22/2019 4:45 AM
215	My main focus is the purpose, which is answer in first section. Also, how would the new pipeline affect and benefits the neighborhoods which the pipes are being install in.	8/22/2019 4:22 AM
216	Will there be bike lanes constructed in?	8/22/2019 3:30 AM
217	If there is a way to install bicycle lanes over the ROW, I think that process should be considered for the public benefit.	8/22/2019 3:22 AM
218	Does TBW buy materials direct or are your utility contractors responsible for furnishing them?	8/22/2019 2:01 AM
219	Is this going to bring property taxes up?	8/21/2019 8:08 PM
220	Why is it that the county doesn't do this work well before allowing several communities to be developedsame as waiting for traffic nightmares and then widening roads. Its backwards as all hell!!!!	8/21/2019 7:57 PM
221	Will this help lower water costs	8/21/2019 7:30 PM
222	How is our beautiful estuary of upper tampa bay being risked or protected?	8/21/2019 6:45 PM
223	How long will the project take?	8/21/2019 6:43 PM
224	This area is TERRIBLE with water safety. Look at St. Pete; 1,000,000 gallons of untreated sewage in the aquifer? Lead in the public school drinking water? Bacterial leaching in the USF campus water supply? I know there is a startup in town who uses AI to predict these issues before they happen.	8/21/2019 6:08 PM
225	With this in place, does the bad odors/smell will disappear eventually, or will continue to what we have now?	8/21/2019 4:37 PM
226	Will it reduce untreated water being released and harming the beaches, water and wildlife?	8/21/2019 4:18 PM
227	Where is it Going to be located	8/21/2019 2:19 PM
228	Why can't they find water from somewhere else?	8/21/2019 1:18 PM
229	What is the long term plan on I&I	8/21/2019 1:16 PM

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230	How long will it take to complete?	8/21/2019 11:01 AM
231	Is this going to be a burden on rural communities while the high water use is an urban issue. Such as placing pumping stations and line in rural area to pump water to urban populations.	8/21/2019 9:28 AM
232	what rout will have the least amount of environmental impact and will be most sustainable	8/21/2019 8:37 AM
233	When they start project they do the work.not take months doing it.they start it then they stop go some where come back week later.when my sewer was. Put big dent my road to city three weeks to start it and three weeks to finish.	8/21/2019 3:37 AM
234	Who pays for the construction?	8/21/2019 2:23 AM
235	How do you plan to mitigate already out of control traffic problems during construction?	8/21/2019 1:55 AM
236	None	8/21/2019 1:28 AM
237	Is the environment going to be negatively impacted?	8/21/2019 1:26 AM
238	traffic in lithia Pinecrest near the treatment plant is terrible. we don't have enough alternate routes. has this issue taken into consideration?	8/21/2019 1:06 AM
239	How is it determined where the pipeline goes?	8/21/2019 12:11 AM
240	Can project time estimates, accomplishments and updates be readily available to the public to minimize frustration?	8/20/2019 11:45 PM
241	Will the pipes be put in in such a way as to have the least amount of impact on the environment as well as be large enough to handle the volume for the future?	8/20/2019 11:23 PM
242	Will it go through any undisturbed environmental areas? How much monitoring will be required and at what cost?	8/20/2019 7:35 PM
243	What kind of road work and traffic issues	8/20/2019 12:23 PM
244	When are you planning to bring county water to Thonotosassa....main street?	8/20/2019 11:36 AM
245	When is the city going to extend the sewage system to houses on 127th ave E. They are on septica tanks still and would cost the home owners over 20,000 to hook into the city.	8/20/2019 9:27 AM
246	How will this effect groundwater and people on private wells.	8/20/2019 7:14 AM

Q3 Is there anything else you would like us to consider when evaluating pipeline routes?

Answered: 236 Skipped: 439

#	RESPONSES	DATE
1	how does future zoning and planned developments play into these projects? how are developers assisting to plan and pay for this increase service to potential future customers?	9/15/2019 11:22 AM
2	Pipeline routes should be based on traffic analysis done by department of transportation and also take residential communities into account.	9/14/2019 7:11 AM
3	EXPLAIN FIRST....	9/12/2019 4:50 PM
4	We don't want it for our neighborhood.	9/11/2019 7:44 AM
5	no	9/10/2019 4:37 PM
6	How will it impact me?	9/10/2019 3:56 PM
7	We do not want public water nor could we afford it!!!!	9/10/2019 9:32 AM
8	resident property	9/8/2019 5:33 PM
9	I live in Falkirk place there's only 4 houses on this street do I have to pay a premium	9/7/2019 10:34 AM
10	Don't want them happy with well water thx	9/5/2019 1:23 PM
11	none	9/5/2019 4:51 AM
12	Yes option to keep we'll resource for watering. And will we have option of sewage	9/4/2019 4:54 PM
13	Eminent domain issues.	9/4/2019 4:08 PM
14	Construction impacts on roads, which are already over their planned volume capacity, coupled with multiple traffic issues from charter school locations	9/4/2019 2:34 PM
15	what about sewer lines ?	9/4/2019 1:59 PM
16	Ability to stay with our well system	9/4/2019 1:32 PM
17	just keep public informed during install	9/4/2019 7:39 AM
18	environment and future growth	9/3/2019 5:03 AM
19	N/A	9/2/2019 6:29 PM
20	Who's paying for this? Are we going to have an increase in our water bills?	9/2/2019 4:36 PM
21	Make sure all wildlife are protected	9/2/2019 2:42 PM
22	This project bring any increase of residents bill ?	9/2/2019 12:01 PM
23	Yes! Please consider the disruption, displacement, and or costs to business and neighborhoods that can least afford them.	9/2/2019 10:05 AM
24	We need this asap.	9/1/2019 8:58 PM
25	The cheapest and safest ways.	9/1/2019 4:24 PM
26	Yes, Depending on where it will be run I would not be in favor of disrupting vehicle traffic in the area.	9/1/2019 7:14 AM
27	Please try to cause as less traffic inconvenience as possible. Plan with future population growth in mind.	8/31/2019 6:19 PM
28	Traffic, Traffic and Traffic. The repairing of the roads during the day?	8/31/2019 5:39 PM
29	No. Anything that doesn't require improvements for 200 years and maintenance free is a great investment.	8/31/2019 4:55 PM

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30	where is this project going to take place?	8/31/2019 1:05 PM
31	What has been considered to reduce traffic problems vs noise abatement...ie working at night in business districts?	8/31/2019 7:42 AM
32	traffic, long range planning	8/31/2019 5:02 AM
33	Safety of the kids?	8/31/2019 4:33 AM
34	Wildlife	8/30/2019 4:33 PM
35	Peoples personal property	8/30/2019 3:56 PM
36	Environmental, pedestrian safety	8/30/2019 2:27 PM
37	Environmental purification	8/30/2019 1:42 PM
38	You should know what will be needed in a given area, so be prepared and do a little bit at a time.	8/30/2019 11:07 AM
39	Basically environment all the way around. Florida never considers what impacts the environment.	8/30/2019 11:03 AM
40	No	8/30/2019 10:33 AM
41	How far , impact on taxes , major concerns are nature , length of time & will be a repeat job , i have many concerns , thk u	8/30/2019 10:24 AM
42	No	8/30/2019 9:56 AM
43	No	8/30/2019 8:38 AM
44	No	8/30/2019 8:14 AM
45	Please don't cause any more traffic issues!	8/30/2019 8:12 AM
46	road closures and length of closure. possibility of leaks and how to mitigate a major pipeline burst like in broward county	8/30/2019 7:58 AM
47	Safety of people around it.	8/30/2019 7:57 AM
48	How long will it take?	8/30/2019 7:48 AM
49	Noise levels	8/30/2019 7:42 AM
50	Traffic	8/30/2019 7:13 AM
51	That is done properly and correctly with everyone's safety as the top concern.	8/30/2019 7:06 AM
52	No	8/30/2019 7:05 AM
53	Get it done the proper way no matter the short term headaches involved. In the long run, you will make everyone content that it was done right.	8/30/2019 7:04 AM
54	Convenient as feasible	8/30/2019 6:57 AM
55	Timeline	8/30/2019 6:35 AM
56	NO	8/30/2019 6:34 AM
57	Is this potable water only	8/30/2019 4:30 AM
58	N/A	8/30/2019 3:26 AM
59	Please be considerate of the environment	8/29/2019 7:55 PM
60	environmental issues	8/29/2019 6:30 PM
61	I hope that land purchases and right-of-ways will not favor friends and donors of politicians that vote on the project.	8/29/2019 3:59 PM
62	Consideration to ease of maintenance and repair	8/29/2019 3:31 PM
63	cost to consumers	8/29/2019 10:11 AM
64	Schedule workiurng on the project to avoid rush hour times	8/29/2019 8:28 AM
65	We are concerned about the noise and dust.	8/29/2019 7:24 AM
66	We have a fixed income so I would like you to consider costs.	8/29/2019 7:24 AM

Hillsborough County Pipeline Survey 2019

67	How close to homes will it be	8/29/2019 6:32 AM
68	Are you digging into any home owners property?	8/29/2019 6:19 AM
69	The traffic problems are great right now. Make a visit during high traffic times to see where the bottle necks are. On site view of traffic patterns before starting.	8/29/2019 5:08 AM
70	What are the environmental impacts?	8/29/2019 5:01 AM
71	No	8/29/2019 4:53 AM
72	Our area is already bogged down with heavy amounts of traffic. Are there going to be further delays due to road closures or construction work?	8/29/2019 4:16 AM
73	more access to reclaimed water for irrigating	8/29/2019 4:05 AM
74	Ensure that the route does not adversely impact wildlife habitats	8/29/2019 3:38 AM
75	Avoid existing wetlands do/ conservation areas	8/29/2019 3:21 AM
76	Cost, Safety, long-term maintainability	8/29/2019 2:41 AM
77	Impact on the environment and the homes of wild animals. Construction should be 24/7 to minimize traffic disruption we already can't get on the highway for over 30 minutes with the Big Bend entrance.	8/29/2019 12:18 AM
78	Accessibility and ease?	8/29/2019 12:12 AM
79	Cost impact on already strained budgets.	8/28/2019 8:30 PM
80	Will desalinated be used if so will it still have the salty taste and red and white staining like in the past	8/28/2019 8:20 PM
81	The impact of severely affecting fragile ecosystems that have an essential role in maintaining the health of our natural resources.	8/28/2019 8:14 PM
82	NA	8/28/2019 8:02 PM
83	avoid high traffic areas and peak travel times	8/28/2019 7:00 PM
84	Conservation and wildlife	8/28/2019 6:58 PM
85	Traffic flow and peak traffic times	8/28/2019 6:58 PM
86	Probably ought to focus on traffic because it already is terrible.	8/28/2019 6:50 PM
87	Is the ground stable in the routes being considered? We have 2 nearby rivers that have been overflowing: Alafia & Little Manatee.	8/28/2019 6:28 PM
88	With traffic being so horrific in the Riverview Big Ben area, I hope a good re-routing plan will be utilized.	8/28/2019 6:23 PM
89	Service areas	8/28/2019 6:16 PM
90	traffic, traffic, traffic	8/28/2019 5:32 PM
91	Lessen the work traffic; more convenient routes for the bigger roads.	8/28/2019 5:32 PM
92	The age of homes in the area and the stress and pressure it will cause in the older homes. How will you handle issues with these homes?	8/28/2019 5:22 PM
93	Rebuilding the Infrastructure torn down	8/28/2019 5:16 PM
94	Access and ease of maintenance.	8/28/2019 5:03 PM
95	Safety	8/28/2019 5:01 PM
96	Impact on traffic on heavily traveled routes.	8/28/2019 4:45 PM
97	Public inconvenience; impact on traffic	8/28/2019 4:42 PM
98	Fix the roads they lie under. We are ruining our cars here in Summerfield because of bad streets.	8/28/2019 4:38 PM
99	Information about what the proposed route	8/28/2019 4:37 PM
100	Impacts to existing properties.	8/28/2019 4:37 PM
101	no	8/28/2019 4:20 PM

Hillsborough County Pipeline Survey 2019

102	Can any pipeline construction efforts be sync'd with county, state, or federal highway projects to minimize overall impacts?	8/28/2019 3:56 PM
103	Traffic congestion without construction is already at max capacity. I would think that working on infrastructure. .ie how to get tax paying residents to and from work in a reasonable time frame.	8/28/2019 3:31 PM
104	No.	8/28/2019 3:23 PM
105	Another neighborhood to put yhe pipeline. Our community is already overwhelmed with traffic and construction around our area.	8/28/2019 2:50 PM
106	Inconvenience to us and traffic it will cause	8/28/2019 2:49 PM
107	How it affects traffic that is already terrible in riverview	8/28/2019 2:41 PM
108	Safety	8/28/2019 2:29 PM
109	Any infrastructure is good infrastructure. We are already over crowded and need many of these plans, water, roads, etc. So the sooner the better.	8/28/2019 2:27 PM
110	Try to have as little impact on already congested roadways	8/28/2019 2:21 PM
111	Don't tear everything up and then not work on it for several months.	8/28/2019 2:16 PM
112	What does that mean to the already road deterioration?	8/28/2019 2:13 PM
113	Stay clear of major roads	8/28/2019 2:07 PM
114	Will the service be shut off for any length of time	8/28/2019 2:06 PM
115	Impacts on traffic.	8/28/2019 2:01 PM
116	will this cause major construction issues & will taxpayers have to pay for this.	8/28/2019 1:46 PM
117	Endangered species habitat	8/28/2019 1:45 PM
118	Disrupting traffic during rush hour in Riverview	8/28/2019 1:43 PM
119	Morning and evening traffic	8/28/2019 1:39 PM
120	Anticipated traffic obstruction or impact	8/28/2019 1:36 PM
121	no	8/28/2019 1:33 PM
122	Traffic flow	8/28/2019 1:33 PM
123	Traffic, it has already increased vastly in the past few years	8/28/2019 1:27 PM
124	Big Bend has too many neighborhoods and excessive traffic. A pipeline route on Big Bend should be avoided.	8/28/2019 1:24 PM
125	Make the builders pay! Hillsborough does need need any more new home builds!!!	8/28/2019 1:17 PM
126	Appearance of area before, during and after construction	8/28/2019 1:16 PM
127	What is the timeline for this project?	8/28/2019 1:11 PM
128	Ensure the best routes are selected not on cost but feasibility and scalable for future if needed.	8/28/2019 1:08 PM
129	Impact on neighborhoods	8/28/2019 1:07 PM
130	the environment	8/28/2019 1:07 PM
131	How to expand Big Bend Road and 301 road, there is too much traffic getting on and off the highway to make any expansions feasible for homeowners to get to work in this area. Taxes/inflation bleed us dry, at least help us get to work by expanding the road systems with our tax dollars.	8/28/2019 1:05 PM
132	Increase road capacity before pipeline installation	8/28/2019 1:03 PM
133	What is the cost benefit?	8/28/2019 1:02 PM
134	No.	8/28/2019 1:00 PM
135	Impact on our natural resources and animals	8/28/2019 12:59 PM
136	traffic	8/28/2019 12:58 PM
137	Not messing with the already outrageous traffic	8/28/2019 12:56 PM

Hillsborough County Pipeline Survey 2019

138	Repair roads and sidewalks to better than they were before	8/28/2019 12:54 PM
139	No	8/28/2019 12:50 PM
140	Putting appropriate stop signs/lights.	8/28/2019 12:47 PM
141	Ease of future updates without major inconvenience.	8/28/2019 12:46 PM
142	Don't make Traffic any worse than it already is.	8/28/2019 12:46 PM
143	Please do the work fast so it doesn't mess up traffic too long	8/28/2019 12:45 PM
144	Not in busy areas and this needs to be done safely.	8/28/2019 11:18 AM
145	With placing the routes, how will it impact the flow of traffic and pipes that are already in place?	8/28/2019 10:54 AM
146	Will this reach all residents of Whitlock Village? And what will be the cost to us?	8/28/2019 10:35 AM
147	No	8/28/2019 10:01 AM
148	How long a project is it?	8/28/2019 9:22 AM
149	What would it take to see the gorgeous Brandon Moore naked?	8/28/2019 9:14 AM
150	Buy american made products	8/28/2019 8:25 AM
151	No housing area to be used for this project.	8/28/2019 8:19 AM
152	no	8/28/2019 7:58 AM
153	No	8/28/2019 7:57 AM
154	Length of pipeline for water pressure	8/28/2019 7:49 AM
155	Notice to people of alternate routes, time frames we should seek alternate routes.	8/28/2019 7:23 AM
156	No	8/28/2019 7:20 AM
157	cost	8/28/2019 7:15 AM
158	Environmental issues.	8/28/2019 7:08 AM
159	No	8/28/2019 7:07 AM
160	Create a pipeline route where construction is already occurring. The public and wildlife are already inconvenienced, so why not add a project to the same area and deal with multiple jobs at once? A pipeline needs to be constructed in an area not yet at maximum occupancy but in preparation for community expansion i.e. pipeline before additional subdivisions. Traffic patterns are less congested when gobs of people haven't arrived to use the roadways.	8/28/2019 2:51 AM
161	Future maintenance cost and fees incurred by customers	8/27/2019 4:53 PM
162	Less impact to residence and their property values	8/27/2019 4:30 PM
163	Ease of accessability for maintenance	8/27/2019 2:49 PM
164	Aren't there Grant's to help the cost?	8/27/2019 2:02 PM
165	Again, there are traffic and infrastructure issues here that need to be addressed long before worrying about a pipeline and the disruption that will cause. Put this on the back burner.	8/27/2019 1:57 PM
166	no	8/27/2019 1:50 PM
167	Not at this time.	8/27/2019 12:57 PM
168	Who initiated the idea of this pipeline? The person, the people on the committee, and who determined how it was going to be paid for?	8/27/2019 12:55 PM
169	Can it be done in conjunction with road expansion? What impact will it have on our green space, which is rapidly disappearing? What efforts will be made to prevent further disruption of our watershed? Each time we have new construction it has an impact.	8/27/2019 10:19 AM
170	Don't make the traffic issues worse when implementing. Disruptive operations should always be performed at night.	8/27/2019 10:12 AM
171	Need info on exactly what this is about.	8/27/2019 9:53 AM
172	Long term planning for how long it will satisfy needs.	8/27/2019 9:13 AM

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173	Disturbing wildlife	8/27/2019 8:37 AM
174	Dig up EVERY sidewalk you can and bury the pipe under it so you can then pour a new sidewalk as Hillsborough County can not afford to fix our sidewalks for us. Yes, I am being serious.... this is not sarcasm.	8/27/2019 8:33 AM
175	Longevity of completion.	8/27/2019 8:23 AM
176	Look to long term and aesthetics. Short term inconvenience should not be driving the decision (although clearly should be considered.)	8/27/2019 8:09 AM
177	No	8/27/2019 7:38 AM
178	public access especially for school times and commute times	8/27/2019 7:38 AM
179	Start incorporating utility routes in new developments	8/26/2019 8:08 PM
180	Don't force the alligators out of their domain. We don't want them trying to make their home in our yards or kitchens!	8/26/2019 4:34 PM
181	Servicing all residents equally regardless of economic status	8/26/2019 12:12 PM
182	Consider adding alternative transportation, such as bicycle lanes, along the pipeline route to increase public benefit.	8/26/2019 3:57 AM
183	TRAFFIC	8/26/2019 3:54 AM
184	Are there any potential upgrades to roads (widening, traffic signals, etc.) in the next 10 to 15 years?	8/26/2019 2:54 AM
185	Traffic routes and work times	8/25/2019 6:17 PM
186	Need more info. I have little knowledge of this project and have no idea what it will entail.	8/25/2019 5:35 AM
187	The installation of a pipeline system should not disproportionately harm individuals from lower income communities as compared to other communities around the city. Find a way to affect everyone the same amount or find a way to minimize impact on local communities entirely.	8/25/2019 4:03 AM
188	Property owners rights being violated by eminent domain.	8/23/2019 2:21 PM
189	Making sure not to disturb the peace or mess with any more nature than we already have.	8/23/2019 12:00 PM
190	Be nature-friendly. Don't destroy wetlands or habitat of native wildlife.	8/23/2019 11:06 AM
191	Alignment with transited roads will not be possible, a plant to process it as a main core should be considered	8/23/2019 9:33 AM
192	As a Professional Engineer in this business for a municipality and a resident, I understand the process and what must be done to complete a project of this size.	8/23/2019 6:46 AM
193	Flooding issues in district 5	8/23/2019 1:46 AM
194	Please do not interrupt automotive traffic	8/22/2019 5:11 PM
195	Pipeline would be a good way to add cycling paths to the county.	8/22/2019 4:08 PM
196	consider installing bike lanes over the right of way as a public benefit	8/22/2019 3:52 PM
197	Public inconvenience	8/22/2019 3:34 PM
198	Lithia pincrest is already a congested road	8/22/2019 3:30 PM
199	At the time of laying new pipeline say in roads such as 301 from wimauma to riverview,can the roads Expand, add one more lane going from N to S and vice versa.	8/22/2019 3:09 PM
200	Consider installing bike lanes over the right of way as a public benefit.	8/22/2019 12:32 PM
201	In the event of a pipeline failure, what effects will it have on surrounding neighborhoods? What effects will it have on the soil? Can it create mass erosion or lead to sinkholes? Are multiple smaller diameter pipes more efficient than one or two larger diameter pipes?	8/22/2019 10:52 AM
202	Pedestrian, cycling, future home and development	8/22/2019 10:16 AM
203	Yes. I have major concerns about retention ponds along roads that are over crowded. Example. 19th ave between Us 41 and Us 301. There are 3 man make ponds very close to the roadways. Some one is going to drown	8/22/2019 9:36 AM

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204	How many it will impact; safety of project for the future. Soil quality; contamination. Time factors!!	8/22/2019 5:55 AM
205	Bike lines	8/22/2019 5:42 AM
206	Public greenway, bikepath, recreation areas in the easement.	8/22/2019 5:08 AM
207	Please consider installing bike lanes over the right of way as a public benefit	8/22/2019 4:45 AM
208	How would it effect the quality of the streets, meaning the pavement material. Would it change the streets design? Could the pipes routes be design, so if the pipe breaks that the street would have a very little effect on the car traffic during the repairs. My experience is the water pipe route is right down the middle of the street. I live not to far from the City of Tampa Water Treatement Plant, its not unusual to see 22nd/Sligh, 30th and Hanna or Sligh and Rowlett close because of repairs of the main water pipes that have either broken or need to be upgraded. The location I named are blocks away from the treatment plant.	8/22/2019 4:32 AM
209	Bike Lanes please	8/22/2019 3:30 AM
210	Yes traffic that it WILL mess up	8/21/2019 7:58 PM
211	School zones. Bus stops that can be impacted	8/21/2019 7:31 PM
212	Running dirty water directly into the bay is in your hands.	8/21/2019 6:46 PM
213	Can existing routes be used?	8/21/2019 6:43 PM
214	Will it be good water or will it be bad water like you pipe to Ruskin that stinks in our homes and corrodes even new pipes and appliances.	8/21/2019 6:35 PM
215	Cost	8/21/2019 6:08 PM
216	Reliability and reputation of contractors	8/21/2019 5:37 PM
217	Plan for the long term	8/21/2019 4:19 PM
218	No	8/21/2019 2:19 PM
219	Will it have any road improvements with this major construction?	8/21/2019 1:19 PM
220	Is this the only way? Or the cheapest? What happens to the water during heavy flooding?.	8/21/2019 1:17 PM
221	Environmental impacts and traffic impacts for south Hillsoborough County.	8/21/2019 12:17 PM
222	Cost	8/21/2019 12:14 PM
223	Asking all communities to share a load in new pipelines.	8/21/2019 9:31 AM
224	what rout will be most accessible for maintenance and cause as little disruption to the surrounding area in the event of maintenance and have the least negative environmental impact?	8/21/2019 8:40 AM
225	Making areas with bad traffic worse	8/21/2019 2:23 AM
226	No.	8/21/2019 1:28 AM
227	Contamination	8/21/2019 1:26 AM
228	safety many people walk to school	8/21/2019 1:06 AM
229	Making our water quality better.	8/21/2019 12:33 AM
230	Don't mess with my commute	8/21/2019 12:11 AM
231	Avoid exacerbation of already existing traffic hassles.	8/20/2019 11:47 PM
232	Whether the roadways will be dug up and if so, built to handle future traffic at it's maximum?	8/20/2019 11:23 PM
233	The environment is bad enough don't mess it up more. Please don't be short sighted	8/20/2019 12:57 PM
234	Bussiness expansion in the main street corridor.	8/20/2019 11:37 AM
235	No	8/20/2019 9:27 AM
236	Keep it out of residential areas so that it does not negatively impact property values and disruptions for maintenance	8/20/2019 7:15 AM

Q4 Please enter your zip code.

Answered: 590 Skipped: 85

#	RESPONSES	DATE
1	33569	9/25/2019 7:36 AM
2	33547	9/25/2019 7:35 AM
3	33534	9/25/2019 7:35 AM
4	33596	9/25/2019 7:34 AM
5	33554	9/25/2019 7:34 AM
6	33510	9/25/2019 7:32 AM
7	33624	9/25/2019 7:32 AM
8	33584	9/25/2019 7:31 AM
9	33615	9/25/2019 7:30 AM
10	33610	9/25/2019 7:29 AM
11	33570	9/25/2019 7:27 AM
12	33584	9/25/2019 7:27 AM
13	33604	9/25/2019 7:26 AM
14	33594	9/25/2019 7:25 AM
15	33578	9/25/2019 7:24 AM
16	33511	9/25/2019 7:23 AM
17	33573	9/25/2019 7:22 AM
18	33558	9/25/2019 7:20 AM
19	33607	9/25/2019 7:19 AM
20	33547	9/25/2019 7:18 AM
21	33598	9/25/2019 7:17 AM
22	33607	9/25/2019 7:16 AM
23	33527	9/25/2019 7:16 AM
24	33584	9/25/2019 7:14 AM
25	33615	9/25/2019 7:12 AM
26	33547	9/25/2019 7:11 AM
27	33594	9/25/2019 7:09 AM
28	33603	9/25/2019 7:08 AM
29	33609	9/25/2019 7:06 AM
30	33534	9/25/2019 7:04 AM
31	33626	9/25/2019 7:02 AM
32	33596	9/25/2019 6:59 AM
33	33596	9/25/2019 6:54 AM
34	33547	9/15/2019 4:21 PM
35	33547	9/15/2019 11:22 AM

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36	33543	9/15/2019 7:32 AM
37	33547	9/14/2019 2:52 PM
38	33569	9/14/2019 11:56 AM
39	33547	9/14/2019 11:03 AM
40	33547	9/14/2019 7:11 AM
41	33547	9/14/2019 6:16 AM
42	33547	9/14/2019 6:13 AM
43	33569	9/13/2019 10:16 AM
44	33579	9/12/2019 7:21 PM
45	33547	9/12/2019 4:50 PM
46	33579	9/12/2019 12:59 PM
47	33570	9/12/2019 12:17 PM
48	33578	9/12/2019 10:01 AM
49	33579	9/12/2019 9:27 AM
50	33569	9/11/2019 11:41 AM
51	33569	9/11/2019 7:45 AM
52	33569	9/11/2019 6:01 AM
53	33547	9/10/2019 4:38 PM
54	33547	9/10/2019 3:56 PM
55	33547	9/10/2019 9:45 AM
56	33569	9/10/2019 9:32 AM
57	33569	9/9/2019 11:25 AM
58	33511	9/8/2019 5:33 PM
59	33569	9/7/2019 10:34 AM
60	33569	9/7/2019 10:13 AM
61	33579	9/7/2019 4:05 AM
62	33569	9/6/2019 11:22 AM
63	33569	9/6/2019 3:02 AM
64	33569	9/5/2019 5:33 PM
65	33569	9/5/2019 2:34 PM
66	33569	9/5/2019 1:23 PM
67	33578	9/5/2019 4:52 AM
68	33569	9/4/2019 4:55 PM
69	33569	9/4/2019 4:54 PM
70	33569	9/4/2019 4:29 PM
71	33569	9/4/2019 4:09 PM
72	33569	9/4/2019 2:34 PM
73	33569	9/4/2019 2:22 PM
74	33569	9/4/2019 1:59 PM
75	33569	9/4/2019 1:46 PM
76	33569	9/4/2019 1:36 PM

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77	33569	9/4/2019 1:34 PM
78	33569	9/4/2019 1:32 PM
79	33579	9/4/2019 7:39 AM
80	33579	9/4/2019 4:34 AM
81	33578	9/3/2019 6:16 PM
82	33607	9/3/2019 5:03 AM
83	33543	9/3/2019 3:35 AM
84	33551	9/2/2019 8:06 PM
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88	33579	9/2/2019 3:11 PM
89	33579	9/2/2019 2:42 PM
90	33579	9/2/2019 12:01 PM
91	33579	9/2/2019 10:26 AM
92	33527	9/2/2019 10:05 AM
93	33618	9/2/2019 9:13 AM
94	34639	9/1/2019 9:04 PM
95	33579	9/1/2019 8:58 PM
96	33625	9/1/2019 4:24 PM
97	33596	9/1/2019 12:38 PM
98	33578	9/1/2019 7:14 AM
99	33704	9/1/2019 6:50 AM
100	33615	8/31/2019 7:17 PM
101	33759	8/31/2019 6:58 PM
102	33647	8/31/2019 6:19 PM
103	33618	8/31/2019 6:15 PM
104	33569	8/31/2019 5:43 PM
105	33579	8/31/2019 5:40 PM
106	33510	8/31/2019 4:55 PM
107	33579	8/31/2019 1:17 PM
108	33579	8/31/2019 1:05 PM
109	33619	8/31/2019 12:04 PM
110	33759	8/31/2019 8:22 AM
111	33579	8/31/2019 7:42 AM
112	33594	8/31/2019 7:40 AM
113	33579	8/31/2019 7:10 AM
114	33625	8/31/2019 6:43 AM
115	33566	8/31/2019 5:02 AM
116	33579	8/31/2019 4:33 AM
117	33635	8/31/2019 2:10 AM

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118	33578	8/30/2019 8:50 PM
119	33625	8/30/2019 7:52 PM
120	33578	8/30/2019 7:38 PM
121	33578	8/30/2019 5:20 PM
122	33579	8/30/2019 4:38 PM
123	33579	8/30/2019 4:33 PM
124	33782	8/30/2019 4:33 PM
125	33579	8/30/2019 4:25 PM
126	33566	8/30/2019 3:56 PM
127	33547	8/30/2019 3:39 PM
128	33617	8/30/2019 3:02 PM
129	33611	8/30/2019 2:27 PM
130	33511	8/30/2019 2:04 PM
131	33614	8/30/2019 2:01 PM
132	33629	8/30/2019 1:43 PM
133	33635	8/30/2019 12:48 PM
134	33611	8/30/2019 12:24 PM
135	33556	8/30/2019 12:13 PM
136	33578	8/30/2019 11:57 AM
137	33543	8/30/2019 11:44 AM
138	33511	8/30/2019 11:07 AM
139	33611/09	8/30/2019 11:07 AM
140	33549	8/30/2019 11:03 AM
141	33596	8/30/2019 10:59 AM
142	33647	8/30/2019 10:46 AM
143	33579	8/30/2019 10:34 AM
144	33604	8/30/2019 10:30 AM
145	33615	8/30/2019 10:24 AM
146	33598	8/30/2019 9:56 AM
147	33559	8/30/2019 9:25 AM
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149	33569	8/30/2019 8:38 AM
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151	33579	8/30/2019 8:30 AM
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154	33614	8/30/2019 8:15 AM
155	34667	8/30/2019 8:12 AM
156	33596	8/30/2019 8:12 AM
157	33603	8/30/2019 8:00 AM
158	33596	8/30/2019 7:59 AM

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159	33624	8/30/2019 7:58 AM
160	33543	8/30/2019 7:57 AM
161	33637	8/30/2019 7:48 AM
162	33510	8/30/2019 7:42 AM
163	33523	8/30/2019 7:34 AM
164	33511	8/30/2019 7:34 AM
165	33647	8/30/2019 7:31 AM
166	33596	8/30/2019 7:31 AM
167	33602	8/30/2019 7:13 AM
168	33647	8/30/2019 7:07 AM
169	33624	8/30/2019 7:06 AM
170	33637	8/30/2019 7:05 AM
171	33647	8/30/2019 7:05 AM
172	33527	8/30/2019 6:57 AM
173	33607	8/30/2019 6:57 AM
174	33774	8/30/2019 6:55 AM
175	33584	8/30/2019 6:51 AM
176	33511	8/30/2019 6:50 AM
177	33511	8/30/2019 6:49 AM
178	33607	8/30/2019 6:47 AM
179	33709	8/30/2019 6:45 AM
180	33594	8/30/2019 6:45 AM
181	33511	8/30/2019 6:43 AM
182	33579	8/30/2019 6:37 AM
183	33579	8/30/2019 6:37 AM
184	33572	8/30/2019 6:36 AM
185	33606	8/30/2019 6:35 AM
186	33570	8/30/2019 6:35 AM
187	33675	8/30/2019 6:34 AM
188	33558	8/30/2019 6:31 AM
189	33579	8/30/2019 5:25 AM
190	33579	8/30/2019 5:13 AM
191	33579	8/30/2019 4:46 AM
192	33579	8/30/2019 4:30 AM
193	33579	8/30/2019 3:26 AM
194	33579	8/30/2019 1:35 AM
195	33596	8/30/2019 1:33 AM
196	33534	8/30/2019 1:30 AM
197	33556	8/29/2019 7:55 PM
198	33510	8/29/2019 6:30 PM
199	33579	8/29/2019 6:21 PM

Hillsborough County Pipeline Survey 2019

200	33579	8/29/2019 4:00 PM
201	33569	8/29/2019 3:43 PM
202	33635	8/29/2019 3:31 PM
203	33579	8/29/2019 1:21 PM
204	33579	8/29/2019 11:59 AM
205	33579	8/29/2019 10:57 AM
206	33579	8/29/2019 10:12 AM
207	33579	8/29/2019 8:42 AM
208	33527	8/29/2019 8:42 AM
209	33579	8/29/2019 8:28 AM
210	33624	8/29/2019 7:53 AM
211	33579	8/29/2019 7:24 AM
212	33543	8/29/2019 7:24 AM
213	33543	8/29/2019 7:04 AM
214	33579	8/29/2019 6:48 AM
215	33579	8/29/2019 6:47 AM
216	33579	8/29/2019 6:44 AM
217	33510	8/29/2019 6:36 AM
218	33579	8/29/2019 6:33 AM
219	33579	8/29/2019 6:19 AM
220	33570	8/29/2019 6:03 AM
221	33579	8/29/2019 5:09 AM
222	33579	8/29/2019 5:08 AM
223	33510	8/29/2019 5:01 AM
224	33579	8/29/2019 4:57 AM
225	33543	8/29/2019 4:55 AM
226	33610	8/29/2019 4:34 AM
227	33579	8/29/2019 4:16 AM
228	33579	8/29/2019 4:16 AM
229	33579	8/29/2019 4:05 AM
230	33579	8/29/2019 3:38 AM
231	33578	8/29/2019 3:37 AM
232	33579	8/29/2019 3:22 AM
233	33624	8/29/2019 3:21 AM
234	33579	8/29/2019 3:01 AM
235	33579	8/29/2019 2:59 AM
236	33579	8/29/2019 2:41 AM
237	33579	8/29/2019 1:52 AM
238	33579	8/29/2019 1:41 AM
239	33579	8/29/2019 1:36 AM
240	34677	8/29/2019 1:08 AM

Hillsborough County Pipeline Survey 2019

241	33579	8/29/2019 12:18 AM
242	33579	8/29/2019 12:12 AM
243	33543	8/28/2019 11:29 PM
244	33579	8/28/2019 11:29 PM
245	33785	8/28/2019 10:50 PM
246	33579	8/28/2019 8:30 PM
247	33573	8/28/2019 8:22 PM
248	34639	8/28/2019 8:15 PM
249	33578-5419	8/28/2019 8:03 PM
250	33579	8/28/2019 7:00 PM
251	33579	8/28/2019 6:59 PM
252	33579	8/28/2019 6:58 PM
253	33624	8/28/2019 6:51 PM
254	33635	8/28/2019 6:51 PM
255	33579	8/28/2019 6:33 PM
256	33579	8/28/2019 6:28 PM
257	33579	8/28/2019 6:23 PM
258	33596	8/28/2019 6:17 PM
259	33579	8/28/2019 6:12 PM
260	33578	8/28/2019 6:07 PM
261	33579	8/28/2019 6:03 PM
262	33579	8/28/2019 6:02 PM
263	33578	8/28/2019 5:53 PM
264	33579	8/28/2019 5:33 PM
265	33579	8/28/2019 5:32 PM
266	33579	8/28/2019 5:26 PM
267	33579	8/28/2019 5:25 PM
268	33579	8/28/2019 5:23 PM
269	33579	8/28/2019 5:16 PM
270	33579	8/28/2019 5:03 PM
271	33569	8/28/2019 5:03 PM
272	33579	8/28/2019 4:48 PM
273	33579	8/28/2019 4:47 PM
274	33579	8/28/2019 4:46 PM
275	33579	8/28/2019 4:42 PM
276	33579	8/28/2019 4:38 PM
277	33579	8/28/2019 4:37 PM
278	33579	8/28/2019 4:37 PM
279	33579	8/28/2019 4:24 PM
280	33579	8/28/2019 4:20 PM
281	33579	8/28/2019 3:57 PM

Hillsborough County Pipeline Survey 2019

282	33579	8/28/2019 3:56 PM
283	33543	8/28/2019 3:53 PM
284	33579	8/28/2019 3:43 PM
285	33625	8/28/2019 3:43 PM
286	33579	8/28/2019 3:31 PM
287	33569	8/28/2019 3:23 PM
288	33579	8/28/2019 2:50 PM
289	33579	8/28/2019 2:49 PM
290	33629	8/28/2019 2:45 PM
291	33579	8/28/2019 2:41 PM
292	33579	8/28/2019 2:37 PM
293	33569	8/28/2019 2:31 PM
294	33579	8/28/2019 2:30 PM
295	33579	8/28/2019 2:29 PM
296	33579	8/28/2019 2:28 PM
297	33579	8/28/2019 2:27 PM
298	33596	8/28/2019 2:21 PM
299	33579	8/28/2019 2:17 PM
300	33579	8/28/2019 2:14 PM
301	33579	8/28/2019 2:08 PM
302	33579	8/28/2019 2:07 PM
303	33579	8/28/2019 2:06 PM
304	33774	8/28/2019 2:05 PM
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306	33579	8/28/2019 2:01 PM
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308	33579	8/28/2019 1:58 PM
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311	33579	8/28/2019 1:49 PM
312	33579	8/28/2019 1:49 PM
313	33579	8/28/2019 1:48 PM
314	33579	8/28/2019 1:48 PM
315	33579	8/28/2019 1:46 PM
316	33579	8/28/2019 1:46 PM
317	33579	8/28/2019 1:43 PM
318	33579	8/28/2019 1:41 PM
319	33579	8/28/2019 1:39 PM
320	33579	8/28/2019 1:37 PM
321	33579	8/28/2019 1:37 PM
322	33579	8/28/2019 1:35 PM

Hillsborough County Pipeline Survey 2019

323	33579	8/28/2019 1:34 PM
324	33579	8/28/2019 1:34 PM
325	33579	8/28/2019 1:33 PM
326	33579	8/28/2019 1:27 PM
327	33579	8/28/2019 1:24 PM
328	33579	8/28/2019 1:24 PM
329	33579	8/28/2019 1:23 PM
330	33579	8/28/2019 1:21 PM
331	33579	8/28/2019 1:19 PM
332	33579	8/28/2019 1:19 PM
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334	33579	8/28/2019 1:17 PM
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339	33579	8/28/2019 1:09 PM
340	33579	8/28/2019 1:08 PM
341	33579	8/28/2019 1:08 PM
342	33579	8/28/2019 1:07 PM
343	33579	8/28/2019 1:06 PM
344	33579	8/28/2019 1:06 PM
345	33579	8/28/2019 1:04 PM
346	33579	8/28/2019 1:03 PM
347	33579	8/28/2019 1:03 PM
348	33570	8/28/2019 1:02 PM
349	33543	8/28/2019 1:01 PM
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351	33579	8/28/2019 12:59 PM
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353	33579	8/28/2019 12:57 PM
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355	33579	8/28/2019 12:56 PM
356	33579	8/28/2019 12:54 PM
357	33579	8/28/2019 12:52 PM
358	33579	8/28/2019 12:50 PM
359	33579	8/28/2019 12:50 PM
360	33579	8/28/2019 12:50 PM
361	33579	8/28/2019 12:49 PM
362	33579	8/28/2019 12:47 PM
363	33579	8/28/2019 12:46 PM

Hillsborough County Pipeline Survey 2019

364	33579	8/28/2019 12:46 PM
365	33579	8/28/2019 12:46 PM
366	33579	8/28/2019 12:46 PM
367	33579	8/28/2019 12:45 PM
368	33579	8/28/2019 12:45 PM
369	33579	8/28/2019 12:45 PM
370	33625	8/28/2019 11:18 AM
371	33637	8/28/2019 11:02 AM
372	33543	8/28/2019 10:54 AM
373	33625	8/28/2019 10:44 AM
374	33543	8/28/2019 10:35 AM
375	33543	8/28/2019 10:01 AM
376	33578	8/28/2019 9:34 AM
377	33543	8/28/2019 9:23 AM
378	33578	8/28/2019 9:15 AM
379	33569	8/28/2019 9:14 AM
380	33578	8/28/2019 9:12 AM
381	33624	8/28/2019 8:25 AM
382	33625	8/28/2019 8:21 AM
383	34639	8/28/2019 8:19 AM
384	33625	8/28/2019 8:07 AM
385	33624	8/28/2019 8:06 AM
386	33625	8/28/2019 7:58 AM
387	34639	8/28/2019 7:58 AM
388	33625	8/28/2019 7:58 AM
389	33624	8/28/2019 7:50 AM
390	33543	8/28/2019 7:50 AM
391	33543	8/28/2019 7:42 AM
392	33543	8/28/2019 7:34 AM
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394	33624	8/28/2019 7:31 AM
395	33543	8/28/2019 7:24 AM
396	33543	8/28/2019 7:21 AM
397	33543	8/28/2019 7:16 AM
398	33624	8/28/2019 7:15 AM
399	33543	8/28/2019 7:09 AM
400	33625	8/28/2019 7:08 AM
401	33510	8/28/2019 7:08 AM
402	33510	8/28/2019 7:05 AM
403	33596	8/28/2019 4:12 AM
404	33598	8/28/2019 2:51 AM

Hillsborough County Pipeline Survey 2019

405	33607	8/27/2019 5:35 PM
406	34698	8/27/2019 5:14 PM
407	33647	8/27/2019 4:53 PM
408	33596	8/27/2019 4:30 PM
409	33579	8/27/2019 4:27 PM
410	33569	8/27/2019 4:19 PM
411	33634	8/27/2019 4:00 PM
412	33701	8/27/2019 2:49 PM
413	33527	8/27/2019 2:26 PM
414	33578	8/27/2019 2:03 PM
415	33579	8/27/2019 2:03 PM
416	33569	8/27/2019 1:57 PM
417	33569	8/27/2019 1:50 PM
418	33511	8/27/2019 1:15 PM
419	33547	8/27/2019 12:57 PM
420	33584	8/27/2019 12:55 PM
421	33594	8/27/2019 12:35 PM
422	33594	8/27/2019 11:58 AM
423	33596	8/27/2019 11:45 AM
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427	33594	8/27/2019 11:04 AM
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431	33527	8/27/2019 9:53 AM
432	33594	8/27/2019 9:47 AM
433	33596	8/27/2019 9:14 AM
434	33596	8/27/2019 8:38 AM
435	33511	8/27/2019 8:33 AM
436	23592	8/27/2019 8:27 AM
437	33594	8/27/2019 8:23 AM
438	33594	8/27/2019 8:19 AM
439	33611	8/27/2019 8:09 AM
440	33594	8/27/2019 7:49 AM
441	33547	8/27/2019 7:48 AM
442	33611	8/27/2019 7:46 AM
443	33594	8/27/2019 7:38 AM
444	33510	8/27/2019 7:38 AM
445	33596	8/27/2019 7:37 AM

Hillsborough County Pipeline Survey 2019

446	33637	8/26/2019 8:08 PM
447	33778	8/26/2019 5:22 PM
448	33547	8/26/2019 4:54 PM
449	33765	8/26/2019 4:35 PM
450	33805	8/26/2019 4:14 PM
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455	33710	8/26/2019 10:03 AM
456	33579	8/26/2019 9:21 AM
457	33809	8/26/2019 7:49 AM
458	33569	8/26/2019 3:57 AM
459	33579	8/26/2019 3:55 AM
460	33579	8/26/2019 2:54 AM
461	33594	8/25/2019 6:17 PM
462	33625	8/25/2019 4:42 PM
463	33547	8/25/2019 7:32 AM
464	33626	8/25/2019 5:35 AM
465	33544	8/25/2019 4:03 AM
466	33510	8/25/2019 12:34 AM
467	33619	8/24/2019 7:15 PM
468	33511	8/24/2019 2:17 PM
469	33618	8/24/2019 7:13 AM
470	33567	8/24/2019 4:36 AM
471	33635	8/23/2019 3:58 PM
472	87106	8/23/2019 2:21 PM
473	33629	8/23/2019 1:52 PM
474	33547	8/23/2019 1:37 PM
475	33579	8/23/2019 1:16 PM
476	33609	8/23/2019 1:10 PM
477	33613	8/23/2019 12:00 PM
478	33570	8/23/2019 11:06 AM
479	33635	8/23/2019 9:33 AM
480	33510	8/23/2019 6:46 AM
481	33510	8/23/2019 6:44 AM
482	33604	8/23/2019 1:47 AM
483	33603	8/22/2019 5:56 PM
484	33569	8/22/2019 5:11 PM
485	33547	8/22/2019 5:09 PM
486	33598	8/22/2019 4:09 PM

Hillsborough County Pipeline Survey 2019

487	33569	8/22/2019 3:52 PM
488	33547	8/22/2019 3:34 PM
489	33596	8/22/2019 3:31 PM
490	33570	8/22/2019 3:09 PM
491	33547	8/22/2019 2:54 PM
492	33572	8/22/2019 1:31 PM
493	33547	8/22/2019 12:32 PM
494	33511	8/22/2019 10:52 AM
495	33572	8/22/2019 10:36 AM
496	33547	8/22/2019 10:16 AM
497	33547	8/22/2019 10:05 AM
498	33572	8/22/2019 9:36 AM
499	33547	8/22/2019 9:02 AM
500	33771	8/22/2019 8:44 AM
501	33416	8/22/2019 8:13 AM
502	33713	8/22/2019 8:08 AM
503	33596	8/22/2019 7:21 AM
504	33612	8/22/2019 7:19 AM
505	33547	8/22/2019 6:41 AM
506	33556	8/22/2019 6:29 AM
507	33547	8/22/2019 5:56 AM
508	33613	8/22/2019 5:51 AM
509	33547	8/22/2019 5:42 AM
510	33547	8/22/2019 5:35 AM
511	33547	8/22/2019 5:35 AM
512	33547	8/22/2019 5:24 AM
513	33511	8/22/2019 5:09 AM
514	33569	8/22/2019 4:45 AM
515	33610	8/22/2019 4:32 AM
516	33547	8/22/2019 3:33 AM
517	33511	8/22/2019 3:30 AM
518	33569	8/22/2019 3:29 AM
519	33579	8/22/2019 3:23 AM
520	33511	8/22/2019 3:16 AM
521	33563	8/22/2019 2:01 AM
522	33598	8/21/2019 8:35 PM
523	33619	8/21/2019 8:08 PM
524	33598	8/21/2019 8:00 PM
525	33598	8/21/2019 7:58 PM
526	33598	8/21/2019 7:31 PM
527	33615	8/21/2019 6:46 PM

Hillsborough County Pipeline Survey 2019

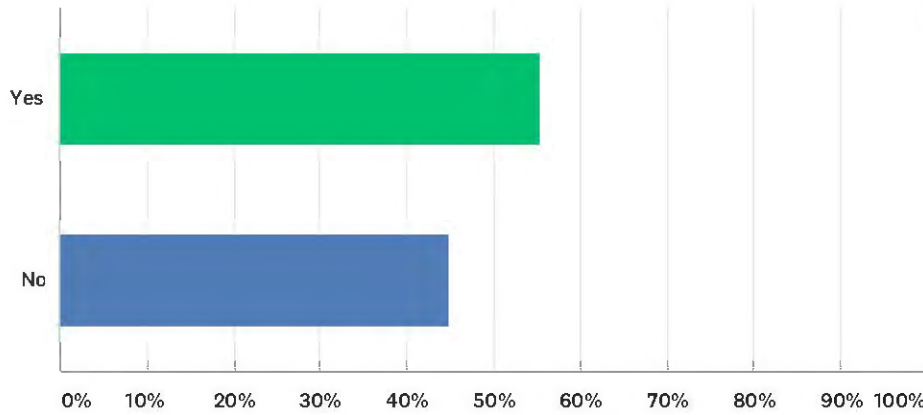
528	33578	8/21/2019 6:44 PM
529	33570	8/21/2019 6:36 PM
530	33637	8/21/2019 6:09 PM
531	33626	8/21/2019 6:01 PM
532	33587	8/21/2019 5:38 PM
533	33572	8/21/2019 5:11 PM
534	33710	8/21/2019 5:02 PM
535	33619	8/21/2019 4:37 PM
536	33618	8/21/2019 4:19 PM
537	33584	8/21/2019 3:59 PM
538	33610	8/21/2019 3:28 PM
539	33594	8/21/2019 3:09 PM
540	33615	8/21/2019 2:19 PM
541	33579	8/21/2019 1:29 PM
542	33510	8/21/2019 1:19 PM
543	33702	8/21/2019 1:18 PM
544	33570	8/21/2019 1:06 PM
545	33579	8/21/2019 12:18 PM
546	33579	8/21/2019 12:14 PM
547	33615	8/21/2019 11:16 AM
548	33511	8/21/2019 11:01 AM
549	33527	8/21/2019 9:31 AM
550	33596	8/21/2019 8:40 AM
551	33611	8/21/2019 7:27 AM
552	33629	8/21/2019 6:48 AM
553	33547	8/21/2019 4:20 AM
554	33559	8/21/2019 3:56 AM
555	33609	8/21/2019 3:38 AM
556	33716	8/21/2019 3:18 AM
557	33610	8/21/2019 2:23 AM
558	33596	8/21/2019 1:55 AM
559	33578	8/21/2019 1:28 AM
560	33559	8/21/2019 1:26 AM
561	33547	8/21/2019 1:07 AM
562	33579	8/21/2019 12:38 AM
563	33635	8/21/2019 12:33 AM
564	33534	8/21/2019 12:11 AM
565	33566	8/21/2019 12:06 AM
566	33602	8/20/2019 11:47 PM
567	33547	8/20/2019 11:23 PM
568	33637	8/20/2019 10:28 PM

Hillsborough County Pipeline Survey 2019

569	33578	8/20/2019 9:13 PM
570	33549	8/20/2019 7:26 PM
571	33534	8/20/2019 6:47 PM
572	33619	8/20/2019 6:24 PM
573	33565	8/20/2019 6:23 PM
574	33625	8/20/2019 6:19 PM
575	33510	8/20/2019 6:05 PM
576	33624	8/20/2019 6:00 PM
577	33604	8/20/2019 5:58 PM
578	33605	8/20/2019 5:20 PM
579	34639	8/20/2019 2:59 PM
580	33573	8/20/2019 2:55 PM
581	33573	8/20/2019 2:43 PM
582	33534	8/20/2019 12:57 PM
583	33511	8/20/2019 12:23 PM
584	33592	8/20/2019 11:37 AM
585	33612	8/20/2019 9:27 AM
586	33626	8/20/2019 9:26 AM
587	33596	8/20/2019 7:15 AM
588	33503	8/20/2019 2:29 AM
589	33618	8/19/2019 7:45 AM
590	33624	8/19/2019 6:31 AM

Q5 Would you like to receive future updates on this project?

Answered: 577 Skipped: 98



ANSWER CHOICES		RESPONSES	
Yes		55.29%	319
No		44.71%	258
TOTAL			577

Q6 If you would like to receive future updates, please provide your contact information.

Answered: 246 Skipped: 429

ANSWER CHOICES	RESPONSES	
Name	97.97%	241
Company	0.00%	0
Address	94.72%	233
Address 2	3.66%	9
City/Town	95.93%	236
State/Province	0.00%	0
ZIP/Postal Code	96.75%	238
Country	0.00%	0
Email Address	98.37%	242
Phone Number	73.58%	181

#	NAME	DATE
1	Brett Shaffer	9/25/2019 7:15 AM
2	Jason Moyles	9/25/2019 7:13 AM
3	Holly Kremers	9/25/2019 7:12 AM
4	Cody Powell	9/25/2019 7:10 AM
5	Kevin matheny	9/25/2019 7:08 AM
6	Rick Berning	9/25/2019 7:07 AM
7	Ruth Benson	9/25/2019 7:05 AM
8	Chris Hill	9/25/2019 7:03 AM
9	Jason Parrillo	9/25/2019 7:00 AM
10	beth schinella	9/25/2019 6:57 AM
11	Ernst	9/15/2019 7:33 AM
12	Tony Scaglione	9/14/2019 11:58 AM
13	Joshua Folckemer	9/13/2019 10:16 AM
14	Amy Miller	9/12/2019 9:28 AM
15	Liz Montefu	9/11/2019 7:46 AM
16	Paul Majors	9/10/2019 4:38 PM
17	J	9/10/2019 3:57 PM
18	Michael C Sumner	9/10/2019 9:45 AM
19	Jay Medlock	9/9/2019 11:26 AM
20	Tom Manno	9/7/2019 10:36 AM
21	Robert Alexander	9/6/2019 3:03 AM

Hillsborough County Pipeline Survey 2019

22	Danielle Johnson	9/5/2019 5:34 PM
23	Robert Hoffman	9/5/2019 2:35 PM
24	Charles & Heather Stultz	9/5/2019 1:24 PM
25	Ella Hosea	9/4/2019 4:56 PM
26	Susan Hackl	9/4/2019 4:55 PM
27	Matthew Brooks	9/4/2019 2:23 PM
28	james hinkel	9/4/2019 2:02 PM
29	Marcia NORMAN	9/4/2019 1:47 PM
30	Alan Davidson	9/4/2019 1:37 PM
31	Sandy Meyer	9/4/2019 1:33 PM
32	Mabel Morales	9/4/2019 4:34 AM
33	Eddie	9/2/2019 8:07 PM
34	Gary R Weese	9/2/2019 6:44 PM
35	Melissa Sylvia Mae Noirot	9/2/2019 6:29 PM
36	Douglas Robbins	9/2/2019 4:37 PM
37	Cynthia bottema	9/2/2019 2:44 PM
38	Jackie I Howell	9/2/2019 10:26 AM
39	Alonzo Clark	9/2/2019 10:06 AM
40	Steve Cimorelli	9/1/2019 9:05 PM
41	Justin R. Raymond	9/1/2019 4:25 PM
42	Dean McGee	9/1/2019 7:16 AM
43	Cristin Theuerkauf	8/31/2019 5:43 PM
44	Betty Johnson	8/31/2019 5:41 PM
45	William Howe	8/31/2019 4:56 PM
46	Douglas Perreault	8/31/2019 1:18 PM
47	Christine Jacobs	8/31/2019 1:06 PM
48	Bob Lydzinski	8/31/2019 7:43 AM
49	Carlos Fernandez	8/31/2019 6:43 AM
50	Matthew Lent	8/31/2019 2:10 AM
51	vicki porter	8/30/2019 8:51 PM
52	CROWLEY NATASHA	8/30/2019 4:34 PM
53	thomas bower	8/30/2019 4:33 PM
54	DWIGHT D ODOM	8/30/2019 4:26 PM
55	Susan	8/30/2019 3:03 PM
56	Melissa Bertoch	8/30/2019 2:29 PM
57	James Endicott	8/30/2019 11:45 AM
58	Brian Bokor	8/30/2019 11:07 AM
59	MITCHEL BANKS	8/30/2019 11:07 AM
60	Beth Sarnese	8/30/2019 10:47 AM
61	Richard W Frey	8/30/2019 10:34 AM
62	Julia Palaschak	8/30/2019 10:30 AM

Hillsborough County Pipeline Survey 2019

63	MILDRED	8/30/2019 10:25 AM
64	Dawn Lavers	8/30/2019 9:58 AM
65	christine d mattiello	8/30/2019 9:26 AM
66	Victoria Leahigh	8/30/2019 8:39 AM
67	Benjamin Booher	8/30/2019 8:25 AM
68	John Maio	8/30/2019 8:23 AM
69	Beth Bendl	8/30/2019 8:13 AM
70	Rosalie A Watrous	8/30/2019 8:01 AM
71	Meraya Pegg	8/30/2019 7:58 AM
72	Jennifer E Deimler	8/30/2019 7:49 AM
73	Marsha Jordan	8/30/2019 7:33 AM
74	Walter J Oles Jr	8/30/2019 7:31 AM
75	Linda Ponticelli	8/30/2019 7:14 AM
76	Mike Maczuga	8/30/2019 7:08 AM
77	Thomas Estrella	8/30/2019 7:07 AM
78	Leslie Morris	8/30/2019 7:05 AM
79	Rob Jackson	8/30/2019 6:59 AM
80	Tina Stanisci	8/30/2019 6:43 AM
81	Tabitha Laidler	8/30/2019 6:38 AM
82	Phil Field	8/30/2019 6:37 AM
83	Marjorie Wilson	8/30/2019 6:36 AM
84	Janice Ratcliffe Hall	8/30/2019 6:36 AM
85	Roberto Lijewski	8/30/2019 6:35 AM
86	Jennifer Diaz	8/30/2019 6:31 AM
87	Tammy Winton	8/30/2019 5:26 AM
88	Jewan Deshmar	8/30/2019 4:49 AM
89	Donald Hooker	8/30/2019 4:31 AM
90	Deborah Coca	8/30/2019 3:26 AM
91	Kurt Williams	8/29/2019 6:31 PM
92	Kris Hoffman	8/29/2019 6:23 PM
93	Carmela M Pizzichetti	8/29/2019 3:43 PM
94	Ray Kruelskie	8/29/2019 1:21 PM
95	Mika	8/29/2019 11:59 AM
96	Teresa Holstein	8/29/2019 10:58 AM
97	RUHMEL	8/29/2019 10:14 AM
98	Normand Charity	8/29/2019 8:29 AM
99	Frank Lodico	8/29/2019 7:27 AM
100	Tony Varde Jr	8/29/2019 7:06 AM
101	Jose Rodriguez	8/29/2019 6:33 AM
102	Norelle Siliati	8/29/2019 6:20 AM
103	Carlos Hernandez	8/29/2019 5:10 AM

Hillsborough County Pipeline Survey 2019

104	Donald Bush	8/29/2019 5:09 AM
105	Adrien H	8/29/2019 5:02 AM
106	Maritza Rios	8/29/2019 4:36 AM
107	Melissa Busbee	8/29/2019 4:17 AM
108	Derrick Nelson	8/29/2019 3:38 AM
109	David Boudreau	8/29/2019 3:24 AM
110	kelly cassana	8/29/2019 3:22 AM
111	Amy Beightel	8/29/2019 3:02 AM
112	robert m long	8/29/2019 2:42 AM
113	Colleen Carboine	8/29/2019 1:09 AM
114	Becky Goellner	8/28/2019 7:00 PM
115	Barbara Waluzak	8/28/2019 6:29 PM
116	Melvin Dawson	8/28/2019 6:24 PM
117	Jennie A berrojo	8/28/2019 5:53 PM
118	Laura Williams	8/28/2019 5:25 PM
119	Mira Oroz	8/28/2019 5:04 PM
120	Kenneth Goodlett	8/28/2019 5:03 PM
121	David Potsic	8/28/2019 4:49 PM
122	Catherine Gerolimos	8/28/2019 4:46 PM
123	Gloria A. Hartness	8/28/2019 4:44 PM
124	Edward T. Manzitti	8/28/2019 4:37 PM
125	Daivid Morris	8/28/2019 3:57 PM
126	Marc Prewitt	8/28/2019 3:31 PM
127	Scott	8/28/2019 3:23 PM
128	Scherry Powers	8/28/2019 2:50 PM
129	William Arkwright	8/28/2019 2:33 PM
130	Jennifer Ayers	8/28/2019 2:31 PM
131	GREGORY D WILLIAMS	8/28/2019 2:28 PM
132	Beverly J O'Donnell	8/28/2019 2:27 PM
133	Thomas Coppersmith	8/28/2019 2:22 PM
134	Scott Bromberek	8/28/2019 2:17 PM
135	Carlos	8/28/2019 2:14 PM
136	Donnie Hodges	8/28/2019 2:09 PM
137	Brian Armstrong	8/28/2019 2:06 PM
138	Chris Sgaragino	8/28/2019 2:02 PM
139	aurora Acosta-Nieves	8/28/2019 2:01 PM
140	Carol Howell	8/28/2019 1:47 PM
141	Wendy Greer	8/28/2019 1:44 PM
142	Dale A. Hueber	8/28/2019 1:40 PM
143	Jeff Gann	8/28/2019 1:38 PM
144	JULIE ANN OFFEN	8/28/2019 1:37 PM

Hillsborough County Pipeline Survey 2019

145	Alisha Martin	8/28/2019 1:35 PM
146	Herb hucks	8/28/2019 1:28 PM
147	Stephen D Liljedahl	8/28/2019 1:24 PM
148	mary delilla	8/28/2019 1:24 PM
149	Bonnie Robinson	8/28/2019 1:22 PM
150	Christopher Flynn	8/28/2019 1:20 PM
151	Henry L Jenkins	8/28/2019 1:19 PM
152	Linda Kerns	8/28/2019 1:18 PM
153	Perry Goldberg	8/28/2019 1:17 PM
154	Earl Grimes	8/28/2019 1:12 PM
155	Dana Hughes	8/28/2019 1:10 PM
156	Luis Paniagua	8/28/2019 1:09 PM
157	Ronald Minnich	8/28/2019 1:08 PM
158	Maritza Ravelo	8/28/2019 1:08 PM
159	Ryan Huber	8/28/2019 1:06 PM
160	ROBERT MCCONNELL	8/28/2019 1:02 PM
161	Elizabeth Ghahary	8/28/2019 1:01 PM
162	SP Carter	8/28/2019 12:55 PM
163	Denise Alexander-Falconer	8/28/2019 12:54 PM
164	Kenneth Webber	8/28/2019 12:49 PM
165	Steve	8/28/2019 12:46 PM
166	Hayoung	8/28/2019 11:18 AM
167	Terry Stubbs	8/28/2019 11:02 AM
168	Marie Achille	8/28/2019 10:55 AM
169	Karin Monvoisin	8/28/2019 10:45 AM
170	Peter Soto	8/28/2019 10:36 AM
171	Clinton Dailey	8/28/2019 9:24 AM
172	Rene Marquis	8/28/2019 9:15 AM
173	Connie Bryan	8/28/2019 8:23 AM
174	Linda J Mungin	8/28/2019 8:06 AM
175	Luis F Chaumont	8/28/2019 7:58 AM
176	Pat Peregoy	8/28/2019 7:51 AM
177	GINGER COX	8/28/2019 7:50 AM
178	James Shanahan	8/28/2019 7:35 AM
179	Channie Bell	8/28/2019 7:32 AM
180	Donna Hwalek	8/28/2019 7:26 AM
181	Paul PirkI	8/28/2019 7:22 AM
182	Sonya Barriffe	8/28/2019 7:17 AM
183	Daniel A Martinez	8/28/2019 7:08 AM
184	Dave Hall	8/28/2019 7:08 AM
185	Thomas Garrett	8/28/2019 4:13 AM

Hillsborough County Pipeline Survey 2019

186	Missy martin	8/27/2019 5:36 PM
187	Juan cardenas	8/27/2019 4:54 PM
188	Susan kelly	8/27/2019 4:31 PM
189	Tanya Lowrie	8/27/2019 2:50 PM
190	Clifford Reiss	8/27/2019 1:51 PM
191	Ken	8/27/2019 1:16 PM
192	Marci Barnes	8/27/2019 12:58 PM
193	Herbert Belcher	8/27/2019 12:56 PM
194	Peggy Caparratto	8/27/2019 9:53 AM
195	Patricia David	8/27/2019 9:48 AM
196	Marie Gilmore	8/27/2019 9:14 AM
197	Gabriel Wilson	8/27/2019 8:33 AM
198	Dawn Babbitt	8/27/2019 8:24 AM
199	Barry W Venables	8/27/2019 8:21 AM
200	Michael Standridge	8/27/2019 7:49 AM
201	Cory	8/27/2019 7:47 AM
202	Bill Sirine	8/27/2019 7:40 AM
203	Jean Bright	8/27/2019 7:39 AM
204	Norman Joseph	8/27/2019 7:38 AM
205	Joseph	8/26/2019 4:15 PM
206	Adam Putnam	8/26/2019 12:12 PM
207	Chris Gulotta	8/26/2019 9:22 AM
208	Frank Tremblay	8/26/2019 2:55 AM
209	Ruth Brown	8/25/2019 7:33 AM
210	Cra	8/25/2019 5:35 AM
211	Robert Neal	8/23/2019 2:22 PM
212	Vince	8/23/2019 12:00 PM
213	Christina Carter	8/23/2019 11:07 AM
214	Lee Potter	8/23/2019 6:47 AM
215	N velez	8/23/2019 2:16 AM
216	Rachel Welborn	8/22/2019 5:10 PM
217	Robin Florez	8/22/2019 3:36 PM
218	Guillo	8/22/2019 3:09 PM
219	Peter Moretuzzo	8/22/2019 10:53 AM
220	Kevin Ingle	8/22/2019 10:06 AM
221	Molly	8/22/2019 9:38 AM
222	Tina	8/22/2019 6:42 AM
223	Jane Maines	8/22/2019 5:57 AM
224	Andrew Learned	8/22/2019 5:10 AM
225	Ricky Bell	8/22/2019 4:33 AM
226	Jeff Black	8/22/2019 3:23 AM

Hillsborough County Pipeline Survey 2019

227	Curt Hinson	8/22/2019 2:03 AM
228	David Blount	8/21/2019 8:02 PM
229	Eric Quirk	8/21/2019 7:59 PM
230	Claudia	8/21/2019 7:32 PM
231	Rafael Lloveras	8/21/2019 4:38 PM
232	Jeff Stewart	8/21/2019 1:18 PM
233	Angelo Provenzano	8/21/2019 11:17 AM
234	Cherie Casaccia	8/21/2019 8:40 AM
235	Vanessa chavez	8/21/2019 1:27 AM
236	claudia fernandez	8/21/2019 1:07 AM
237	Vicki Rush	8/20/2019 11:49 PM
238	Theresa	8/20/2019 11:25 PM
239	Buddy Harwell	8/20/2019 6:49 PM
240	Ken lamothe	8/20/2019 11:39 AM
241	Brian	8/20/2019 7:16 AM

#	COMPANY	DATE
There are no responses.		

#	ADDRESS	DATE
1	12011 Peach Grove Ct	9/25/2019 7:15 AM
2	8771 Bay Pointe Dr	9/25/2019 7:13 AM
3	703 W. Idlewild Ave	9/25/2019 7:12 AM
4	101 Julie Lane	9/25/2019 7:10 AM
5	7531 maroon peak dr	9/25/2019 7:08 AM
6	14329 Alistar Manor Dr	9/25/2019 7:07 AM
7	10215 Evening Trail Drive	9/25/2019 7:05 AM
8	6019 Martinglade Place	9/25/2019 7:03 AM
9	3922 Dunaire Dr.	9/25/2019 7:00 AM
10	3416 sylvan shadow st	9/25/2019 6:57 AM
11	11913 Shadow Run Blvd	9/14/2019 11:58 AM
12	11405 DONNEymoOR DR	9/13/2019 10:16 AM
13	12108 Buffington LN	9/12/2019 9:28 AM
14	11307 Sandpine Road	9/11/2019 7:46 AM
15	15906 Ternglade Dr	9/10/2019 4:38 PM
16	Freebairn	9/10/2019 3:57 PM
17	16316 Bayberry View Dr	9/10/2019 9:45 AM
18	11915 Shadow Run Blvd	9/9/2019 11:26 AM
19	11506 Falkirk pl	9/7/2019 10:36 AM
20	11307 Tralee Dr.	9/6/2019 3:03 AM
21	11411 DonneymoOR Dr	9/5/2019 5:34 PM
22	12804 Shadow Run Blvd	9/5/2019 2:35 PM
23	11910 Sugarberry Drive	9/5/2019 1:24 PM

Hillsborough County Pipeline Survey 2019

24	11309 Tralee Dr	9/4/2019 4:56 PM
25	12113 Timberlake Rd	9/4/2019 4:55 PM
26	12310 Shadow Run Blvd	9/4/2019 2:23 PM
27	11210 killearn ct.	9/4/2019 2:02 PM
28	11201 Mist Moor ct	9/4/2019 1:47 PM
29	11204 Tralee Dr.	9/4/2019 1:37 PM
30	11412 Donneymoor	9/4/2019 1:33 PM
31	13524 Prestwick Dr	9/4/2019 4:34 AM
32	1616 Acadia harbor pl	9/2/2019 8:07 PM
33	114 Falling Water Drive	9/2/2019 6:44 PM
34	6492 29th Way N	9/2/2019 6:29 PM
35	13245 Prestwick Creek Drive	9/2/2019 4:37 PM
36	13232 pine creek circle	9/2/2019 2:44 PM
37	12105 Buffington In	9/2/2019 10:26 AM
38	1208 Rushgrove Cir	9/2/2019 10:06 AM
39	25036 Bristlecone Ct	9/1/2019 9:05 PM
40	5121 Kelly Road	9/1/2019 4:25 PM
41	8424 White Poplar Dr	9/1/2019 7:16 AM
42	11009 RUNNING PINE DR	8/31/2019 5:43 PM
43	11119 Cherrywood Lane	8/31/2019 5:41 PM
44	2006 Lori Ann Street	8/31/2019 4:56 PM
45	13231 Pine Creek Cir	8/31/2019 1:18 PM
46	11201 Saint Andrews Ct	8/31/2019 1:06 PM
47	12016 Pennfield Pl Riverview	8/31/2019 7:43 AM
48	11115 Indian Oaks Drive	8/31/2019 6:43 AM
49	11627 Fox Creek Drive	8/31/2019 2:10 AM
50	11102 crescent lake dr	8/30/2019 8:51 PM
51	11411 Village Brook Dr	8/30/2019 4:34 PM
52	5877 114 terr n	8/30/2019 4:33 PM
53	12418 Cedarfield Dr.	8/30/2019 4:26 PM
54	505 Nantucket Dr	8/30/2019 3:03 PM
55	3905 S Trask Dt	8/30/2019 2:29 PM
56	30943 Prout Ct	8/30/2019 11:45 AM
57	3209 Bell Shoals Rd	8/30/2019 11:07 AM
58	4208 W Bay Vista Av	8/30/2019 11:07 AM
59	10133 Deercliff Drive	8/30/2019 10:47 AM
60	13706 Trinity Leaf Pla	8/30/2019 10:34 AM
61	8002 N 12th St	8/30/2019 10:30 AM
62	8362 GALEWOODCIRCLE	8/30/2019 10:25 AM
63	PO BOX 195	8/30/2019 9:58 AM
64	24119 hampton place	8/30/2019 9:26 AM

Hillsborough County Pipeline Survey 2019

65	12109 Rambling Stream Drive	8/30/2019 8:39 AM
66	4431 W Trilby Ave	8/30/2019 8:25 AM
67	4612 Landscape Dr	8/30/2019 8:23 AM
68	14610 Bendl Lane	8/30/2019 8:13 AM
69	1209 E Curtis Street	8/30/2019 8:01 AM
70	15915 Country Farm Place	8/30/2019 7:58 AM
71	11526 Meredyth Street	8/30/2019 7:49 AM
72	1625 Carter Oaks Dr	8/30/2019 7:33 AM
73	15839 Sanctuary Drive	8/30/2019 7:31 AM
74	1212 E Whiting St U401	8/30/2019 7:14 AM
75	19103 rosewood Creek way	8/30/2019 7:08 AM
76	15815 Hound Horn LN	8/30/2019 7:07 AM
77	15838 Dawson Ridge Dr	8/30/2019 7:05 AM
78	3418 Paso Fino Ln	8/30/2019 6:59 AM
79	1525 portsmouth lake dr	8/30/2019 6:43 AM
80	11151 Leland Groves Dr	8/30/2019 6:38 AM
81	6606 Blackfin Way	8/30/2019 6:37 AM
82	825 S Delaware Ave	8/30/2019 6:36 AM
83	710 Brenton Leaf Dr	8/30/2019 6:36 AM
84	PO BOX 5745	8/30/2019 6:35 AM
85	17737 Lake Carlton Dr	8/30/2019 6:31 AM
86	10948 Brickside Ct	8/30/2019 5:26 AM
87	12803 Longcrest Drive	8/30/2019 4:31 AM
88	13014 Prestwick Drive	8/30/2019 3:26 AM
89	13357 Orc Sound Drive	8/29/2019 6:23 PM
90	13430 Laraway Drive	8/29/2019 3:43 PM
91	13033 Brant Tree Dr	8/29/2019 1:21 PM
92	12808 Slippery Elm Ct	8/29/2019 10:58 AM
93	11230 VILLAS ON THE GREEN DR	8/29/2019 10:14 AM
94	11211 Longbrooke Dr	8/29/2019 8:29 AM
95	31217 Shaker Circle	8/29/2019 7:27 AM
96	30822 Prout Court	8/29/2019 7:06 AM
97	12922 Utopia Gardens Way	8/29/2019 6:33 AM
98	13306 Beechberry drive	8/29/2019 6:20 AM
99	12924 Prestwick Dr.	8/29/2019 5:09 AM
100	602 JUNE LAKE LN	8/29/2019 5:02 AM
101	5309 FALKENBURG RD	8/29/2019 4:36 AM
102	11501 Paperwood Pl	8/29/2019 4:17 AM
103	8520 White Poplar Dr Riverview Fl 33578	8/29/2019 3:38 AM
104	10905 Sailbrooke Dr	8/29/2019 3:24 AM
105	5513 Arabella In	8/29/2019 3:22 AM

Hillsborough County Pipeline Survey 2019

106	11108 Cherrywood Lane	8/29/2019 3:02 AM
107	10831 hoffner edge dr	8/29/2019 2:42 AM
108	275 Woodlake Wynde	8/29/2019 1:09 AM
109	12952 Prestwick drive	8/28/2019 7:00 PM
110	13005 Fair Green Drive	8/28/2019 6:29 PM
111	12665 Longcrest Dr	8/28/2019 6:24 PM
112	11403 Downs Loop	8/28/2019 6:07 PM
113	13421 Silvercreek Drive	8/28/2019 5:53 PM
114	11844 CEDARFIELD DR	8/28/2019 5:25 PM
115	165 Eastbrook Dr	8/28/2019 5:04 PM
116	10910 Sailbrooke Dr	8/28/2019 5:03 PM
117	12408 Cedarfield Dr	8/28/2019 4:49 PM
118	12116 Buffington Lane	8/28/2019 4:46 PM
119	11827 Cedarfield Dr.	8/28/2019 4:44 PM
120	10906 Whittney Chase Dr	8/28/2019 4:37 PM
121	11706 Lynmoor Dr	8/28/2019 3:57 PM
122	13030 Saint Filagree Dr	8/28/2019 3:31 PM
123	12201 Windvale Ct	8/28/2019 3:23 PM
124	11934 Lark Song Loop	8/28/2019 2:50 PM
125	9413 Laurel Ledge Dr	8/28/2019 2:33 PM
126	12941 Brant Tree Drive	8/28/2019 2:31 PM
127	13201 Evening Sunset Lane	8/28/2019 2:28 PM
128	10917 KEYS GATE DR	8/28/2019 2:27 PM
129	5026 Sylvan Oaks Drive	8/28/2019 2:22 PM
130	13205 Silvercreek Dr	8/28/2019 2:17 PM
131	12951 utopia gardens way	8/28/2019 2:14 PM
132	13306 Cedarfield Drive	8/28/2019 2:09 PM
133	10903 Hoffner Edge Dr	8/28/2019 2:06 PM
134	12912 Fieldmoor Ct	8/28/2019 2:02 PM
135	13114 Prestwick Dr	8/28/2019 2:01 PM
136	12842 Tallowood Dr	8/28/2019 1:47 PM
137	11310 Misty Isle Lane	8/28/2019 1:44 PM
138	11233 Longbrooke Dr.	8/28/2019 1:40 PM
139	12027 Pennfield Place	8/28/2019 1:38 PM
140	13132 Fennway Ridge Dr	8/28/2019 1:37 PM
141	13527 Prestwick Dr	8/28/2019 1:35 PM
142	12917 BRANT TREE DR	8/28/2019 1:24 PM
143	13013 saint filagree drive	8/28/2019 1:24 PM
144	13440 Beechberry Dr	8/28/2019 1:22 PM
145	11722 Lynmoor Dr	8/28/2019 1:20 PM
146	11818 Cedarfield Dr	8/28/2019 1:19 PM

Hillsborough County Pipeline Survey 2019

147	11231 Longbrooke Dr	8/28/2019 1:18 PM
148	12202 Cedarfield Dr	8/28/2019 1:17 PM
149	12826 Tallowood Dr	8/28/2019 1:12 PM
150	11950 Lark Song Loop	8/28/2019 1:10 PM
151	13311 Prestwick Dr.	8/28/2019 1:09 PM
152	12420 Cedarfield Dr	8/28/2019 1:08 PM
153	13532 Prestwick Drive	8/28/2019 1:08 PM
154	11424 Smokethorn Drive	8/28/2019 1:06 PM
155	139 18th st nw	8/28/2019 1:02 PM
156	13017 Prestwick Dr	8/28/2019 1:01 PM
157	10810 Sailbrooke dr	8/28/2019 12:55 PM
158	PO Box 1361	8/28/2019 12:54 PM
159	13006 Fennway Ridge Dr.	8/28/2019 12:49 PM
160	Carpenter	8/28/2019 12:46 PM
161	Kim	8/28/2019 11:18 AM
162	9300 N 16th St	8/28/2019 11:02 AM
163	31121 Whitlock Drive	8/28/2019 10:55 AM
164	6812 Yardley Oaks Court	8/28/2019 10:45 AM
165	31438 Shaker Circle	8/28/2019 10:36 AM
166	30834 Prout Court	8/28/2019 9:24 AM
167	8450 White Poplar Dr	8/28/2019 9:15 AM
168	3934 Meadowlark Court	8/28/2019 8:23 AM
169	5411 Aragon Ct	8/28/2019 8:06 AM
170	25026 BRISTLECONe CT	8/28/2019 7:58 AM
171	30830 Prout Ct	8/28/2019 7:51 AM
172	10703 STALLGATE DR	8/28/2019 7:50 AM
173	31329 Shaker Cir	8/28/2019 7:35 AM
174	30942 Whitlock Drive	8/28/2019 7:32 AM
175	31325 Shaker Circle	8/28/2019 7:26 AM
176	31051 Whitlock Dr	8/28/2019 7:22 AM
177	30954 Whitlock Dr	8/28/2019 7:17 AM
178	11109 Indian Oaks Dr	8/28/2019 7:08 AM
179	726 June Lake Ln	8/28/2019 7:08 AM
180	4002 Canter Court	8/28/2019 4:13 AM
181	2729 main street	8/27/2019 5:36 PM
182	20434 needletree dr	8/27/2019 4:54 PM
183	4513 country gate ct	8/27/2019 4:31 PM
184	PO Box 56435	8/27/2019 2:50 PM
185	8941 Aberdeen Creek Circle	8/27/2019 1:51 PM
186	5111 Tari Stream Way	8/27/2019 1:16 PM
187	5835 Tanagerlake Rd	8/27/2019 12:58 PM

Hillsborough County Pipeline Survey 2019

188	617 Penn National Road	8/27/2019 12:56 PM
189	2903 Ranch Road	8/27/2019 9:53 AM
190	3404 Sand Key Ln.	8/27/2019 9:48 AM
191	2109 Lithia Pinecrest Rd.	8/27/2019 9:14 AM
192	313 Forest Breeze Ave	8/27/2019 8:33 AM
193	903 Dixie Maid Lane	8/27/2019 8:24 AM
194	122 Choo Choo Ln	8/27/2019 8:21 AM
195	16133 Churchview Dr	8/27/2019 7:49 AM
196	1207N Himes Ave	8/27/2019 7:47 AM
197	2814 park Meadow Dr	8/27/2019 7:40 AM
198	716 Stillview Circle	8/27/2019 7:39 AM
199	1359 Big Pine drive	8/27/2019 7:38 AM
200	Taylor	8/26/2019 4:15 PM
201	9510 Drakemill Ct	8/26/2019 12:12 PM
202	11115 Sailbrooke Dr.	8/26/2019 9:22 AM
203	11003 Newbridge Dr	8/26/2019 2:55 AM
204	15713 Ibisridge Drive	8/25/2019 7:33 AM
205	3021 Mc Coy Place NE	8/23/2019 2:22 PM
206	13647 Fletcher Regency Dr	8/23/2019 12:00 PM
207	1503 21st St. SE	8/23/2019 11:07 AM
208	404 N Moon Ave	8/23/2019 6:47 AM
209	6617 N Willow Ave	8/23/2019 2:16 AM
210	6214 Whimbrelwood Drive	8/22/2019 5:10 PM
211	17613 Buckingham Garden Dr	8/22/2019 3:36 PM
212	1210 barclay wood dr	8/22/2019 3:09 PM
213	17739 Bright Wheat Drive	8/22/2019 10:06 AM
214	5308 sandy shell dr	8/22/2019 9:38 AM
215	Buchholz	8/22/2019 6:42 AM
216	6043 Palomaglade Dr	8/22/2019 5:57 AM
217	709 Red River Ct #9	8/22/2019 5:10 AM
218	11713 Gilmerton Drive	8/22/2019 3:23 AM
219	1031 S. 86th Street	8/22/2019 2:03 AM
220	16313 Treasure Point Drive	8/21/2019 8:02 PM
221	5030 Ivory Stone Dr	8/21/2019 7:59 PM
222	5009 Brickwood Rise Drive	8/21/2019 7:32 PM
223	8748 Turnstone Haven Pl	8/21/2019 4:38 PM
224	7200 17th St N	8/21/2019 1:18 PM
225	8713 Fountain Ave.	8/21/2019 11:17 AM
226	200 N Tampa St. STE G110	8/21/2019 8:40 AM
227	24958 Portofino dr	8/21/2019 1:27 AM
228	6505 bridgecrest dr	8/21/2019 1:07 AM

Hillsborough County Pipeline Survey 2019

229	1220 E. Cumberland Ave.	8/20/2019 11:49 PM
230	Montaldo	8/20/2019 11:25 PM
231	PoLos 297	8/20/2019 6:49 PM
232	10346 main st	8/20/2019 11:39 AM
233	Po box 1521	8/20/2019 7:16 AM
#	ADDRESS 2	DATE
1	16007 tern	9/10/2019 3:57 PM
2	3628 HENDERSON BLVD	8/30/2019 11:07 AM
3	Apt D	8/30/2019 6:31 AM
4	12914 Prestwick Dr	8/28/2019 12:46 PM
5	6802 Yardley Oaks Ct	8/28/2019 11:18 AM
6	2522 Caspian drive	8/26/2019 4:15 PM
7	6121 Gannetdale dr	8/22/2019 6:42 AM
8	#404	8/20/2019 11:49 PM
9	1825 Streetman Dr.	8/20/2019 11:25 PM
#	CITY/TOWN	DATE
1	Seffner	9/25/2019 7:15 AM
2	Tampa	9/25/2019 7:13 AM
3	Tampa	9/25/2019 7:12 AM
4	Brandon	9/25/2019 7:10 AM
5	Ruskin	9/25/2019 7:08 AM
6	Wimauma	9/25/2019 7:07 AM
7	Riverview	9/25/2019 7:05 AM
8	Lithia	9/25/2019 7:03 AM
9	valrico	9/25/2019 7:00 AM
10	valrico	9/25/2019 6:57 AM
11	Wesley Chapel	9/15/2019 7:33 AM
12	Riverview	9/14/2019 11:58 AM
13	RIVERVIEW	9/13/2019 10:16 AM
14	Riverview	9/12/2019 9:28 AM
15	Riverview	9/11/2019 7:46 AM
16	Lithia	9/10/2019 4:38 PM
17	Lithia	9/10/2019 3:57 PM
18	Lithia	9/10/2019 9:45 AM
19	Riverview	9/9/2019 11:26 AM
20	Riverview	9/7/2019 10:36 AM
21	Riverview	9/6/2019 3:03 AM
22	Riverview	9/5/2019 5:34 PM
23	Riverview	9/5/2019 2:35 PM
24	Riverview	9/5/2019 1:24 PM
25	Riverview	9/4/2019 4:56 PM

Hillsborough County Pipeline Survey 2019

26	Riverview	9/4/2019 4:55 PM
27	Riverview	9/4/2019 2:23 PM
28	riverview	9/4/2019 2:02 PM
29	Riverview	9/4/2019 1:47 PM
30	Riverview	9/4/2019 1:37 PM
31	Riverview	9/4/2019 1:33 PM
32	Riverview	9/4/2019 4:34 AM
33	Brandon	9/2/2019 8:07 PM
34	Brandon	9/2/2019 6:44 PM
35	St. Petersburg	9/2/2019 6:29 PM
36	Riverview	9/2/2019 4:37 PM
37	Riverview	9/2/2019 2:44 PM
38	Riverview	9/2/2019 10:26 AM
39	Dover	9/2/2019 10:06 AM
40	Land O' Lakes	9/1/2019 9:05 PM
41	Tampa	9/1/2019 4:25 PM
42	Riverview	9/1/2019 7:16 AM
43	RIVERVIEW	8/31/2019 5:43 PM
44	Riverview	8/31/2019 5:41 PM
45	Brandon	8/31/2019 4:56 PM
46	Riverview	8/31/2019 1:18 PM
47	Riverview	8/31/2019 1:06 PM
48	Riverview	8/31/2019 7:43 AM
49	Tampa	8/31/2019 6:43 AM
50	Tampa	8/31/2019 2:10 AM
51	riverview	8/30/2019 8:51 PM
52	Riverview	8/30/2019 4:34 PM
53	pinellas park	8/30/2019 4:33 PM
54	Riverview	8/30/2019 4:26 PM
55	Tampa	8/30/2019 3:03 PM
56	Tampa	8/30/2019 2:29 PM
57	Wesley Chapel	8/30/2019 11:45 AM
58	Brandon	8/30/2019 11:07 AM
59	Tampa	8/30/2019 11:07 AM
60	Tampa	8/30/2019 10:47 AM
61	Riverview	8/30/2019 10:34 AM
62	Tampa	8/30/2019 10:30 AM
63	TAMPA FLORIDA	8/30/2019 10:25 AM
64	WIMAUMA	8/30/2019 9:58 AM
65	lutz	8/30/2019 9:26 AM
66	Riverview	8/30/2019 8:39 AM

Hillsborough County Pipeline Survey 2019

67	Tampa	8/30/2019 8:25 AM
68	Tampa	8/30/2019 8:23 AM
69	Hudson	8/30/2019 8:13 AM
70	Tampa	8/30/2019 8:01 AM
71	Tampa	8/30/2019 7:58 AM
72	Tampa	8/30/2019 7:49 AM
73	Valrico	8/30/2019 7:33 AM
74	Tampa	8/30/2019 7:31 AM
75	Tampa	8/30/2019 7:14 AM
76	Tampa	8/30/2019 7:08 AM
77	Tampa	8/30/2019 7:07 AM
78	Tampa	8/30/2019 7:05 AM
79	Dover	8/30/2019 6:59 AM
80	Brandon	8/30/2019 6:43 AM
81	Riverview	8/30/2019 6:38 AM
82	Apollo Beach	8/30/2019 6:37 AM
83	Tampa	8/30/2019 6:36 AM
84	Ruskin	8/30/2019 6:36 AM
85	YBOR CITY	8/30/2019 6:35 AM
86	Lutz	8/30/2019 6:31 AM
87	Riverview	8/30/2019 5:26 AM
88	Riverview	8/30/2019 4:49 AM
89	Riverview	8/30/2019 4:31 AM
90	Riverview	8/30/2019 3:26 AM
91	Riverview	8/29/2019 6:23 PM
92	Riverview	8/29/2019 3:43 PM
93	Riverview	8/29/2019 1:21 PM
94	Riverview	8/29/2019 10:58 AM
95	RIVERVIEW	8/29/2019 10:14 AM
96	Riverview	8/29/2019 8:29 AM
97	Wesley. Chapel	8/29/2019 7:27 AM
98	Wesley Chapel	8/29/2019 7:06 AM
99	Riverview	8/29/2019 6:33 AM
100	Riverview	8/29/2019 6:20 AM
101	Riverview	8/29/2019 5:09 AM
102	Brandon	8/29/2019 5:02 AM
103	TAMPA	8/29/2019 4:36 AM
104	Riverview	8/29/2019 4:17 AM
105	Riverview	8/29/2019 3:38 AM
106	Riverview	8/29/2019 3:24 AM
107	Tampa	8/29/2019 3:22 AM

Hillsborough County Pipeline Survey 2019

108	Riverview	8/29/2019 3:02 AM
109	Riverview	8/29/2019 2:42 AM
110	Riverview	8/28/2019 7:00 PM
111	Riverview	8/28/2019 6:29 PM
112	Riverview	8/28/2019 6:24 PM
113	RIVERVIEW	8/28/2019 5:53 PM
114	RIVERVIEW	8/28/2019 5:25 PM
115	Euclid	8/28/2019 5:04 PM
116	Riverview	8/28/2019 5:03 PM
117	Riverview	8/28/2019 4:49 PM
118	Riverview	8/28/2019 4:46 PM
119	Riverview	8/28/2019 4:44 PM
120	Riverview	8/28/2019 4:37 PM
121	Riverview	8/28/2019 3:57 PM
122	Riverview	8/28/2019 3:31 PM
123	Riverview	8/28/2019 3:23 PM
124	Riverview	8/28/2019 2:50 PM
125	Riverview	8/28/2019 2:33 PM
126	Riverview	8/28/2019 2:31 PM
127	Riverview	8/28/2019 2:28 PM
128	Riverview	8/28/2019 2:27 PM
129	Valrico	8/28/2019 2:22 PM
130	Riverview	8/28/2019 2:17 PM
131	Riverview	8/28/2019 2:14 PM
132	RiverView	8/28/2019 2:09 PM
133	Riverview	8/28/2019 2:06 PM
134	Riverview	8/28/2019 2:02 PM
135	Riverview	8/28/2019 2:01 PM
136	Riverview	8/28/2019 1:47 PM
137	Riverview	8/28/2019 1:44 PM
138	Riverview	8/28/2019 1:40 PM
139	Riverview	8/28/2019 1:38 PM
140	RIVERVIEW	8/28/2019 1:37 PM
141	RIVERVIEW	8/28/2019 1:35 PM
142	RIVERVIEW	8/28/2019 1:24 PM
143	Riverview	8/28/2019 1:24 PM
144	Riverview	8/28/2019 1:22 PM
145	Riverview	8/28/2019 1:20 PM
146	Riverview	8/28/2019 1:19 PM
147	Riverview	8/28/2019 1:18 PM
148	Riverview	8/28/2019 1:17 PM

Hillsborough County Pipeline Survey 2019

149	Riverview	8/28/2019 1:12 PM
150	Riverview	8/28/2019 1:10 PM
151	Riverview	8/28/2019 1:09 PM
152	RIVERVIEW	8/28/2019 1:08 PM
153	Riverview	8/28/2019 1:08 PM
154	Riverview	8/28/2019 1:06 PM
155	RUSKIN	8/28/2019 1:02 PM
156	RIVERVIEW	8/28/2019 1:01 PM
157	Riverview	8/28/2019 12:55 PM
158	Brandon	8/28/2019 12:54 PM
159	Riverview	8/28/2019 12:49 PM
160	Riverview	8/28/2019 12:46 PM
161	Tampa	8/28/2019 11:18 AM
162	Tampa	8/28/2019 11:02 AM
163	Wesley Chapel	8/28/2019 10:55 AM
164	Tampa	8/28/2019 10:45 AM
165	Wesley Chapel	8/28/2019 10:36 AM
166	Wesley Chapel	8/28/2019 9:24 AM
167	Riverview	8/28/2019 9:15 AM
168	Land O Lakes	8/28/2019 8:23 AM
169	Tampa	8/28/2019 8:06 AM
170	LAND O LAKES	8/28/2019 7:58 AM
171	Wesley Chapel	8/28/2019 7:51 AM
172	TAMPA	8/28/2019 7:50 AM
173	Wesley Chapel	8/28/2019 7:35 AM
174	Wesley Chapel	8/28/2019 7:32 AM
175	Wesley Chapel	8/28/2019 7:26 AM
176	Wesley Chapel	8/28/2019 7:22 AM
177	Wesley Chapel	8/28/2019 7:17 AM
178	Tampa	8/28/2019 7:08 AM
179	Brandon	8/28/2019 7:08 AM
180	Valrico	8/28/2019 4:13 AM
181	Tampa	8/27/2019 5:36 PM
182	Tampa	8/27/2019 4:54 PM
183	Valrico	8/27/2019 4:31 PM
184	St Petersburg	8/27/2019 2:50 PM
185	Riverview	8/27/2019 1:51 PM
186	Brandon	8/27/2019 1:16 PM
187	Lithia	8/27/2019 12:58 PM
188	Seffner	8/27/2019 12:56 PM
189	Dover	8/27/2019 9:53 AM

Hillsborough County Pipeline Survey 2019

190	Valrico	8/27/2019 9:48 AM
191	Valrico	8/27/2019 9:14 AM
192	Brandon	8/27/2019 8:33 AM
193	Valrico	8/27/2019 8:24 AM
194	VALRICO	8/27/2019 8:21 AM
195	Lithia	8/27/2019 7:49 AM
196	tampa	8/27/2019 7:47 AM
197	Valrico	8/27/2019 7:40 AM
198	Brandon	8/27/2019 7:39 AM
199	Valrico	8/27/2019 7:38 AM
200	Lakeland	8/26/2019 4:15 PM
201	Tampa	8/26/2019 12:12 PM
202	Riverview	8/26/2019 9:22 AM
203	Riverview	8/26/2019 2:55 AM
204	Lithia	8/25/2019 7:33 AM
205	Albuquerque	8/23/2019 2:22 PM
206	Tampa	8/23/2019 12:00 PM
207	Ruskin	8/23/2019 11:07 AM
208	Brandon	8/23/2019 6:47 AM
209	Tampa	8/23/2019 2:16 AM
210	Lithia	8/22/2019 5:10 PM
211	Lithia	8/22/2019 3:36 PM
212	Ruskin	8/22/2019 3:09 PM
213	Brandon	8/22/2019 10:53 AM
214	Lithia	8/22/2019 10:06 AM
215	Apollo Beach	8/22/2019 9:38 AM
216	Lithia	8/22/2019 6:42 AM
217	Lithia	8/22/2019 5:57 AM
218	Brandon	8/22/2019 5:10 AM
219	Tampa	8/22/2019 4:33 AM
220	Riverview	8/22/2019 3:23 AM
221	Tampa	8/22/2019 2:03 AM
222	Wimauma	8/21/2019 8:02 PM
223	Wimauma	8/21/2019 7:59 PM
224	Wimauma	8/21/2019 7:32 PM
225	Tampa	8/21/2019 4:38 PM
226	St. Petersburg	8/21/2019 1:18 PM
227	Tampa	8/21/2019 11:17 AM
228	Tampa	8/21/2019 8:40 AM
229	Tampa	8/21/2019 3:39 AM
230	Lutz	8/21/2019 1:27 AM

Hillsborough County Pipeline Survey 2019

231	lithia	8/21/2019 1:07 AM
232	Tampa	8/20/2019 11:49 PM
233	Lithia	8/20/2019 11:25 PM
234	Gibsonton	8/20/2019 6:49 PM
235	Thonotosassa	8/20/2019 11:39 AM
236	Seffner	8/20/2019 7:16 AM
#	STATE/PROVINCE	DATE
There are no responses.		
#	ZIP/POSTAL CODE	DATE
1	33584	9/25/2019 7:15 AM
2	33615	9/25/2019 7:13 AM
3	33604	9/25/2019 7:12 AM
4	33511	9/25/2019 7:10 AM
5	33573	9/25/2019 7:08 AM
6	33598	9/25/2019 7:07 AM
7	33569	9/25/2019 7:05 AM
8	33547	9/25/2019 7:03 AM
9	33596	9/25/2019 7:00 AM
10	33596	9/25/2019 6:57 AM
11	33543	9/15/2019 7:33 AM
12	33569	9/14/2019 11:58 AM
13	33569	9/13/2019 10:16 AM
14	33579	9/12/2019 9:28 AM
15	33569	9/11/2019 7:46 AM
16	33547	9/10/2019 4:38 PM
17	33547	9/10/2019 3:57 PM
18	33547	9/10/2019 9:45 AM
19	33569	9/9/2019 11:26 AM
20	33569	9/7/2019 10:36 AM
21	33569	9/6/2019 3:03 AM
22	33569	9/5/2019 5:34 PM
23	33569	9/5/2019 2:35 PM
24	33569	9/5/2019 1:24 PM
25	33569	9/4/2019 4:56 PM
26	33569	9/4/2019 4:55 PM
27	33569	9/4/2019 2:23 PM
28	33569	9/4/2019 2:02 PM
29	33569	9/4/2019 1:47 PM
30	33569	9/4/2019 1:37 PM
31	33569	9/4/2019 1:33 PM
32	33579	9/4/2019 4:34 AM

Hillsborough County Pipeline Survey 2019

33	33551	9/2/2019 8:07 PM
34	33511	9/2/2019 6:44 PM
35	33702	9/2/2019 6:29 PM
36	33579	9/2/2019 4:37 PM
37	33579	9/2/2019 2:44 PM
38	33579	9/2/2019 10:26 AM
39	33527	9/2/2019 10:06 AM
40	34639	9/1/2019 9:05 PM
41	33615	9/1/2019 4:25 PM
42	33578	9/1/2019 7:16 AM
43	33569	8/31/2019 5:43 PM
44	33579	8/31/2019 5:41 PM
45	33510	8/31/2019 4:56 PM
46	33579	8/31/2019 1:18 PM
47	33579	8/31/2019 1:06 PM
48	33579	8/31/2019 7:43 AM
49	33625-4921	8/31/2019 6:43 AM
50	33635	8/31/2019 2:10 AM
51	33578	8/30/2019 8:51 PM
52	33579	8/30/2019 4:34 PM
53	33782	8/30/2019 4:33 PM
54	33579	8/30/2019 4:26 PM
55	33617	8/30/2019 3:03 PM
56	33611	8/30/2019 2:29 PM
57	33543	8/30/2019 11:45 AM
58	33511	8/30/2019 11:07 AM
59	33611	8/30/2019 11:07 AM
60	33647	8/30/2019 10:47 AM
61	33579	8/30/2019 10:34 AM
62	33604	8/30/2019 10:30 AM
63	33615	8/30/2019 10:25 AM
64	33598	8/30/2019 9:58 AM
65	33559	8/30/2019 9:26 AM
66	33569	8/30/2019 8:39 AM
67	33616	8/30/2019 8:25 AM
68	33624	8/30/2019 8:23 AM
69	34667	8/30/2019 8:13 AM
70	33603	8/30/2019 8:01 AM
71	33624	8/30/2019 7:58 AM
72	33637	8/30/2019 7:49 AM
73	33596	8/30/2019 7:33 AM

Hillsborough County Pipeline Survey 2019

74	33647	8/30/2019 7:31 AM
75	33602	8/30/2019 7:14 AM
76	33647	8/30/2019 7:08 AM
77	33624	8/30/2019 7:07 AM
78	33647	8/30/2019 7:05 AM
79	33527	8/30/2019 6:59 AM
80	33511	8/30/2019 6:43 AM
81	33579	8/30/2019 6:38 AM
82	33572	8/30/2019 6:37 AM
83	33606	8/30/2019 6:36 AM
84	33570	8/30/2019 6:36 AM
85	33675-5745	8/30/2019 6:35 AM
86	33558	8/30/2019 6:31 AM
87	33579	8/30/2019 5:26 AM
88	33579	8/30/2019 4:49 AM
89	33579	8/30/2019 4:31 AM
90	33579	8/30/2019 3:26 AM
91	33579	8/29/2019 6:23 PM
92	33569	8/29/2019 3:43 PM
93	33579	8/29/2019 1:21 PM
94	FL	8/29/2019 10:58 AM
95	33579	8/29/2019 10:14 AM
96	33579	8/29/2019 8:29 AM
97	33543	8/29/2019 7:27 AM
98	33543	8/29/2019 7:06 AM
99	33579	8/29/2019 6:33 AM
100	33579	8/29/2019 6:20 AM
101	33579	8/29/2019 5:10 AM
102	33579	8/29/2019 5:09 AM
103	33510	8/29/2019 5:02 AM
104	33610	8/29/2019 4:36 AM
105	33579	8/29/2019 4:17 AM
106	33578	8/29/2019 3:38 AM
107	33579	8/29/2019 3:24 AM
108	33624	8/29/2019 3:22 AM
109	33579	8/29/2019 3:02 AM
110	33579	8/29/2019 2:42 AM
111	34677	8/29/2019 1:09 AM
112	33579	8/28/2019 7:00 PM
113	33579	8/28/2019 6:29 PM
114	33579	8/28/2019 6:24 PM

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115	33578	8/28/2019 6:07 PM
116	33578	8/28/2019 5:53 PM
117	33579	8/28/2019 5:25 PM
118	44132	8/28/2019 5:04 PM
119	33579	8/28/2019 5:03 PM
120	33579	8/28/2019 4:49 PM
121	33579	8/28/2019 4:46 PM
122	33579	8/28/2019 4:44 PM
123	33579	8/28/2019 4:37 PM
124	33579	8/28/2019 3:57 PM
125	33579	8/28/2019 3:31 PM
126	33569	8/28/2019 3:23 PM
127	33579	8/28/2019 2:50 PM
128	33569	8/28/2019 2:33 PM
129	33579	8/28/2019 2:31 PM
130	33579	8/28/2019 2:28 PM
131	33579	8/28/2019 2:27 PM
132	33596	8/28/2019 2:22 PM
133	33579	8/28/2019 2:17 PM
134	33579	8/28/2019 2:14 PM
135	33579	8/28/2019 2:09 PM
136	33579	8/28/2019 2:06 PM
137	33579	8/28/2019 2:02 PM
138	33579	8/28/2019 2:01 PM
139	33579	8/28/2019 1:47 PM
140	33579	8/28/2019 1:44 PM
141	33579	8/28/2019 1:40 PM
142	33579	8/28/2019 1:38 PM
143	33579	8/28/2019 1:37 PM
144	33579	8/28/2019 1:35 PM
145	33579-7086	8/28/2019 1:24 PM
146	33579	8/28/2019 1:24 PM
147	33579	8/28/2019 1:22 PM
148	33579	8/28/2019 1:20 PM
149	33579	8/28/2019 1:19 PM
150	33579	8/28/2019 1:18 PM
151	33579	8/28/2019 1:17 PM
152	33579	8/28/2019 1:12 PM
153	33579	8/28/2019 1:10 PM
154	33579	8/28/2019 1:09 PM
155	33579	8/28/2019 1:08 PM

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156	33579	8/28/2019 1:08 PM
157	33579	8/28/2019 1:06 PM
158	33570	8/28/2019 1:02 PM
159	33579	8/28/2019 1:01 PM
160	33579	8/28/2019 12:55 PM
161	33509	8/28/2019 12:54 PM
162	33579	8/28/2019 12:49 PM
163	33579	8/28/2019 12:46 PM
164	33625	8/28/2019 11:18 AM
165	33612	8/28/2019 11:02 AM
166	33543	8/28/2019 10:55 AM
167	33625	8/28/2019 10:45 AM
168	33543	8/28/2019 10:36 AM
169	33543	8/28/2019 9:24 AM
170	33578-8634	8/28/2019 9:15 AM
171	34639	8/28/2019 8:23 AM
172	33624	8/28/2019 8:06 AM
173	34639	8/28/2019 7:58 AM
174	33543	8/28/2019 7:51 AM
175	33624	8/28/2019 7:50 AM
176	33543	8/28/2019 7:35 AM
177	33543	8/28/2019 7:32 AM
178	33543	8/28/2019 7:26 AM
179	33543	8/28/2019 7:22 AM
180	33543	8/28/2019 7:17 AM
181	33625	8/28/2019 7:08 AM
182	33510-2982	8/28/2019 7:08 AM
183	33596	8/28/2019 4:13 AM
184	33607	8/27/2019 5:36 PM
185	FI	8/27/2019 4:54 PM
186	33496	8/27/2019 4:31 PM
187	33732	8/27/2019 2:50 PM
188	33569	8/27/2019 1:51 PM
189	33511	8/27/2019 1:16 PM
190	33547	8/27/2019 12:58 PM
191	33584	8/27/2019 12:56 PM
192	33527	8/27/2019 9:53 AM
193	33594	8/27/2019 9:48 AM
194	33596	8/27/2019 9:14 AM
195	33511	8/27/2019 8:33 AM
196	33594	8/27/2019 8:24 AM

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197	33594	8/27/2019 8:21 AM
198	FL	8/27/2019 7:49 AM
199	33607	8/27/2019 7:47 AM
200	33594	8/27/2019 7:40 AM
201	33510-2145	8/27/2019 7:39 AM
202	FL 33596	8/27/2019 7:38 AM
203	33805	8/26/2019 4:15 PM
204	33615	8/26/2019 12:12 PM
205	33579	8/26/2019 9:22 AM
206	33579	8/26/2019 2:55 AM
207	33547	8/25/2019 7:33 AM
208	87106	8/23/2019 2:22 PM
209	33613	8/23/2019 12:00 PM
210	33570	8/23/2019 11:07 AM
211	33520	8/23/2019 6:47 AM
212	FI	8/23/2019 2:16 AM
213	FI	8/22/2019 5:10 PM
214	33547	8/22/2019 3:36 PM
215	33570	8/22/2019 3:09 PM
216	33511	8/22/2019 10:53 AM
217	33547	8/22/2019 10:06 AM
218	33572	8/22/2019 9:38 AM
219	33547	8/22/2019 6:42 AM
220	33547	8/22/2019 5:57 AM
221	33511	8/22/2019 5:10 AM
222	33579	8/22/2019 3:23 AM
223	33619	8/22/2019 2:03 AM
224	33598	8/21/2019 8:02 PM
225	33598	8/21/2019 7:59 PM
226	33598	8/21/2019 7:32 PM
227	33619	8/21/2019 4:38 PM
228	33702	8/21/2019 1:18 PM
229	33615	8/21/2019 11:17 AM
230	33602	8/21/2019 8:40 AM
231	33609	8/21/2019 3:39 AM
232	33559	8/21/2019 1:27 AM
233	33547	8/21/2019 1:07 AM
234	33602	8/20/2019 11:49 PM
235	33547	8/20/2019 11:25 PM
236	FI	8/20/2019 6:49 PM
237	33592	8/20/2019 11:39 AM

Hillsborough County Pipeline Survey 2019

238	33584	8/20/2019 7:16 AM
#	COUNTRY	DATE
There are no responses.		
#	EMAIL ADDRESS	DATE
1	bshaffer90@gmail.com	9/25/2019 7:15 AM
2	jmoyles@gmail.com	9/25/2019 7:13 AM
3	HKremers@wadetrim.com	9/25/2019 7:12 AM
4	cody@powellrealty.com	9/25/2019 7:10 AM
5	kevinmatheny0712@gmail.com	9/25/2019 7:08 AM
6	hcfr435@aol.com	9/25/2019 7:07 AM
7	raben10215@hotmail.com	9/25/2019 7:05 AM
8	chris.hill@meadhunt.com	9/25/2019 7:03 AM
9	rillo1971@hotmail.com	9/25/2019 7:00 AM
10	schinellab@hillsboroughcounty.org	9/25/2019 6:57 AM
11	kernstfl@gmail.com	9/15/2019 7:33 AM
12	cessnatpa@aol.com	9/14/2019 11:58 AM
13	USCG20009@MSN.COM	9/13/2019 10:16 AM
14	eclipse649@hotmail.com	9/12/2019 9:28 AM
15	liz@montefuconsulting.com	9/11/2019 7:46 AM
16	majorspaul@gmail.com	9/10/2019 4:38 PM
17	gfd32@sbcglobal.net	9/10/2019 3:57 PM
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Hillsborough County Pipeline Survey 2019

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75	LPonti525@GMail.com	8/30/2019 7:14 AM
76	macnmac5@verizon.net	8/30/2019 7:08 AM
77	thomas.estrella@gmail.com	8/30/2019 7:07 AM
78	lmorris1@tampabay.rr.com	8/30/2019 7:05 AM

Hillsborough County Pipeline Survey 2019

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Hillsborough County Pipeline Survey 2019

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159	keepontrucking@live.com	8/28/2019 1:06 PM
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Hillsborough County Pipeline Survey 2019

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163	dliburd21@gmail.com	8/28/2019 12:54 PM
164	KennyWebber@outlook.com	8/28/2019 12:49 PM
165	scarpenterga21@gmail.com	8/28/2019 12:46 PM
166	hyk3040@gmail.com	8/28/2019 11:18 AM
167	terry@vanguardmanagementgroup.com	8/28/2019 11:02 AM
168	cfields930@tampabay.rr.com	8/28/2019 10:55 AM
169	kmonvoisin@yahoo.com	8/28/2019 10:45 AM
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174	cebryan214@yahoo.com	8/28/2019 8:23 AM
175	linda.mungin54@gmail.com	8/28/2019 8:06 AM
176	LFCHAUMONT@TRANE.COM	8/28/2019 7:58 AM
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178	gingercox@THEWORKTODO.COM	8/28/2019 7:50 AM
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185	davehall2k@gmail.com	8/28/2019 7:08 AM
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197	editor@ospreyobserver.com	8/27/2019 9:14 AM
198	mollibean@aol.com	8/27/2019 8:39 AM
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200	dbabbitt@famoustate.com	8/27/2019 8:24 AM
201	barryvnbls@aol.com	8/27/2019 8:21 AM

Hillsborough County Pipeline Survey 2019

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205	jbright716verizon.net	8/27/2019 7:39 AM
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225	andrew@andrewlearned.com	8/22/2019 5:10 AM
226	hannaave@HOTmail.com	8/22/2019 4:33 AM
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228	curt.hinson@fortiline.com	8/22/2019 2:03 AM
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235	cherie@designingeyes.net	8/21/2019 8:40 AM
236	vanessachavez1027@gmail.com	8/21/2019 1:27 AM
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Hillsborough County Pipeline Survey 2019

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Hillsborough County Pipeline Survey 2019

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154	404-822-0659	8/27/2019 7:38 AM
155	8134865934	8/26/2019 4:15 PM
156	8312334548	8/26/2019 12:12 PM
157	5672773219	8/26/2019 2:55 AM
158	8136557332	8/25/2019 7:33 AM
159	5055061927	8/23/2019 2:22 PM
160	8133177827	8/23/2019 12:00 PM
161	8136454803	8/23/2019 11:07 AM
162	8138573431	8/23/2019 6:47 AM
163	813.480.1111	8/22/2019 5:10 PM

Hillsborough County Pipeline Survey 2019

164	8137659894	8/22/2019 3:36 PM
165	8134079277	8/22/2019 3:09 PM
166	8134048078	8/22/2019 10:06 AM
167	8134465445	8/22/2019 9:38 AM
168	6148332656	8/22/2019 6:42 AM
169	9788061354	8/22/2019 5:57 AM
170	8138561212	8/22/2019 5:10 AM
171	8135451174	8/22/2019 3:23 AM
172	8132555769	8/22/2019 2:03 AM
173	8137737008	8/21/2019 8:02 PM
174	8138926332	8/21/2019 7:32 PM
175	8138859984	8/21/2019 11:17 AM
176	8132935718	8/21/2019 8:40 AM
177	8135229090	8/21/2019 1:27 AM
178	317-340-0245	8/20/2019 11:49 PM
179	none	8/20/2019 11:25 PM
180	8135163827	8/20/2019 11:39 AM
181	8136101328	8/20/2019 7:16 AM

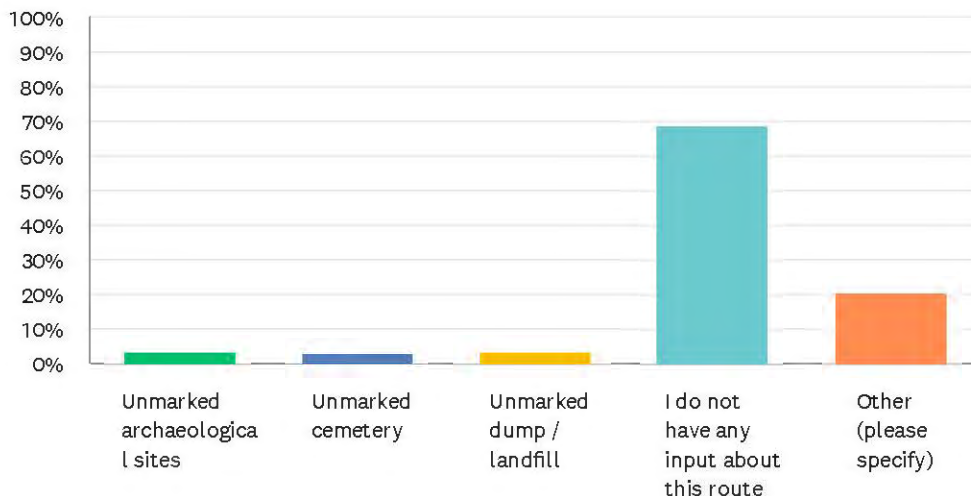


South Hillsborough Pipeline 2022 Online Public Opinion Survey Results



Q1 Is there anything else about this route that we should take into consideration during selection, design and construction?

Answered: 1,210 Skipped: 0



ANSWER CHOICES	RESPONSES	
Unmarked archaeological sites	3.55%	43
Unmarked cemetery	3.31%	40
Unmarked dump / landfill	3.55%	43
I do not have any input about this route	68.93%	834
Other (please specify)	20.66%	250
TOTAL		1,210

#	OTHER (PLEASE SPECIFY)	DATE
1	This would be a route to avoid additional. Disturbance to the River.	7/7/2022 11:52 PM
2	Make developers pay for it	7/7/2022 11:44 PM
3	This is the best route to avoid disruption of traffic. Traffic is already terrible so to avoid making it worse this would be best route.	7/7/2022 11:08 PM
4	This route seems to cause more traffic difficulties as well as going through a nature preserve	7/7/2022 9:55 PM
5	This is the best route as it will not affect the Alafia River, the pink and blue routes will go through the river you all left off this map	7/7/2022 9:46 PM
6	My favorite route. Too much daily traffic and congestion on the other routes that construction would congest more	7/7/2022 9:36 PM
7	Massive interruption in residential area. Also this is a high traffic area that will be impacted for the duration of the project	7/7/2022 8:21 PM
8	This appears to be the best route	7/7/2022 7:58 PM
9	It runs through the alafia river	7/7/2022 6:34 PM
10	Good route	7/7/2022 2:57 PM

South Hillsborough Pipeline Routing

11	Cost/personal property	7/7/2022 11:19 AM
12	Both unmarked archeological and cemetery sites.	7/7/2022 10:20 AM
13	The orange route would do less damage to the echo system. I would prefer to keep the route as far away from the river as possible.	7/7/2022 9:31 AM
14	No issues with this	7/7/2022 8:56 AM
15	best possible route	7/7/2022 8:52 AM
16	This route is less urbanized and less congested and more rural, but there are smaller right of ways.	7/7/2022 7:47 AM
17	Please do not interfere with the Cutri's swim Academy along the Alafia loop route	7/7/2022 5:56 AM
18	There are too many people here!! You have ruined our tropical paradise & making it a city!!	7/6/2022 11:38 PM
19	Should be closer to US Hwy 41	7/6/2022 10:57 PM
20	Train crossings, new developments in the region, already make traffic congested. Construction is bound to make things even more congested. How long will this process take? Will their be alternative routes to lessen the impact on already congested roads?	7/6/2022 10:51 PM
21	After turning onto east lumsden, could the route not follow lithia pinecrest? It would be a more direct route to the lithis plant then follow the route planned from the lithia plant to the new one	7/6/2022 10:43 PM
22	Do u need more pumps	7/6/2022 8:44 PM
23	by far the least disruptive - few people along the route	7/6/2022 8:10 PM
24	RXR right of way currently has gas line running down it but i'm sure your aware of that.	7/6/2022 8:02 PM
25	Best option for public inconvenience	7/6/2022 2:48 PM
26	This property is needed in the community it has taught and prevented hundreds of kids in the community to swim	7/6/2022 9:13 AM
27	Traffic on these roads is horrendous. This area has been over populated for many years and continues to grow. FishHawk Blvd., Boyette, Balm Riverview are roads that are already impossible to travel and commute to North or South of 75. This construction would make these roads impossible to travel on. There is minimum alternatives to the interstate. Do not feel this project is of importance at this time. Strong consideration of making these roads more suitable for commuters prior to considering a project such as this one.	7/5/2022 11:02 PM
28	I live in one of the lowest houses between Fishhawk Blvd and the Alafia. What is done to limit flooding if the pipeline breaks	7/5/2022 10:38 PM
29	Traffic issues for construction...	7/5/2022 9:19 PM
30	Demographics	7/5/2022 8:59 PM
31	This would be my 1st choice.	7/5/2022 7:53 PM
32	Traffic on Fishhawk Blvd	7/5/2022 7:51 PM
33	Choose orange route,	7/5/2022 7:32 PM
34	Less impact on major roads	7/5/2022 3:55 PM
35	This is the best route and the only one that should be considered.	7/5/2022 2:16 PM
36	Seems to have least impact on public roads	7/5/2022 1:48 PM
37	Conservation areas	7/5/2022 1:24 PM
38	all the above, plus do something about hard water	7/5/2022 12:54 PM
39	Include bike lanes for cyclists when repaving/replacing the road.	7/5/2022 12:52 PM
40	Seems as though this route would impede traffic the least	7/5/2022 12:29 PM
41	I think this would be the best route for less traffic interruptions	7/5/2022 12:16 PM

South Hillsborough Pipeline Routing

42	This option affects the least amount of people	7/5/2022 12:14 PM
43	Will additional services such as underground placement of communication and power lines be facilitated to improve those capabilities to the areas affected by the construction?	7/5/2022 11:23 AM
44	Existing utilities	7/5/2022 8:41 AM
45	Durant Road is a major route leading to Nelson Elementary and to Durant High. If this pipeline is placed during the school year, will Durant Road need to close? This would cause inconvenience to a thousand or more students, staff, and parents going to these schools. If going thus route, please plan any closing of Durant for a non-school time period.	7/5/2022 7:27 AM
46	It is the route with the least population, therefore growth potential.	7/5/2022 7:17 AM
47	Least disruptive	7/5/2022 3:52 AM
48	Best route	7/5/2022 12:03 AM
49	I worry about crossing Hwy. 60 and the traffic delays or detours.	7/4/2022 11:13 PM
50	Peoples property	7/4/2022 6:52 PM
51	Kings is a pretty busy road. How will construction affect traffic.	7/4/2022 6:15 PM
52	depending traffic flow, i know delivery drivers depend on this road,once cut off , the amount of redirect is unsettling	7/4/2022 5:46 PM
53	This is my favorite route	7/4/2022 4:58 PM
54	Windhorst serves as a pretty heavily used backroad to bypass 60. There are also a ton of subdivisions with sole access on windhorst so construction would be extremely impactful outside of the typical notification areas and methods hillsborough county utilizes.	7/4/2022 2:15 PM
55	Preferred route	7/4/2022 12:04 PM
56	There are only 3 roads in and out of Fishhawk and this will be a major traffic concern	7/4/2022 11:19 AM
57	Farm land, with cattle	7/4/2022 10:43 AM
58	A lot of traffic goes down Lumsden. You would be redirecting a lot of traffic or closing down lanes making traffic impossible for all the new developments that popped up past there in the last 3 years.	7/4/2022 9:43 AM
59	This option has less traffic interruption	7/4/2022 9:35 AM
60	This route has the least impact on traffic and populated areas.	7/4/2022 9:35 AM
61	Shortest rt should be used.	7/4/2022 8:22 AM
62	There multiple schools directly on this route, with children walking. Will they be given bus transportation ? There is no way these children can safely walk through this twice a day.	7/4/2022 5:15 AM
63	No good	7/3/2022 10:52 PM
64	I Approve this route.	7/3/2022 7:39 PM
65	I recommend this route	7/3/2022 5:41 PM
66	This is the best route out of the 3.	7/3/2022 4:58 PM
67	Majorly noise disruptive and a traffic nightmare for this residential area. ily populated area along	7/3/2022 12:27 PM
68	This would impact the least amount of people	7/3/2022 12:26 PM
69	Boyette & Balm Boyette is very lightly traveled, together with linking up & sharing the CSX RR easement. (A). Will accelerate completion, reduce time, reduce public inconvenience, reduce project cost overruns, due that it will transit a remote, area devoid of vehicular traffic. (B). Plus the added advantage of placing the orange line in a virtually unpopulated area making it available for future water needs for any future residential development eastward from Balm Boyette Road..	7/3/2022 12:14 PM
70	This orange route is preferred as not to interfere with my business and residence on McMullen.	7/3/2022 10:08 AM

South Hillsborough Pipeline Routing

71	Recommend route	7/3/2022 9:15 AM
72	Rain water drain avoid obstruction that may provoke future flooding.	7/3/2022 8:19 AM
73	Appears this would be easier since it is shorter length and more remote.	7/3/2022 7:50 AM
74	Breeding sites for protected reptiles and birds. Any other planned road projects. Accessibility for maintenance. Risk of leaks causing flooding. Risk of train movement causing fracture.	7/2/2022 12:51 PM
75	How long will this project take to be completed.	7/2/2022 11:22 AM
76	6 million an 4 years of construction at the intersection of litigation pinecrest and lumsden 4 years and just completed do not take this route it's a major intersection that is working !	7/2/2022 11:04 AM
77	This appears to be the less invasive to the largest # of people. This route route will impact a more rural community and wildlife. Is this better or worse?	7/2/2022 9:30 AM
78	Least disruptive	7/2/2022 7:48 AM
79	traffic issues	7/2/2022 7:29 AM
80	further disrupting traffic on Lithia Pinecrest Rd which already a traffic nightmare.	7/1/2022 8:10 PM
81	It should follow Lithia Pinecrest road. Save millions and the road will have to be widend soon anyway.	7/1/2022 3:39 PM
82	of the options, this is best option, due to less impact than other options	7/1/2022 3:17 PM
83	Too far outside the service area	7/1/2022 11:37 AM
84	This route seems the best because it impacts less homes/neighborhoods.	7/1/2022 11:19 AM
85	It doesn't need to happen at all , go down to ft. Lonesome where no one lives	7/1/2022 10:41 AM
86	I think the section along Lumsden is not a good option because this road is already very busy. Is only one lane each direction and I feel traffic would be significantly impacted during construction	7/1/2022 8:27 AM
87	Cost?	7/1/2022 7:13 AM
88	Displacing families	7/1/2022 6:54 AM
89	best choice	6/30/2022 7:49 AM
90	Protect our natural beauty and wildlife. We have way to much population growth and we are continuing losing nature.	6/29/2022 9:04 PM
91	Wildlife	6/29/2022 8:32 PM
92	This is the better choice. There will be no disrupting of rivers/springs or wildlife. Less traffic this way	6/29/2022 12:08 PM
93	Least impact	6/29/2022 10:05 AM
94	Straight through an older neighborhood	6/28/2022 7:43 PM
95	There is a stream crossing under Wndhorst Rd located .04 miles west of Parsons. It feeds ponds and lakes north & south of Windhorst. That cannot be blocked.	6/28/2022 4:22 PM
96	This would be my preferred route.	6/28/2022 11:30 AM
97	Traffic on Lumsden. Pipeline construction and issues may seriously affect traffic patterns	6/28/2022 10:21 AM
98	I select this route	6/27/2022 4:26 PM
99	Number of daily vehicle trips for this route	6/27/2022 12:09 PM
100	What insight do you expect to receive that would supercede that of engineers and the professionals responsible for planning the project?	6/27/2022 11:23 AM
101	Y'all have taken too much of our water already and ran our wells dry and gave us cheap water pumps and sulfur water! Get your water from some undeveloped land, far away from us. Stop letting too many people move into areas that don't have enough water for them!!	6/27/2022 9:41 AM

South Hillsborough Pipeline Routing

102	The government should not be I. The water business	6/27/2022 9:16 AM
103	Destroying beautiful trees along Woodbury or Wildhorse, very sad.	6/27/2022 8:46 AM
104	This is the only viable route with regard to route diversity - it is the only route that does not have two routes on one path.	6/27/2022 8:36 AM
105	It's already a small road	6/27/2022 8:11 AM
106	Lithia Springs water level too low?	6/27/2022 7:44 AM
107	Cost: longer option. Traffic interruptions along Lumsden	6/27/2022 6:18 AM
108	Why not more direct via Lithia Pinecrest?	6/26/2022 12:17 PM
109	Brandon area is supposedly known for sink holes, per the various Insurance companies. How will the vibrations from digging affect our homes and area?	6/26/2022 11:49 AM
110	This would promote development sprawl in the rural area and does not appear to coordinate with other infrastructure improvements in the area such as a long Bell Shoals and Lithia Road	6/26/2022 11:40 AM
111	I don't want this on my street, Windhorst	6/26/2022 9:54 AM
112	This seems to be in less dense population areas.	6/26/2022 9:25 AM
113	Too much traffic on Lumsden	6/26/2022 8:58 AM
114	No	6/26/2022 8:55 AM
115	Impact on the agricultural community and displacement of any migrant worker housing	6/26/2022 6:06 AM
116	Why must this go through two treatment facilities? Why not build another facility down in that area? Going along fishhook blvd will be a logistical nightmare to the already overburdened roads used by thousands of commuters and students attempting to go too the schools on that road. This is only main road we have in community. Please do not solve he problem this way!	6/25/2022 4:14 PM
117	This is my preferred route. Would have less impact on Brandon traffic.	6/25/2022 11:08 AM
118	Lots of deer crossings.	6/25/2022 9:29 AM
119	Horrible traffic for residents in fishhawk with no alternate route	6/25/2022 7:54 AM
120	Will this affect water pressure in my neighborhood of Brooker Reserve? We have low pressure as it is. Thank you.	6/25/2022 6:58 AM
121	This is the best route	6/24/2022 11:26 PM
122	Construction along FishHawk bl should take into consideration the already heavy traffic near Newsome high school and Randall Middle School. This area is backed up for several miles every school day during the morning and afternoon hours. Accommodations would have to be made for students delayed by construction and commuters caught in even more congested bottleneck in the area.	6/24/2022 1:14 PM
123	This seems to be the most direct route	6/24/2022 12:50 PM
124	Building on such high population areas & traffic flow on already failed roads(ie. Lithia Pinecrest Rd.)	6/24/2022 12:33 PM
125	Stop building anything. Let people build houses elsewhere for a while	6/24/2022 12:24 PM
126	Traffic is already horrible in the Riverview area.	6/24/2022 12:03 PM
127	the 3 options should be available to compare w/o forcing any selections.	6/24/2022 12:02 PM
128	Large amount of impacted school traffic	6/24/2022 11:37 AM
129	This route seems to be more natural in terms of elevation and flow as Lumsden is higher and would then go to the Csx rr and turn downhill...also going along the csx route would be less disruption to neighborhoods...	6/24/2022 10:47 AM
130	Traffic patterns and flow	6/23/2022 6:10 PM
131	Best route- Less impact on residents	6/23/2022 6:09 PM

South Hillsborough Pipeline Routing

132	Only interested if there is to be no need to for destruction of ANY wildlife habitat -- including trees.	6/23/2022 12:28 PM
133	Dealing with the railroad as well as extra time, money and work using this route.	6/23/2022 12:11 PM
134	Best route to have least amount of impact to roads	6/23/2022 11:50 AM
135	Traffic	6/23/2022 11:40 AM
136	I don't see how this route is going to address increase density in the balm area. I can see redundancy with other plants but we don't experience water shortages here in the Windhorst/Kingsway area.	6/23/2022 11:24 AM
137	Nervous that additional water will not come over to Southpoint	6/23/2022 10:28 AM
138	Heavily traveled traffic	6/23/2022 9:39 AM
139	How does this impact already stressed and delayed school routes for Randall and Newsome? How will this impact the nature trails in the River Hills community?	6/23/2022 8:07 AM
140	Residential Proximity, Ammonia Pipeline	6/22/2022 10:39 PM
141	Potential disruption to protected gopher tortoises in Fishhawk Preserve along the creek between Fishhawk and Fishhawk West	6/22/2022 4:15 PM
142	Fishhawk and other areas along this route are part of the ELAPP and disturbance to mating as well as protected species will be impacted. There is also the issue of F rated congested roadways. This work cannot be done during school travel hours or high travel hours because it is barely passable at this time.	6/22/2022 3:49 PM
143	We live about 1 mile south of where the new station will be located - at 13322 Balm Gardens Lane - which is off of Balm-Wimauma Road. Our water comes from a well on our property. We are extremely concerned that our well could be dried up as a result of this new addition to the water system.	6/22/2022 3:27 PM
144	Better route	6/22/2022 2:51 PM
145	Does this line go through conservation area of FH West (gopher tortoise protected area)?	6/22/2022 2:31 PM
146	Nature preserve gopher tortoise	6/22/2022 1:42 PM
147	why can't you come down I-75, less impact to the rural roads and wildlife.	6/22/2022 1:00 PM
148	Not wanted here	6/22/2022 12:56 PM
149	Too long of route high er cost and inconveniece	6/22/2022 12:08 PM
150	The residents whom live at the enclave	6/22/2022 11:29 AM
151	It's a protective nature preserve. What is going to done about the preserve and creek that run along the path?	6/22/2022 11:27 AM
152	Have any of you driven on the roads along any of these routes especially during rush hour traffic!!? If you have you might have noticed the total lack of alternate routes if a major road is even temporarily blocked. This is due to poor planning of course but it has become more than dangerous driving conditions. Think seriously about how you will manage this drastic impact on an already ridiculous traffic problem in the areas you are considering. This concern won't make a difference I'm sure that is why we are in this mess to begin with.	6/22/2022 10:58 AM
153	why not run it where the power lines have right of way thru Fishhawk Ranch	6/22/2022 10:25 AM
154	How disruptive this will be to current infrastructure and everyday lives	6/22/2022 10:16 AM
155	Traffic- stop building	6/22/2022 9:53 AM
156	Cutting through a nature preserve. What about the animals that live there?	6/22/2022 7:21 AM
157	Wildlife	6/22/2022 7:00 AM
158	Traffic	6/22/2022 6:04 AM
159	Traffic impact on a single lane road. 3'-7' water main means going deep enough, cleaning once installed, pressure tests, access manholes, lots of work and lots of impact. So mitigation of	6/21/2022 10:59 PM

South Hillsborough Pipeline Routing

that impact would be none, perhaps show what the idea is for construction.

160	the CSX railroad runs through a wooded area that contains a Superfund site (SYDNEY MINE SLUDGE PONDS BRANDON, FL)	6/21/2022 10:46 PM
161	This proposed route will pass through natural reserve areas which are the habits of endangered and threatened species. This route will also negatively impact the community of FishHawk West.	6/21/2022 10:44 PM
162	Severe traffic in this area, limited infrastructure and alternative routes, biologically fragile preserve in this area	6/21/2022 10:03 PM
163	This is the best route!	6/21/2022 9:49 PM
164	The description and the map do not appear to show the same thing. Putting it down boyette will interrupt rush hour traffic for four schools that is already unbearable and ill-suited to the road infrastructure in place.	6/21/2022 9:26 PM
165	I prefer this route	6/21/2022 8:29 PM
166	I don't want county water	6/21/2022 7:14 PM
167	Location of the pipeline in reference to all housing in the close vicinity.	6/21/2022 6:45 PM
168	Stop building	6/21/2022 4:50 PM
169	Seems better option.	6/21/2022 3:16 PM
170	Is it cutting thru Fishhawk West neighbourhood or behind it	6/21/2022 1:30 PM
171	STOP BUILDING APARTMENTS AND HOMES!! NO ROOM HERE!!!!	6/21/2022 1:20 PM
172	Destroying nature in the area.	6/21/2022 1:07 PM
173	Unless there is a serious reason for this design, the path seems a bit circuitous and inefficient.	6/21/2022 12:54 PM
174	This route does not have as much traffic	6/21/2022 12:38 PM
175	This is my preferred route	6/21/2022 12:28 PM
176	Traffic/home interruption. Already huge traffic issues in FH	6/21/2022 11:46 AM
177	Traffic is already terrible	6/21/2022 10:11 AM
178	This looks to be very indirect and wasteful route	6/21/2022 10:10 AM
179	I prefer the orange route	6/21/2022 10:07 AM
180	Creosote can be corrosive to metals, potentially reducing lifetime of the pipe	6/21/2022 8:59 AM
181	Curious why it's not run along Lithia Pinecrest in conjunction with long promised road widening?	6/20/2022 11:42 PM
182	Riverview is already overly congested with the new apartments, neighborhoods and hospital going in the process of being built.	6/20/2022 7:33 PM
183	Seems like the most logical route to use.	6/20/2022 5:57 PM
184	This route would be least intrusive to traffic in Riverview which is already extremely congested	6/20/2022 5:41 PM
185	Nature Preserve & Scrub preserve exist along this route	6/20/2022 5:20 PM
186	Traffic and lack of alternate routes	6/20/2022 1:38 PM
187	This looks like an ideal route!	6/20/2022 12:42 PM
188	Narrow roadways. Lack of shoulder space to detour commercial and business traffic. Proximity to railroad route.	6/20/2022 10:56 AM
189	Use this route for least customer inconvenience	6/20/2022 10:42 AM
190	There is tremendous traffic along this route already.	6/20/2022 10:32 AM
191	to many cars and homes	6/20/2022 9:21 AM
192	I think best route.	6/20/2022 9:16 AM

South Hillsborough Pipeline Routing

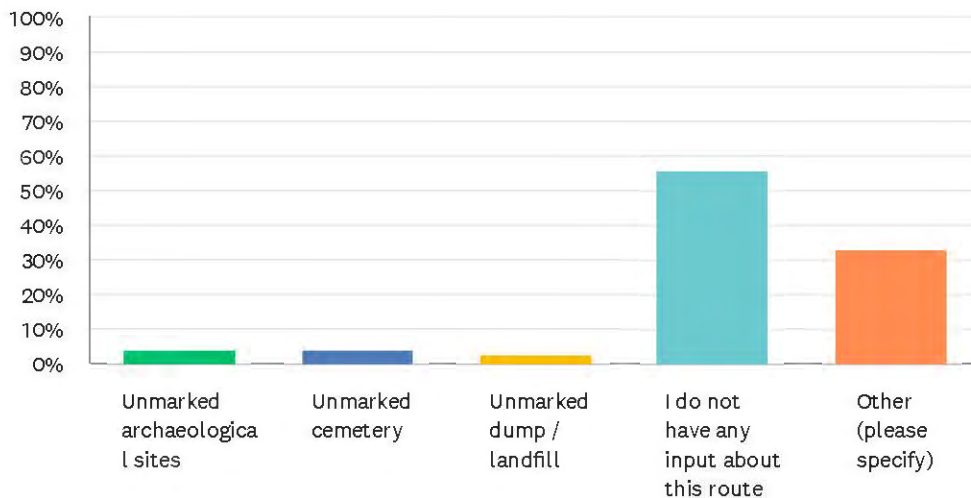
193	Environmental land	6/19/2022 3:54 PM
194	Traffic delays	6/19/2022 12:14 PM
195	This seems to be the longest route and don't like that it runs under the 75	6/19/2022 11:26 AM
196	There very few alternatives for roads in this area especially involving Lunar an and the railroad crossing for students going to Durant high school. Poor road planning has created a potential crisis if an emergency arises as there are many areas where we only have one road to use to evacuate.	6/19/2022 9:30 AM
197	Looks to be the best route	6/19/2022 7:47 AM
198	Team Orange route!!!	6/18/2022 8:58 PM
199	ORANGE ROUTE	6/18/2022 5:47 PM
200	Peoples homes	6/18/2022 4:25 PM
201	This is obviously the best route option if trying to save the ecosystem of the area and not disrupt communities	6/18/2022 3:18 PM
202	This would be the best route.	6/18/2022 2:26 PM
203	Impact on Alafia River Community	6/18/2022 2:12 PM
204	Stop the building, over loaded now.	6/18/2022 2:01 PM
205	People will have to be evacuated.	6/18/2022 1:42 PM
206	Preferred route	6/18/2022 1:26 PM
207	Peoples homes	6/18/2022 12:22 PM
208	Don't send this down residential roads. It will disrupt our community for years with construction.	6/18/2022 12:11 PM
209	I prefer orange route	6/18/2022 11:50 AM
210	This seems to have the least impact on homeowners and communities as this follows main through fairs	6/18/2022 9:22 AM
211	this seems to be the least disruptive route	6/18/2022 9:06 AM
212	Less impact to my house	6/18/2022 8:46 AM
213	Avoids river crossing	6/18/2022 8:39 AM
214	Quality of life on Alafia Ridge Loop,	6/18/2022 8:34 AM
215	Does not go through the area by the River where it floods. Don't want pipes that may cause contamination should there be problems with the large pipes.	6/18/2022 8:06 AM
216	Ideal route	6/18/2022 7:35 AM
217	You would be adding construction where middle school children walk and bike to school and possibly cause hazards for accidents.because there are no sidewalks in the area of your path to avoid.	6/18/2022 7:22 AM
218	Congestion on Fishhawk Blvd mornings	6/18/2022 7:20 AM
219	We live on the easement at the end of lumsden Road and there is a nature preserve on that easement between Mulrennan road and dover road. We would hate to see it disturbed	6/17/2022 7:31 PM
220	Will a sewer drainage system be added to windhorst rd? As the road currently floods sidewalks and is not as pedestrian friendly as it could be	6/17/2022 5:15 PM
221	Is not in middle of highest Brandon populaion but will be for future growth.	6/17/2022 11:45 AM
222	Can't it just parallel I-75 then east thru Wimauma	6/17/2022 11:03 AM
223	Do your job correctly with consideration to all factors.	6/17/2022 10:20 AM

South Hillsborough Pipeline Routing

224	It may not be the shortest route but, It seems to be the least intrusive.	6/17/2022 10:15 AM
225	Lower population density than other options.	6/17/2022 9:38 AM
226	Huge amount of traffic on lumsden especially when hwy 60 has issues	6/17/2022 8:26 AM
227	Because this route is farther east it impacts less traffic which is good. I also like that it uses the rail line ... again less impact on traffic as there is already so much construction in this area.	6/17/2022 8:11 AM
228	E Lumsden already has existing traffic issues, especially along the proposed route.	6/17/2022 7:48 AM
229	All unmarked sites	6/17/2022 7:24 AM
230	traffic interference on lithia pinecrest road	6/17/2022 7:05 AM
231	should go down lithia Pinecrest, shorter and no railroad to deal with.	6/17/2022 6:47 AM
232	This route appears like it will cause less disruption during construction	6/17/2022 5:17 AM
233	Protected Nature Preserve	6/16/2022 2:54 PM
234	Wildhorse rd is 2 lane with a lot of traffic. Multiple school crossing and 3 schools in the general area.	6/16/2022 1:43 PM
235	good route	6/16/2022 1:42 PM
236	East Lumsden is a major artery for rush hour traffic.	6/16/2022 12:42 PM
237	I do not like this route. Way too disruptive.	6/16/2022 12:15 PM
238	less populated route, cheaper to build	6/16/2022 12:05 PM
239	We just spent 18 months redesigning Lumsden/Lithia intersection and now it is going to be torn up again? Go straight down lithia Pinecrest and widen it to 4 lanes while you're at it.	6/16/2022 11:43 AM
240	the housing developers should pick up all costs	6/16/2022 11:08 AM
241	N/a	6/16/2022 9:00 AM
242	Disruption to Triple Creek nature preserve	6/16/2022 8:11 AM
243	Narrow ROW on Lumsden from Valrico to Mulrennan. Lumsden ends at Mulrennan, would need to acquire ROW or an easement.	6/16/2022 7:41 AM
244	This is the best route	6/15/2022 5:39 PM
245	Our roads are very congested. The Orange Route would have less impact on the more congested areas.	6/15/2022 12:41 PM
246	Great route as it's along railroad right of way	6/15/2022 10:25 AM
247	test	6/15/2022 9:10 AM
248	I think having that going I-75 will make for more difficult inspections and maintenance operations. I don't think this will work.	6/15/2022 9:09 AM
249	It seems that this may be the best route as the density is less than the other two. In addition, there is land that may not be as expensive for acquisition as through more dense areas.	6/15/2022 9:03 AM
250	seems a less direct route, but may be the least impact on traffic and costs	6/15/2022 8:12 AM

Q2 Is there anything else about this route that we should take into consideration during selection, design and construction?

Answered: 1,131 Skipped: 79



ANSWER CHOICES	RESPONSES	
Unmarked archaeological sites	4.24%	48
Unmarked cemetery	4.24%	48
Unmarked dump / landfill	2.48%	28
I do not have any input about this route	55.70%	630
Other (please specify)	33.33%	377
TOTAL		1,131

#	OTHER (PLEASE SPECIFY)	DATE
1	Disruption to the Alafia River	7/8/2022 1:56 PM
2	This would cause disturbance to the river and it's echo system	7/7/2022 11:53 PM
3	An already busy with traffic and businesses. Congestion would just make matters worse.	7/7/2022 11:08 PM
4	How much of my driveway am I going to lose and will I lose access for my vehicles to enter my property while this is happening? Will people currently on well water have the ability to tie into city water as this is taking place?	7/7/2022 10:40 PM
5	Routes with most schools on it digging up roads that are highly traveled	7/7/2022 10:06 PM
6	This route is not a good option, loving on alafia Ridge Loop I can tell you it will destroy our community and will affect the alafia river	7/7/2022 9:47 PM
7	Choose orange	7/7/2022 9:37 PM
8	Worse route possible. More pipe, more time, a lot more traffic to deal with.	7/7/2022 9:07 PM
9	Tons of homes and neighborhoods affected by this route	7/7/2022 8:53 PM
10	Alafia river	7/7/2022 8:38 PM

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11	These are a lot of the paths people take to avoid 301 traffic. This will cause congestion	7/7/2022 8:23 PM
12	most disruptive to traffic	7/7/2022 8:06 PM
13	The path doesn't seem optimal.	7/7/2022 7:39 PM
14	It runs through the alafia river	7/7/2022 6:34 PM
15	Traffic inconvenience	7/7/2022 6:11 PM
16	This route does not show the alafia river and how it would be impacted by the pipeline which seems misleading. Neighborhoods and homes are located along this exact route. I have concerns about where this pipeline would lay and if homes along the river will be disturbed. Additionally there is much wildlife that reside within these areas and they are increasingly losing their habitat due to the very development this pipeline would support. Residents will have pushback if the pink or blue routes proceed. These communities are established and have been so for decades, proposing major longterm construction would be a major inconvenience and concern us all about environmental impacts. Our river is sacred to us and our community does not want to see it disturbed. This land has been here for centuries and once was cared for by the Tocobaga tribe. Please do not disturb the land and potential remains of these peoples and the wildlife that now resides here. Thank you.	7/7/2022 5:55 PM
17	Not environmentally safe	7/7/2022 5:18 PM
18	The Alafia River is not shown!	7/7/2022 2:56 PM
19	Doubles back on itself, 5 miles more pipeline	7/7/2022 2:40 PM
20	The impact that this construction would have to traffic on Balm Riverview would cause major delays to an already heavy traffic area.	7/7/2022 12:47 PM
21	This map is geographically inaccurate as the Alafia river continues further inland and this pipeline would directly impact our waterways. This river houses lots of wildlife that has already been affected by the increased development in our area. This route would directly impact not only our neighborhood and increase traffic, construction, and inconvenience as well as have long lasting impacts on our wildlife and community. I am strongly opposed to this route and believe it would disturb our quiet neighborhood that is one of the few remaining safe places for wildlife in Riverview	7/7/2022 11:45 AM
22	Most cost effective, keeps more construction by major roadways away from private property/neighborhoods	7/7/2022 11:20 AM
23	Would appear to be the shortest most economic route	7/7/2022 11:11 AM
24	Both unmarked archeological and cemetery sites.	7/7/2022 10:21 AM
25	I think there is already to much disturbance int he area with all the new construction. It would be best for the river and its echo system to stay clear. I am in favor for orange route.	7/7/2022 9:33 AM
26	Boyette, Fish Hawk, and Balm-Riverview have too much morning and evening traffic.	7/7/2022 9:28 AM
27	The river	7/7/2022 9:12 AM
28	The Alafia River is not appropriately shown on this map. This route goes directly through it and protected wetlands.	7/7/2022 8:57 AM
29	This route goes right through the Alafia river which is not shown properly on this map. It threatens the river, wetlands and more	7/7/2022 8:53 AM
30	Appears to run through a much busier traffic area than orange route.	7/7/2022 7:49 AM
31	The pink route goes thru highly congested and urbanized area and will cause large disruptions to the general public	7/7/2022 7:48 AM
32	This route may impact the Cutri swim Academy survival school for toddlers	7/7/2022 5:58 AM
33	There are too many people here!! Florida is a tropical state, not a city!!	7/6/2022 11:38 PM
34	Business properties in the pathway	7/6/2022 11:10 PM
35	What kind of Bullshit is this??? The Developers want us to pay for all their new developments! You will notice the water is headed for all the new high-end homes far East of where it is	7/6/2022 11:07 PM

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needed!... Where it is needed is down US Hwy 41... We have no water pressure in Apollo Beach... So, let's follow the money and find out who's being paid-off to come up with these routes!

36	Seems redundant to have the route double back on boyette road. Could the pink route remain the same for the first part until it reaches the lithia plant then follow what would be the orange route?	7/6/2022 10:45 PM
37	How does the pipeline get from South Kings Ave. to Alafia Ridge Loop, there is a river in between them, the Alafia River, I see no mention of that little detail	7/6/2022 10:38 PM
38	Lots of traffic on this route	7/6/2022 9:39 PM
39	disruptive to many people	7/6/2022 8:11 PM
40	Goes through my friends home	7/6/2022 6:42 PM
41	Very heavy traffic	7/6/2022 4:55 PM
42	Balm Riverview Rd does not currently handle the volume of traffic that it has today. If the pipeline construction means taking Balm Riverview Rd down to 1 lane, it will have a major impact on our business.	7/6/2022 3:03 PM
43	Too much disruption to already congested areas	7/6/2022 2:48 PM
44	Location	7/6/2022 2:41 PM
45	Residents property disturbed	7/6/2022 11:10 AM
46	These roads are highly traveled. Mainly 2 lane roads. The Community cannot handle these roads being closed for extended periods	7/5/2022 11:08 PM
47	Same remarks as previous route presented	7/5/2022 11:03 PM
48	I live in one of the lowest houses between Fishhawk Blvd and the Alafia. What is done to limit flooding if the pipeline breaks	7/5/2022 10:38 PM
49	Neighborhood destruction	7/5/2022 10:24 PM
50	Really high traffic all roads residential	7/5/2022 10:23 PM
51	Higher traffic area	7/5/2022 10:18 PM
52	Traffic and debris	7/5/2022 8:57 PM
53	Traffic on Boyette is already extremely busy. Balm Riverview Rd or Orange Route isn't as busy as Boyette Rd route along with orange route taking less miles to construct. .	7/5/2022 8:52 PM
54	Cost	7/5/2022 8:13 PM
55	2nd choice	7/5/2022 7:53 PM
56	Traffic on Fishhawk Blvd	7/5/2022 7:52 PM
57	Do not go thru residential property	7/5/2022 7:33 PM
58	One lane roads, traffic will be severely disrupted during construction	7/5/2022 6:57 PM
59	This route would disrupt our quiet neighborhood. I prefer the rout to go by the railroad tracks as we have alot of wildlife in our neighborhood	7/5/2022 6:27 PM
60	30.4 not cost efficient	7/5/2022 4:29 PM
61	Have you been on John Moore/Parsons during rush hour?? Ronele Drive is a neighborhood that doesn't need this inconvenience	7/5/2022 3:56 PM
62	Terrible option.	7/5/2022 2:16 PM
63	Conservation areas	7/5/2022 1:24 PM
64	all the above, plus do something about the hard water	7/5/2022 12:55 PM
65	This route looks like a traffic nightmare while building	7/5/2022 12:17 PM

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66	Go down Providence	7/5/2022 11:17 AM
67	The affected section of Boyette Rd went through major redesign and construction less than 15 yrs ago. Likely the green route would benefit more from potential coincident road improvements.	7/5/2022 10:46 AM
68	Should avoid S Kings Ave high traffic at rush hour. Straight down John Moore is a straight shot.	7/5/2022 7:20 AM
69	Heavy traffic	7/5/2022 6:25 AM
70	Too long	7/5/2022 3:52 AM
71	Too much traffic for this route	7/5/2022 1:48 AM
72	Traffic and day to day complications with a high trafficked area.	7/5/2022 12:06 AM
73	Both maps show Lithia Pinecrest ending at Lumsden. I goes to Hwy. 60!	7/4/2022 11:15 PM
74	Traffic	7/4/2022 10:37 PM
75	Seems more disjointed	7/4/2022 10:07 PM
76	This seems to be the most direct route	7/4/2022 9:53 PM
77	Too much traffic	7/4/2022 9:31 PM
78	Peoples personal property	7/4/2022 6:53 PM
79	Homes of loved ones	7/4/2022 5:37 PM
80	Amount traveling vehicles in these roads.	7/4/2022 5:35 PM
81	Disturbing homes and businesses	7/4/2022 5:31 PM
82	Close to a lot of housing	7/4/2022 5:19 PM
83	Seems this would create congestion around a number of medical offices along Parsons and Robertson Avenues.	7/4/2022 1:28 PM
84	Crosses alafia	7/4/2022 1:00 PM
85	This route makes more sense.	7/4/2022 12:45 PM
86	Too much interference with housing	7/4/2022 12:05 PM
87	There are only three roads in and out of Fishhawk and this will cause major traffic issues in the community	7/4/2022 11:20 AM
88	Avoid Parsons becuse it is lined with Grandfather oaks and is congested becaUse of Brandon Hospital and medical offices. I like the rest of this route.	7/4/2022 10:26 AM
89	We can shut supply to one without affecting supply to other.	7/4/2022 10:09 AM
90	How does the pipeline bridge the Alafia?	7/4/2022 9:37 AM
91	Seems to affect more residential areas	7/4/2022 7:54 AM
92	What will the effect be on traffic? Currently this road is heavily traveled and thus will be a hardship to those who use it. Have there been utilization studies performed pertaining to how this will effect the commuters?	7/4/2022 7:01 AM
93	I don't approved this route. Too much traffic will be disrupted.	7/3/2022 7:40 PM
94	Longer route, right through middle of town, more interruptions	7/3/2022 5:46 PM
95	Major roadways that will effect traffic	7/3/2022 3:07 PM
96	Wildlife	7/3/2022 12:45 PM
97	Balm Riverview Road is already heavily used, and would need to be widened to accomodate heavy construction machinery as well as for future maintenance. Traffic volume will still remain unimproved. as the terminus is at a chokepoint @ Fish Hawk Blvd, and the BalmRiverview link to hwy 301. Better to eventually widen Balm Road for future traffic flows to Hwy 301. Light rail	7/3/2022 12:31 PM

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to metro Tampa, via Balm, Hwy 41, Crosstown will probably be an unavoidable end result, re traffic solution.

98	Again, majorly disruptive.	7/3/2022 12:28 PM
99	This route will be the better option as many established homes have been. Without drinking water for years. This would be great for those home and the ones in the area.	7/3/2022 12:05 PM
100	Homes	7/3/2022 10:11 AM
101	This route will negatively impact traffic to my business let alone my residents in a NEGATIVE way.	7/3/2022 10:09 AM
102	Cuts through residential properties. Unacceptable	7/3/2022 9:52 AM
103	Disruptive to homes	7/3/2022 9:14 AM
104	To many homes in the areas	7/3/2022 9:14 AM
105	Too long	7/3/2022 8:31 AM
106	This route is longer. It seems to impact more residents during construction.	7/3/2022 8:17 AM
107	This appears to be the most congested route as it looks to impact more traffic and intersections throughout the area.	7/3/2022 7:52 AM
108	Preservation of older homes and trees	7/2/2022 1:31 PM
109	Parson Road is hospital access. It is already highly congested. construction on this route could put emergency patients at risk of delays.	7/2/2022 12:53 PM
110	This longer route will cost more and with all the homes there, not a good choice.	7/2/2022 11:24 AM
111	There is already alot of congestion of traffic to 75 due to population. There are at minimum 5 -7 schools that would be affected. Can you say nightmare?	7/2/2022 9:30 AM
112	This route will make traffic on Boyette/Fish hawk Blvd a nightmare. Considering the amount of current homes plus new construction AND all the schools in that road. This is the worst possible route.	7/2/2022 9:22 AM
113	Traffic	7/2/2022 9:20 AM
114	Highly disruptive (S Kings) and impacts to aged local nature	7/2/2022 7:50 AM
115	Doesn't seem the best route because of going both east and west. Also it's a longer route meaning potentially more cost	7/2/2022 7:23 AM
116	There are farms and parks that would be affected by this route.	7/2/2022 7:06 AM
117	Appears to have a double run that is not direct. Wasteful.	7/1/2022 3:40 PM
118	this crosses the alafia river and will have a significant impact on river wildlife including manatee and dolphins. the public inconvenience of this route is high.	7/1/2022 3:18 PM
119	Impacts too many homes and we'll established neighborhoods. Goes over a main part of the Alafia River and that is a huge concern. I do not like this option.	7/1/2022 11:20 AM
120	Doesn't need to happen go down to Ft. Lonesome where no one lives	7/1/2022 10:42 AM
121	Worst choice. Construction would block Riverview High School and a lot of single entrance only neighborhoods.	7/1/2022 10:08 AM
122	This is a very laden route and will cause a lot of backup in traffic and job completion.	7/1/2022 9:39 AM
123	Balm Riverview will be a mess a commute with added construction.	7/1/2022 7:26 AM
124	Cost?	7/1/2022 7:13 AM
125	Displacing families	7/1/2022 6:55 AM
126	Traffic	6/30/2022 10:50 AM
127	Public inconvenience	6/30/2022 10:16 AM

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128	Longest route, least inconvenience to traffic patterns. Will most likely incur higher costs	6/30/2022 9:35 AM
129	Balm Riverview Rd is already too congested. This is the only route to some homes.	6/30/2022 9:24 AM
130	Other existing wells on this route	6/30/2022 7:53 AM
131	Already overcrowded residential areas on Balm Riverview	6/30/2022 7:50 AM
132	Traffic on fishhawk Blvd would be unbearable.	6/30/2022 7:40 AM
133	Putting it on this route will mess up our road was more than they are right now	6/30/2022 7:32 AM
134	Crowded streets	6/30/2022 7:09 AM
135	Too much traffic in this area already. Road closures would push more traffic on 301	6/30/2022 7:05 AM
136	Traffic flow impact on heavily traveled roads	6/30/2022 5:11 AM
137	Consider negative impact of nature	6/29/2022 9:05 PM
138	Wildlife	6/29/2022 8:33 PM
139	Busier roads which means more traffic. Brandon regional hospital is in this route. And crossing over the Alafia River causes disruption to the wildlife and river	6/29/2022 12:11 PM
140	Too many impacted traffic will be awful.	6/29/2022 10:06 AM
141	Route guts old Brandon and construction would cause much disruption in an already congested area.	6/29/2022 7:55 AM
142	There are only two entrances to Triple Creek Community. One entry at the east end of Big Bend Rd and another main entry on Balm Riverview Rd. Both area cannot be under construction at the same time.	6/29/2022 7:00 AM
143	Traffic issues	6/29/2022 6:37 AM
144	IMPACTS ON TRAFFIC FOR THE DURATION OF THE PROJECT	6/29/2022 5:29 AM
145	Why isn't the river fully marked out.. This goes over the Alafia river and in the middle of everything	6/29/2022 12:03 AM
146	Too many houses	6/28/2022 7:43 PM
147	This route seems more intrusive into people's neighborhoods than the orange route. I also don't know how you plan to cross the river with it and how that might impact people and wildlife	6/28/2022 7:20 PM
148	The traffic is already extreme down Balm Riverview rd and Boyette due to a lack of connecting roads that lead to Fishhawk, plus the charter schools also back traffic up tremendously. This would further cause more backups.	6/28/2022 12:07 PM
149	Too much disruption for residents.	6/28/2022 12:01 PM
150	Disruption to access Newsome Highschool/Randall middle school	6/28/2022 11:20 AM
151	John Moore Rd in one in both directions any construction will make it very inconvenient for the residents living on and off John Moore.	6/28/2022 10:05 AM
152	This is 5 miles longer and traffic on fh bvld will be worse for years	6/28/2022 6:38 AM
153	Disruptive to more congested area, businesses, and landmarks	6/28/2022 6:14 AM
154	Wetlands environmental land damage	6/27/2022 6:17 PM
155	Balm riverview is a 2 lane road. I don't think putting construction in this already congested area is smart.	6/27/2022 4:27 PM
156	Number of daily vehicle trips for this route	6/27/2022 12:09 PM
157	The government should not be in the water business	6/27/2022 9:17 AM
158	Destroying beautiful trees along Woodberry	6/27/2022 8:49 AM
159	People's homes and beauty being damaged!	6/27/2022 8:48 AM

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160	There is no diversity in this route - an incident along Fishhawk Blvd would impact both the ingress and egress to the Lithia Water Treatment Plant.	6/27/2022 8:41 AM
161	Traffic congestion delays	6/27/2022 8:23 AM
162	Cost: longest option	6/27/2022 6:18 AM
163	5 miles longer than orange route	6/27/2022 6:00 AM
164	Too much congestion already without more construction delays	6/26/2022 11:27 PM
165	This will have a negative effect to the wildlife on the alafia and disrupt the ecosystem	6/26/2022 6:31 PM
166	disturbs natural wildlife habitat	6/26/2022 1:25 PM
167	Densely populated residential area. I believe the first option is much better for construction and far less disruptive to a larger percentage of residents.	6/26/2022 1:20 PM
168	The least amount of money & pipe makes the most sense /	6/26/2022 12:27 PM
169	Is there any worries of sink holes caused by leaking water from the pipeline which would lead to possible sink holes?	6/26/2022 11:51 AM
170	The provision of alternate routes at the time of construction	6/26/2022 11:41 AM
171	Seems like this involves a lot more populated areas than the orange route	6/26/2022 10:19 AM
172	Better than Windhorst	6/26/2022 9:55 AM
173	Major intersection involved	6/26/2022 9:00 AM
174	Interrupting traffic	6/26/2022 8:33 AM
175	My	6/26/2022 12:35 AM
176	Heavily traffic along this route	6/25/2022 7:10 PM
177	Why must this go through two treatment facilities? Why not build another facility down in that area? Going along fishhook blvd will be a logistical nightmare to the already overburdened roads used by thousands of commuters and students attempting to go too the schools on that road. This is only main road we have in community. Please do not solve he problem this way!Why must this go through two treatment facilities? Why not build another facility down in that area? Going along fishhook blvd will be a logistical nightmare to the already overburdened roads used by thousands of commuters and students attempting to go too the schools on that road. This is only main road we have in community. Please do not solve he problem this way!	6/25/2022 4:14 PM
178	Goes through too much public property	6/25/2022 11:08 AM
179	Too impacting to local traffic	6/25/2022 9:48 AM
180	Lots of animals and deer crossing.	6/25/2022 9:30 AM
181	Environmental impact and wildlife disturbance	6/25/2022 8:43 AM
182	Seems to impact many homeowners and businesses.	6/25/2022 8:36 AM
183	Is this going to affect the alafia river in any way?	6/25/2022 8:16 AM
184	It will create horrible traffic back ups on Fishhawk Blvd	6/25/2022 7:12 AM
185	Will this affect water pressure in my neighborhood of Brooker Reserve? We have low pressure as it is. Thank you.	6/25/2022 7:01 AM
186	This route requires too m u ch construction in heavily populated areas	6/24/2022 11:27 PM
187	Would be interested in mitigation strategies for traffic disruption	6/24/2022 1:15 PM
188	Seems to me it is less populated & therefor most ideal	6/24/2022 1:06 PM
189	This route seems to be the most inconvenient of the three	6/24/2022 12:51 PM
190	Stop building anything. Hillsborough is to crowded.	6/24/2022 12:24 PM
191	The county will do what it wants, and I doubt listens to anyone's comments.	6/24/2022 12:04 PM

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192	the 3 options should be available to compare w/o forcing any page selections. The entire thing seems pointless as there's no voting option at the end.	6/24/2022 12:03 PM
193	I like this one best	6/24/2022 11:53 AM
194	Too much traffic along that way	6/24/2022 11:38 AM
195	This route seems very convoluted with many opportunities for trouble down the road after construction is finished..also it comes very near to the Alafia conservation area and watershed	6/24/2022 10:51 AM
196	seems more direct to needed areas	6/24/2022 10:37 AM
197	Two many major roads will be affected with this route.	6/24/2022 9:22 AM
198	As residents along this route, We don't want this route you have to cross Alafia River	6/23/2022 6:13 PM
199	Traffic patterns and flow	6/23/2022 6:11 PM
200	There are 100+ year oak trees along Woodbury lemonade all through out these old brandon neighborhoods. DO NOT TEAR THEM DOWN BECAUSE YOU HAD POOR PLANNING for the south county population growth	6/23/2022 1:38 PM
201	I would only be interested in this route if there would be NO wildlife habitat destruction -- to include the removal of trees!	6/23/2022 12:31 PM
202	FishHawk Ranch residents are very vocal	6/23/2022 12:29 PM
203	These have become major roads the disruption will cause more traffic on overcrowded 301 and 75 traffic on overcrowdwe	6/23/2022 12:15 PM
204	To much disruption to drivers.	6/23/2022 12:10 PM
205	Traffic down fishhawk	6/23/2022 11:41 AM
206	The water restrictions were I live is causing our lawns in South Pointe to yellow or kill our lawns	6/23/2022 10:29 AM
207	How far from Sumner High School from this?	6/23/2022 9:37 AM
208	Again, school traffic??	6/23/2022 8:09 AM
209	narrowed road too congested along fishhawk. don't use this route	6/23/2022 7:31 AM
210	I don't think this is a good route	6/23/2022 6:25 AM
211	Fishhawk is intertwined with the ELAPP and Lithis Springs is there as well. We also have F rated roadways so this work cannot be done during high travel hours because our roadways are barely passable August through June.	6/22/2022 3:51 PM
212	We live just south of the southern end of this route - 1 mile south, off of Balm-Wimauma Road - 13322 Balm Gardens Lane. Our water comes from a well on our property. We are extremely concerned about the possibility of our well running dry as a result of this new station being installed approximately 2 (mol) miles from our home.	6/22/2022 3:27 PM
213	Too much traffic road.	6/22/2022 2:51 PM
214	Benefit of the pink route is that it appears to a conservation area in FH West (gopher tortoise protected area)	6/22/2022 2:32 PM
215	Nature preserve gopher tortoise land	6/22/2022 1:43 PM
216	can the work be done at night, so it doesn't clog the roads during the day?	6/22/2022 1:04 PM
217	Better route	6/22/2022 12:57 PM
218	Wildlife conerns	6/22/2022 12:40 PM
219	Traffic disaster	6/22/2022 12:20 PM
220	Heavily traveled!	6/22/2022 12:09 PM
221	Good Route	6/22/2022 11:16 AM
222	Wildlife corridor	6/22/2022 11:14 AM

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223	See previous comment	6/22/2022 10:58 AM
224	Alafia Ridge can not handle that kind of construction. The road is not even wide enough to be marked with lines. Vehicles have to hug the outer edges when oncoming traffic is presented and somebody thinks you can run 36 inch pipe underground safely. The safety issue alone is a nightmare aside from the logistics of allowing residents to their homes. The road cannot handle this. The orange route needs to be the answer.	6/22/2022 10:50 AM
225	Too much construction in a coingested area	6/22/2022 10:44 AM
226	Ridiculous planning will disrupt infrastructure and everyday lives in an unprecedented scope	6/22/2022 10:17 AM
227	The amount of inconvenience to roads and people	6/22/2022 10:06 AM
228	Traffic-stop building	6/22/2022 9:53 AM
229	This is my vote.	6/22/2022 9:08 AM
230	concerns for wetlands/springs/river/wildlife	6/22/2022 8:47 AM
231	Crossing Alafia river & high populated areas	6/22/2022 8:25 AM
232	Gopher tortoises live all along Alafia Ridge Road and Alafia ridge loop. If it is illegal for property owners to construct over their nests then it damn sure should be illegal for imminent domain to go through them, too! DO NOT allow blue route to go through.	6/22/2022 8:06 AM
233	This would destroy my friends property	6/22/2022 7:32 AM
234	Traffic	6/22/2022 6:05 AM
235	This route seems best to increase water pressure to my area which at times trickles out of showerhead	6/22/2022 5:42 AM
236	Impact to families	6/22/2022 5:35 AM
237	Brandon high school traffic	6/22/2022 5:25 AM
238	Wildlife concerns	6/22/2022 4:44 AM
239	Concerns about wildlife	6/22/2022 4:26 AM
240	Same comment as before	6/21/2022 10:59 PM
241	Busy streets and residential housing	6/21/2022 10:56 PM
242	this is the best option	6/21/2022 10:54 PM
243	This is the preferred route as it takes advantage of existing infrastructure, and has minimal impact on the remaining ecosystems in and around FishHawk.	6/21/2022 10:47 PM
244	concern for wildlife	6/21/2022 10:05 PM
245	Severe traffic in this area	6/21/2022 10:05 PM
246	This is the worst route!	6/21/2022 9:53 PM
247	I do not want this route. It goes through my neighborhood.	6/21/2022 8:30 PM
248	I don't want county water	6/21/2022 7:15 PM
249	Prefer this route.	6/21/2022 6:46 PM
250	Environmental, river, wetlands	6/21/2022 6:24 PM
251	Impact to existing homeowners	6/21/2022 5:26 PM
252	I live by that route and that would significantly affect traffic routes	6/21/2022 5:17 PM
253	construction disruptive to major traffic flows	6/21/2022 4:26 PM
254	concerns for wetlands/springs/river/wildlife	6/21/2022 4:22 PM
255	Limona Road is an extremely busy road with fatalities and used a lot by the sheriff and fire department. It is also a historical area with a cemetery and a preserve	6/21/2022 4:01 PM

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256	Environmental impact around the Alafia River basin and surrounding wetlands.	6/21/2022 3:56 PM
257	Traffic problems. Narrow right of way down Parsons/John Moore	6/21/2022 3:51 PM
258	River wildlife will be negatively impacted	6/21/2022 3:29 PM
259	Many concerns, Alafia River, wetlands etc. The over building allowed has already put stress on wildlife in our county and would disrupt protected gopher turtle nests on the banks on the river. Please stay away from wetlands.	6/21/2022 3:19 PM
260	impact to natural waterways and wildlife habitats	6/21/2022 2:37 PM
261	This will disturb an quite existing neighborhood not a good option.	6/21/2022 2:13 PM
262	damage to springs/wetlands/riverlife	6/21/2022 2:00 PM
263	Is this above or below ground	6/21/2022 1:24 PM
264	STOP THE F**** CONNSTRUCTION AND DEVELOPMENT ALREADY!! WE'RE JAMMED FULL!! STOP IT!!	6/21/2022 1:20 PM
265	This route is not thru nature. Best route.	6/21/2022 1:07 PM
266	Better than the Orange, but unless there is a reason to have the leg along Balm Riverview, I don't see why you would go south at that point.	6/21/2022 12:56 PM
267	Traffic	6/21/2022 12:49 PM
268	This route gets a lot of traffic and already has construction going on. Additional construction would cause lots of backups and delays	6/21/2022 12:39 PM
269	This is another preferred route	6/21/2022 12:28 PM
270	Impact of crossing Alafia river	6/21/2022 12:14 PM
271	It seems from the map that this route would inconvenience more people	6/21/2022 11:16 AM
272	This is the best route	6/21/2022 10:11 AM
273	This looks to be the most direct route	6/21/2022 10:10 AM
274	Will affect traffic on Rhodine greatly	6/21/2022 10:07 AM
275	Balm Riverview rod is under heavy increased traffic already. Also as a residential road residents suffer by increased traffic, road construction etc. Adding a pipeline to this route would be a disaster.	6/21/2022 9:22 AM
276	Schools	6/21/2022 8:45 AM
277	This route would be horridly detrimental to traffic flow while under construction.	6/21/2022 7:19 AM
278	Traffic disruption	6/21/2022 5:59 AM
279	Too much disruption to traffic	6/21/2022 4:52 AM
280	Fittings are expensive requires more elbows and laterals than orange route	6/20/2022 11:44 PM
281	There is already too much congestion on these roads; shouldn't take this route	6/20/2022 5:57 PM
282	Very intrusive to highly congested area	6/20/2022 5:43 PM
283	High traffic areas may take longer to complete	6/20/2022 4:41 PM
284	Please do not use this route, Orange route is most preferred	6/20/2022 2:43 PM
285	Traffic and lack of alternate routes	6/20/2022 1:39 PM
286	Significant traffic	6/20/2022 12:55 PM
287	Increased traffic on a road that is already incredibly busy (Woodberry)	6/20/2022 12:49 PM
288	Against this route. Not ideal whatsoever!	6/20/2022 12:43 PM
289	To many houses affected on small roads	6/20/2022 12:27 PM

South Hillsborough Pipeline Routing

290	I prefer this route	6/20/2022 11:49 AM
291	Do not use this route. Too much interruption for neighborhoods	6/20/2022 10:42 AM
292	There is already terrible traffic along this route.	6/20/2022 10:33 AM
293	Extremely high traffic route especially during school hours. Many schools on this route	6/20/2022 9:23 AM
294	What impact will this have on the people living passed South Kings to Alafia Ridge Loop and their homes in that area, and also the Alafia River? All of that land back there I believe is Floodland is that going to have an impact on your schedule finish time?	6/20/2022 8:28 AM
295	traffic is very heavy on these roads - it will be worse if lanes get closed	6/20/2022 8:25 AM
296	What are impacts to crossing g the Alafia river?	6/20/2022 8:00 AM
297	there is too much traffic and will be too disruptive to install	6/19/2022 11:48 PM
298	Fishhawk Blvd is extraordinarily crowded and this would be highly disruptive for everyone living nearby.	6/19/2022 4:12 PM
299	88 ⁸⁸ and a	6/19/2022 4:11 PM
300	Ideal route	6/19/2022 3:54 PM
301	would congest already restricted traffic and disrupt Neiborhood property that already has minimal safety resources such as sidewalks.	6/19/2022 3:02 PM
302	Any construction that disrupts traffic on Boyette and fishhawk Blvd will have significant impacts as there are no alternative routes to 301/75 for residents of Lithia.	6/19/2022 1:14 PM
303	Traffic delays	6/19/2022 12:15 PM
304	This route would require major construction on Balm, which is a two lane road and already majorly congested. Putting the pipeline on this road would seemingly be disasterous for traffic as there are no good alternative routes.	6/19/2022 11:40 AM
305	Doesn't make sense with how long the route is	6/19/2022 11:28 AM
306	seems a waste to split it in 2 directions	6/19/2022 11:22 AM
307	This is a terrible route for traffic and residential neighborhood disruption. I am opposed to this route.	6/19/2022 10:47 AM
308	The traffic on this route is bad enough. Construction will only make a problem worse.	6/19/2022 10:39 AM
309	This route appears to be the worst of the three	6/19/2022 7:48 AM
310	Homes and businesses strongly affected	6/18/2022 4:52 PM
311	Homes	6/18/2022 4:26 PM
312	This goes through homeowners property and residences	6/18/2022 2:18 PM
313	What about the river? Just running it through the Alafia?	6/18/2022 1:48 PM
314	Traffic nightmare will be caused by this route at multiple locations.	6/18/2022 1:18 PM
315	Disruption of residents	6/18/2022 1:11 PM
316	This goes through a neighbor's property.	6/18/2022 12:26 PM
317	Peoples homes	6/18/2022 12:22 PM
318	This goes right through a neighborhood	6/18/2022 12:21 PM
319	This route would pass by a cemetery and several schools including Brandon High School. It would provide an enormous strain on traffic getting to and from school not to mention bring unwanted noise and upheaval to a residential area that is literally lined with homes. Victoria is a parking lot when Brandon High is starting/getting out. Victoria is the ONLY street to access Brandon High. Woodberry is a street that has very heavy traffic flow in the mornings and evenings and this project would cause a heavy strain on it. Additionally, there are some houses that are extremely close to Woodberry as well as along Limona and Victoria. Where	6/18/2022 12:11 PM

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would the piping be buried - their backyards? Their front yards? This route needs to be removed from Woodberry and a different route that does not pass by residential streets, schools, and school bus stops selected. How about going straight south on Falkenburg? You have to cross 60 somewhere, do it there. Please do not bring this years-long construction to all residential areas. I do not want my quiet community disturbed with many years of construction. Going south on Falkenburg seems like a better route since there's hardly any residential areas along that way. Please find another way that does not include residential areas. The community does not want this along our streets. It seems like a project for major roads, not neighborhood type streets that are one lane each way. Choose roads with multiple lanes to follow so traffic can keep going. Using one lane roads will certainly clog traffic in the mornings and evenings causing busses to run late.

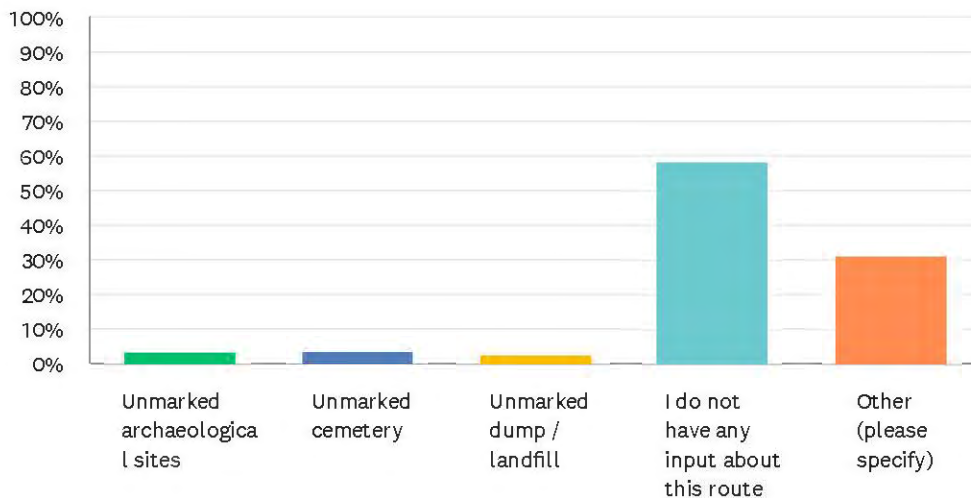
320	Major impact to homes, families and the alafia river in this route	6/18/2022 12:04 PM
321	Does this go through the Alafia River? Damage to water life and environment??	6/18/2022 11:11 AM
322	I do not want a pipeline through my neighborhood or river	6/18/2022 10:27 AM
323	Heavily traveled main road in riverview	6/18/2022 10:00 AM
324	This area floods	6/18/2022 9:45 AM
325	This crosses the alafia where there is no bridges and goes through smaller communities , heavy disruption the these smaller neighborhoods	6/18/2022 9:24 AM
326	Seems more disruptive to homes and traffic	6/18/2022 9:07 AM
327	My home is in path	6/18/2022 9:06 AM
328	longer, cost more, Impacts schools, my house,	6/18/2022 8:51 AM
329	Goes through private property.	6/18/2022 8:46 AM
330	Goes through private property	6/18/2022 8:42 AM
331	Crosses the Alafia River which is not shown on the map or noted in the description.	6/18/2022 8:42 AM
332	Passing through the Alafia River should not happen. Too many potential issues.	6/18/2022 8:39 AM
333	Not a good choice	6/18/2022 8:09 AM
334	Goes right through an area that floods. Don't want large pipes that could have problems that would become contaminated due to that area floods	6/18/2022 8:08 AM
335	The river and lots of protected wet lands in the area	6/18/2022 8:06 AM
336	Impact on the animals around the Alafia river	6/18/2022 8:01 AM
337	Alafia ridge loop is prone to flooding	6/18/2022 8:01 AM
338	No	6/18/2022 7:58 AM
339	What about the river? Is it going under or above, like a bridge?	6/18/2022 7:37 AM
340	How would you avoid the Alafia river and wildlife in that area?	6/18/2022 7:23 AM
341	Congestion on Lithia pinecrest	6/18/2022 7:21 AM
342	This route is already too congested with traffic. Not a good idea	6/18/2022 6:48 AM
343	Restoration of the entrance to Triple Creek Community. The entrance off Big Bend need to be made safer due to the increased traffic.	6/17/2022 10:07 PM
344	I live on Alafia Ridge Loop. Will this impact myproperty?	6/17/2022 5:08 PM
345	This route causes extreme inconvenience to many people and properties. Alafia Ridge loop neighborhood has only one way in and out. Extremely difficult only families living here.	6/17/2022 5:00 PM
346	construction along this route would be more disruptive since it is more populated	6/17/2022 1:43 PM
347	Through high population centers.	6/17/2022 11:46 AM
348	This is the most disrupting route, but closer to new growth- should be acceptable	6/17/2022 11:04 AM

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349	Inconvenience	6/17/2022 10:20 AM
350	Route is longer, more disruptive and probably more costly.	6/17/2022 10:18 AM
351	The route backtracks over itself	6/17/2022 10:06 AM
352	There would be significant traffic disruption	6/17/2022 10:01 AM
353	Heavy traffic demands that already have major issues for residents.	6/17/2022 9:38 AM
354	This is longer and more expensive?	6/17/2022 9:20 AM
355	Seems kinda long and constructed on busy roads	6/17/2022 8:50 AM
356	This route to me should be #1 instead of orange. Even though it is longer it seems to have less impact overall.	6/17/2022 8:28 AM
357	Route too traversed due to population.	6/17/2022 8:01 AM
358	All Unmarked sites	6/17/2022 7:24 AM
359	There are multiple Doctors offices, oncology radiation centers, and radiology centers that would affect patient care in this area. Traffic in this area is already overly congested.	6/17/2022 6:53 AM
360	Seems like the one with the most traffic interruptions.	6/16/2022 1:26 PM
361	Traffic impact	6/16/2022 12:28 PM
362	costlier route, more built up	6/16/2022 12:05 PM
363	Heavy traffic	6/16/2022 11:38 AM
364	Boyette is already a hot dumpster fire of mess. All this area is traffic bottlenecked.	6/16/2022 11:25 AM
365	the housing developers should pick up all costs	6/16/2022 11:08 AM
366	Busy streets	6/16/2022 10:02 AM
367	Residential existing dwellings proximity & and road access.	6/16/2022 8:16 AM
368	Extreme congestion through hospital area south of 60. Boyette is a newer, major arterial that will be very expensive and disruptive construction.	6/16/2022 7:44 AM
369	Doesn't specify how this pipeline gets past the river. Are you digging under it?	6/16/2022 6:46 AM
370	Major hospital that will have decreased access during construction	6/16/2022 6:28 AM
371	Runs through small neighborhoods and close to lakes	6/15/2022 5:39 PM
372	Too congested roadways on this route.	6/15/2022 12:41 PM
373	Very disruptive	6/15/2022 10:26 AM
374	test	6/15/2022 9:10 AM
375	It looks like there is significant backtracking adding an additional five miles to the run. That doesn't make sense. This is also a more dense area that will require expensive land acquisition.	6/15/2022 9:03 AM
376	seems more direct/efficient route but will have a lot of impact on traffic and costs	6/15/2022 8:14 AM
377	Traffic is already a challenge.	6/14/2022 6:17 PM

Q3 Is there anything else about this route that we should take into consideration during selection, design and construction?

Answered: 1,097 Skipped: 113



ANSWER CHOICES	RESPONSES	
Unmarked archaeological sites	3.74%	41
Unmarked cemetery	3.74%	41
Unmarked dump / landfill	2.64%	29
I do not have any input about this route	58.61%	643
Other (please specify)	31.27%	343
TOTAL		1,097

#	OTHER (PLEASE SPECIFY)	DATE
1	Major traffic issues	7/8/2022 1:35 PM
2	This would cause disturbance to the river and it natural echo system	7/7/2022 11:54 PM
3	Terrible route as right through busy area of business and heavy traffic area. Best to avoid this and river	7/7/2022 11:08 PM
4	Pick the route that is the least disruptive to schools and commutes to Them	7/7/2022 10:07 PM
5	Probably the best route.	7/7/2022 9:58 PM
6	This option is not a good option, loving on alafia Ridge Loop I can tell you it will destroy our community and affect the alafia river	7/7/2022 9:47 PM
7	N	7/7/2022 9:38 PM
8	Terrible route idea. Tremendous amount of traffic through this area, school zones, apt complexes, childrens parks, tons of businesses hurt by the road closures. Bad idea.	7/7/2022 9:11 PM
9	Alafia river	7/7/2022 8:38 PM
10	Probably the least residential interference of all options. Why not dig along the side of I75 to Balm Rd and then east on Balm Rd to the new water treatment plant	7/7/2022 8:25 PM

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11	most disruptive to traffic	7/7/2022 8:06 PM
12	Seems like the most logical route by looks only.	7/7/2022 7:45 PM
13	It runs through the alafia river	7/7/2022 6:34 PM
14	Traffic inconvenience	7/7/2022 6:11 PM
15	As mentioned previously this map is inaccurate and misleading. There are established communities within this route that would be severely impacted by these routes. We have a two lane road that would be majorly disturbed my long term construction and we just had areas repaved that would be possibly damaged in the process, thus wasting taxpayer money. This area is home to many wildlife, including numerous gopher tortoises that are actively reproducing that could be disturbed and killed by construction. We owe it to Florida wildlife and endangered species to protect them from further impacts of development.	7/7/2022 5:58 PM
16	The River!!!	7/7/2022 5:57 PM
17	Not environmentally safe	7/7/2022 5:18 PM
18	Unmarked River!	7/7/2022 2:56 PM
19	Yet again this map is in no way accurate or representative of the geography of the Alafia river and misleads individuals looking at proposed pipeline routes who may not be intimately familiar with the river. Our neighborhood has become one of the last safe places for wildlife in Riverview due to the continued development. This proposed pipeline would not only continue to increase the inconvenience, traffic, and construction for Valrie lane residents while also creating impacts for our community and wildlife for decades to come. This water will be used to help support development in our area, while disturbing close knit communities that have been here for 50 years. Please consider the orange route for this pipeline or other alternatives as there will be strong pushback from the community if the blue or pink routes are chosen as we deeply care about our community, environment, and wildlife and this pipeline would cut directly through our home neighborhood. These are current concerns and do not even begin to cover unmarked archaeological sites or cemeteries that may exist in our area as this area was the native home of the Tocobaga tribe, a fishing and hunting tribe that commonly built mounds within their villages. I hope you will take the history of area, formerly known as Little Peru into account and respect residents wishes.	7/7/2022 11:53 AM
20	Complete blockage of low traffic roads, more construction near private property, increased maintenance, increased building cost	7/7/2022 11:22 AM
21	Both unmarked archeological and cemetery sites.	7/7/2022 10:22 AM
22	Again I don't agree with the placement any where near the river. I AM IN favor of Orange route. The River has been impacted enough with the growing area. Let's leave this area alone.	7/7/2022 9:35 AM
23	Boyette Rd and Fish Hawk Blvd have too much morning and evening traffic.	7/7/2022 9:29 AM
24	The river	7/7/2022 9:12 AM
25	The Alafia River is not appropriately shown on this map. This route goes directly through it and protected wetlands. Expect big pushback from the long time residents surrounding the river should this route be chosen	7/7/2022 8:58 AM
26	This map does not accurately depict the Alafia river which the blue route goes right through. We should not be disturbing the river more than we need to. Expect huge protests from the Alafia neighborhood should this route be chosen	7/7/2022 8:55 AM
27	This route appears to run through an area of busier traffic than the orange route.	7/7/2022 7:50 AM
28	This route maybe shorter, but congestion and development in the area is much greater than the orange route	7/7/2022 7:48 AM
29	This seems like the most direct route. Can you get the pipes laid along Boyette before they finish the current road construction to save time and money?	7/7/2022 7:08 AM
30	This route may impact the Cutri swim Academy survival school for toddlers	7/7/2022 5:58 AM
31	There are too many people here!! Florida is not meant to be a city!!	7/6/2022 11:38 PM

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32	Business properties in this route	7/6/2022 11:10 PM
33	What kind of Bullshit is this??? The Developers want us to pay for all their new developments! You will notice the water is headed for all the new high-end homes far East of where it is needed!... Where it is needed is down US Hwy 41... We have no water pressure in Apollo Beach... So, let's follow the money and find out who's being paid-off to come up with these routes!	7/6/2022 11:07 PM
34	S. Kings Ave. and Alafia Ridge Loop do not join there is a river between the two, how does the pipe get across the Alafia River?	7/6/2022 10:40 PM
35	Parsons is heavily traveled and near the hospital	7/6/2022 9:41 PM
36	very disruptive to me personally, so is my last choice	7/6/2022 8:11 PM
37	Goes through my friends home	7/6/2022 6:42 PM
38	Location	7/6/2022 2:41 PM
39	Residence property disturb	7/6/2022 11:10 AM
40	Same response as the previous 2 routes presented	7/5/2022 11:03 PM
41	I live in one of the lowest houses between Fishhawk Blvd and the Alafia. What is done to limit flooding if the pipeline breaks	7/5/2022 10:38 PM
42	Neighborhood destruction	7/5/2022 10:24 PM
43	Three schools on Boyette	7/5/2022 10:24 PM
44	Higher traffic area	7/5/2022 10:18 PM
45	Night work	7/5/2022 8:57 PM
46	Blue route is also a busier route again being on Boyette. Less traffic on the orange route. Close to the same amount of miles so close to the same amount of supplies.	7/5/2022 8:55 PM
47	3rd choice	7/5/2022 7:54 PM
48	Traffic on Fishhawk Blvd	7/5/2022 7:52 PM
49	Do no go thru residential areas	7/5/2022 7:33 PM
50	Same as pink route, no room for construction especially on Parsons	7/5/2022 6:58 PM
51	Best route	7/5/2022 6:28 PM
52	This seems to be the most cost effective length wise	7/5/2022 6:18 PM
53	Which route will have the least impact while under construction	7/5/2022 5:54 PM
54	23.01 not cost efficient	7/5/2022 4:29 PM
55	This area is too congested in the morning for local traffic. Ronele Drive is a residential neighborhood that you'd be disrupting.	7/5/2022 3:58 PM
56	Terrible route.	7/5/2022 2:17 PM
57	Conservation areas	7/5/2022 1:25 PM
58	all the above, plus do something about the hard water	7/5/2022 12:55 PM
59	Have to cross Alafia river a lot of history, very BAD for the environment!	7/5/2022 12:20 PM
60	Slightly better than pink, but barely	7/5/2022 12:17 PM
61	Will additional services such as underground placement of communication and power lines be facilitated to improve those capabilities to the areas affected by the construction?	7/5/2022 11:24 AM
62	Go down Providence	7/5/2022 11:18 AM
63	See previous note regarding Boyette Rd.	7/5/2022 10:46 AM
64	Beautiful trees lining those roads. Old huge oaks	7/5/2022 8:47 AM

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65	Impacts to many high traffic roads. S Kings Ave, Boyette Rd.	7/5/2022 7:22 AM
66	Heavy traffic	7/5/2022 6:25 AM
67	Shortest, but highly disruptive	7/5/2022 3:52 AM
68	Also too much traffic on this route	7/5/2022 1:48 AM
69	Traffic and day to day complications with a high trafficked area	7/5/2022 12:07 AM
70	Traffic and construction on bell shoals and boyette	7/4/2022 10:38 PM
71	Most straight forward	7/4/2022 10:08 PM
72	Best route	7/4/2022 9:52 PM
73	Too much traffic	7/4/2022 9:32 PM
74	Peoples property	7/4/2022 6:53 PM
75	Amount of traveling vehicles	7/4/2022 5:35 PM
76	Disturbing homes and businesses	7/4/2022 5:32 PM
77	Again, seems this would create much congestion around medical offices on Parsons and Robertson Avenues.	7/4/2022 1:29 PM
78	Crosses alafia	7/4/2022 1:00 PM
79	This route does not make sense because of all of the twists and turns on Boyette.	7/4/2022 12:47 PM
80	Too much interference with housing	7/4/2022 12:06 PM
81	There are only 3 roads in and out of Fishhawk and this will cause major traffic concerns in the area.	7/4/2022 11:21 AM
82	Once again avoid Parsons ...why not follow 301 then connect to Balm and the rest of the route...	7/4/2022 10:30 AM
83	Shortest rt available	7/4/2022 8:23 AM
84	Potential disruption to higher density population areas	7/4/2022 7:54 AM
85	School kids safety	7/4/2022 5:18 AM
86	No good	7/3/2022 10:53 PM
87	I don't approve this route. Too much traffic will be disrupted	7/3/2022 7:41 PM
88	Cuts through key properties	7/3/2022 5:49 PM
89	Major roadways effecting traffic	7/3/2022 3:08 PM
90	Blue route will require more construction time, greater inconvenience and does not solve the eventual dual need of addressing the eventual eastward residential development of the Balm area.	7/3/2022 12:34 PM
91	This route will have serious impact on peoples personal property affecting their livelihood	7/3/2022 12:29 PM
92	To me, this is the most direct route.	7/3/2022 12:29 PM
93	Homes	7/3/2022 10:11 AM
94	Cuts through residential properties. Unacceptable.	7/3/2022 9:52 AM
95	Too many residential homes in this path that would be disrupted	7/3/2022 9:15 AM
96	Disruptive to homes	7/3/2022 9:14 AM
97	This is shortest route seems more practical	7/3/2022 8:33 AM
98	Excellent	7/3/2022 8:20 AM
99	This appears to be the same as the link route however will have the same affect running through very congested areas and intersections.	7/3/2022 7:52 AM

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100	High traffic	7/2/2022 1:31 PM
101	Same as previous. Parsons is access route to hospital. Construction along this area could result in delays to patients trying to get emergency care. Already a heavily congested route with few alternatives.	7/2/2022 12:55 PM
102	This is the shortest route so it's #1 choice.	7/2/2022 11:25 AM
103	This route will impact a more residential and anything down FishHawk Blvd doesn't make much sense due how it affects the traffic and schools.	7/2/2022 9:33 AM
104	This route will make the traffic in the area chaos. With the current amount of homes and new construction AND schools in the Boyette Rd / Fish hawk Blvd area. This is not ideal.	7/2/2022 9:25 AM
105	Traffic	7/2/2022 9:20 AM
106	Highly disruptive (S Kings) and impacts to aged local nature	7/2/2022 7:50 AM
107	Not the most direct route.	7/1/2022 3:40 PM
108	this crosses the alafia river and will have a significant impact on river wildlife including manatee and dolphins. the public inconvenience of this route is high.	7/1/2022 3:19 PM
109	This option impacts too many established neighborhoods, roadways, and the Alafia River. I don't like this option.	7/1/2022 11:22 AM
110	This is a very laden route and will cause a lot of backup in traffic and job completion.	7/1/2022 9:40 AM
111	It seems like this makes the most sense, most direct, shortest route	7/1/2022 8:29 AM
112	Cost?	7/1/2022 7:13 AM
113	Displacing families	7/1/2022 6:55 AM
114	I'm my opinion this is the best route	6/30/2022 10:51 AM
115	Public inconvenience	6/30/2022 10:16 AM
116	Shortest distance,, higher traffic volume. Incur high cost, shorter disruption to full installation a factor.	6/30/2022 9:39 AM
117	Traffic with big bend construction already underway	6/30/2022 9:14 AM
118	Too much traffic on this route. Future road way work	6/30/2022 7:54 AM
119	Traffic on fishhawk Blvd would be unbearable	6/30/2022 7:40 AM
120	Crowded streets and schools	6/30/2022 7:10 AM
121	Blue route is the shortest, it will impact traffic on congested roads	6/30/2022 5:14 AM
122	Protect the future of nature for future generations	6/29/2022 9:06 PM
123	Wildlife	6/29/2022 8:33 PM
124	Concerned about the crossing of the Alafia River due to disrupting wildlife/spring/river. More traffic on Parsons avenue plus brandon regional hospital is there	6/29/2022 12:15 PM
125	Traffic impact again and too many people around this area.	6/29/2022 10:07 AM
126	blue looks best, shortest distance also	6/29/2022 9:59 AM
127	Causes to much disruption to traffic.	6/29/2022 7:57 AM
128	Traffic	6/29/2022 7:27 AM
129	Alafia river ? Why didn't you run water before all of the new houses and appts?	6/29/2022 12:04 AM
130	Too many houses	6/28/2022 7:44 PM
131	Again, seems more intrusive into people's yards than the orange route and not sure the impact going over/under the river will have on people's use of it and wildlife	6/28/2022 7:21 PM
132	The traffic is already extreme down Balm Riverview rd and Boyette due to a lack of connecting	6/28/2022 12:09 PM

South Hillsborough Pipeline Routing

roads that lead to Fishhawk, plus the charter schools also back traffic up tremendously. This will cause further congestion.

133	Too much disruption for residents	6/28/2022 12:01 PM
134	Disruption to access Newsome Highschool Randall middle school and other schools	6/28/2022 11:21 AM
135	Many of the streets along this route are single lanes and construction will make already congested areas worse.	6/28/2022 10:07 AM
136	Similar to pink, goes through more congested areas, landmarks, and businesses	6/28/2022 6:15 AM
137	Wetland and environmental lands damage	6/27/2022 6:17 PM
138	Choose this route	6/27/2022 4:27 PM
139	Number of daily vehicle trips for this route	6/27/2022 12:09 PM
140	Destroying beautiful trees along Woodberry	6/27/2022 8:51 AM
141	People's homes, sanity and beauty being damaged!	6/27/2022 8:49 AM
142	There is no diversity in this route - an incident along Fishhawk Blvd would impact both the ingress and egress to the Lithia Water Treatment Plant.	6/27/2022 8:41 AM
143	Traffic congestion	6/27/2022 8:24 AM
144	This seems to be the most direct route.	6/27/2022 6:19 AM
145	Terrible idea	6/26/2022 11:28 PM
146	This will have a negative affect on the ecosystem and wildlife on and around the alafia river	6/26/2022 6:32 PM
147	Disturbs natural wildlife habitat	6/26/2022 1:25 PM
148	Densely populated residential area. Very disruptive to existing residence - far less than the first route.	6/26/2022 1:20 PM
149	Is it possible to see a summary cost estimate showing the major cost elements that differentiate the routes?	6/26/2022 12:30 PM
150	The least expensive and most efficient is the most prudent	6/26/2022 12:29 PM
151	Water leakage leading upto possible sink holes.	6/26/2022 11:51 AM
152	Identify alternative routes during construction and the impact on schools	6/26/2022 11:41 AM
153	As the shortest route, seems the most desirable, barring any extenuating circumstances	6/26/2022 10:20 AM
154	Better than Windhorst	6/26/2022 9:56 AM
155	Shortest route should mean less cost and faster implementation, if cost is less and benefit the same go with this one	6/26/2022 8:48 AM
156	Interrupting traffic	6/26/2022 8:34 AM
157	The impact on the agricultural community and any of its workers including housing displacement of migrant workers	6/26/2022 6:09 AM
158	Heavy traffic	6/25/2022 7:11 PM
159	It is the shortage length.	6/25/2022 12:31 PM
160	Goes through too much public property	6/25/2022 11:08 AM
161	Animals and deer crossing.	6/25/2022 9:31 AM
162	Environmental impact and wildlife disturbance	6/25/2022 8:44 AM
163	Same as #2...	6/25/2022 8:37 AM
164	lots of traffic in that area	6/25/2022 7:25 AM
165	Will this affect water pressure in my neighborhood of Brooker Reserve? We have low pressure as it is. Thank you.	6/25/2022 7:02 AM

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166	This route is ok but orange is better because t g e construction is in less populated areas	6/24/2022 11:29 PM
167	Construction disruption along already inadequate road infrastructure is concerning.	6/24/2022 1:17 PM
168	This route is better than the pink	6/24/2022 12:51 PM
169	Don't build anything. I'm tired of our county taxes being so high to pay for all this garbage	6/24/2022 12:25 PM
170	Put it through the commissioner's neighborhood.	6/24/2022 12:04 PM
171	the 3 options should be available to compare w/o forcing any page selections.	6/24/2022 12:03 PM
172	Unmarked cemetery and landfills	6/24/2022 11:37 AM
173	This route also is not as direct as the pink route taking turns that in the future may cause issues if leaks or repairs are needed. Also comes very close to the Alafia conservation area and may impact trees	6/24/2022 10:54 AM
174	seems more direct to needed areas	6/24/2022 10:37 AM
175	Two many major roads will be affected with this route.	6/24/2022 9:23 AM
176	As residents we don't want this route-would need to cross river	6/23/2022 6:13 PM
177	Traffic patterns and flow	6/23/2022 6:11 PM
178	The 100+ year old oak trees along this route. Don't tear them down!	6/23/2022 1:39 PM
179	I only support this route if there would be NO destruction of wildlife habitat -- to include the removal of trees.	6/23/2022 12:33 PM
180	This looks most direct and cost affective	6/23/2022 12:16 PM
181	To much disruption to drivers.	6/23/2022 12:11 PM
182	Traffic down fishhawk	6/23/2022 11:41 AM
183	Nervous that the new route will not supply water over to Southpoint	6/23/2022 10:29 AM
184	Schools will be disrupted	6/23/2022 10:16 AM
185	Effects the most residents. No.	6/23/2022 8:10 AM
186	too congested narrow road along fish hawk..don't use this route	6/23/2022 7:32 AM
187	Don't like this route	6/23/2022 6:25 AM
188	Residential proximity	6/22/2022 10:39 PM
189	Potential disruption to protected species and habitat in the Fishhawk preserve between Fishhawk Ranch and Fishhawk West	6/22/2022 4:16 PM
190	Fishhawk is intertwined with the ELAPP and Lithis Springs is there as well. We also have F rated roadways so this work cannot be done during high travel hours because our roadways are barely passable August through June	6/22/2022 3:51 PM
191	We live just south of the southern end of this route - 1 mile south, off of Balm-Wmauma Road - 13322 Balm Gardens Lane. Our water comes from a well on our property. We are extremely concerned about the possibility of our well running dry as a result of this new station being installed approximately 2 (mol) miles from our home.	6/22/2022 3:27 PM
192	Traffic road avoid	6/22/2022 2:51 PM
193	Concerns about the Blue line are the proximity to the Triple Creek Nature preserve and impact on the local wildlife	6/22/2022 2:34 PM
194	Nature preserve gopher tortoise land	6/22/2022 1:43 PM
195	same questions as 1 and 2	6/22/2022 1:05 PM
196	BEST ROUTE	6/22/2022 12:57 PM
197	Wildlife concers	6/22/2022 12:40 PM

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198	Traffic disaster	6/22/2022 12:21 PM
199	It is right at our neighborhood, the enclave. This will be a huge disturbance to the people whom live here.	6/22/2022 11:31 AM
200	What about the protected nature preserve and creek that run along this path?	6/22/2022 11:28 AM
201	OK Route	6/22/2022 11:16 AM
202	Wildlife corridor	6/22/2022 11:15 AM
203	See previous comment	6/22/2022 10:58 AM
204	Alafia Ridge cannot handle that type of construction. The road isn't marked with lines because it is so narrow and you want to add burying a 36inch to 72 inch pipe to accommodate. The safety of my family is more important than developers getting their water supply for another subdivision. If it has to be done, the orange route needs to be the way	6/22/2022 10:53 AM
205	Too much construction in a coingested area	6/22/2022 10:44 AM
206	Avoid current infrastructure and roads. Period. We don't need and don't want more construction	6/22/2022 10:17 AM
207	Traffic - stop building	6/22/2022 9:54 AM
208	This route seems to impact the most traffic and residential areas	6/22/2022 9:14 AM
209	concerns for wetlands/springs/river/wildlife	6/22/2022 8:48 AM
210	Crossing Alafia river & highly populated areas	6/22/2022 8:25 AM
211	Heavy traffic area	6/22/2022 8:18 AM
212	Gopher tortoises live on the proposed blue line on Alafia Ridge	6/22/2022 8:06 AM
213	This would destroy my friends property at the end of alafia ridge loop	6/22/2022 7:32 AM
214	Nature preserve. What will happen to the animals?	6/22/2022 7:23 AM
215	Impact to families	6/22/2022 5:36 AM
216	Brandon high school traffic	6/22/2022 5:27 AM
217	Wildlife concerns	6/22/2022 4:44 AM
218	Concern about wildlife	6/22/2022 4:26 AM
219	Same comment as before	6/21/2022 11:00 PM
220	Busy streets and residential housing	6/21/2022 10:56 PM
221	this is a horrible route	6/21/2022 10:54 PM
222	This proposed route will pass through natural reserve areas which are the habits of endangered and threatened species. This route will also negatively impact the community of FishHawk West.	6/21/2022 10:47 PM
223	concern for wildlife	6/21/2022 10:06 PM
224	Severe traffic in this area, limited infrastructure and alternative routes, biologically fragile preserve in this area	6/21/2022 10:05 PM
225	This is horrible!	6/21/2022 9:53 PM
226	This route will disrupt rush hour traffic for four schools that already is intolerable due to overcrowding and ill- suited road infrastructure	6/21/2022 9:28 PM
227	I dont want county water	6/21/2022 7:15 PM
228	Location of the pipeline in reference to all housing in the close vicinity.	6/21/2022 6:46 PM
229	Environmental, river, wetlands	6/21/2022 6:25 PM
230	Impact to current homeowners	6/21/2022 5:27 PM
231	I live by that route and that would significantly affect traffic routes	6/21/2022 5:17 PM

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232	construction disruptive to major traffic	6/21/2022 4:27 PM
233	concerns for wetlands/springs/river/wildlife	6/21/2022 4:22 PM
234	Limona is A very busy road has had three fatalities on it it issues a lot by the sheriffs office and the fire department to get to the other areas in the neighborhood. It is also historical area with a historical Cemetery.	6/21/2022 4:01 PM
235	Environmental impact around the Alafia River basin and surrounding wetlands.	6/21/2022 3:56 PM
236	Traffic problems during construction. Narrow right of way on Parsons/John Moore.	6/21/2022 3:52 PM
237	River wildlife will be negatively impacted	6/21/2022 3:29 PM
238	impact to natural waterways, residential impact	6/21/2022 2:37 PM
239	Bell creek	6/21/2022 2:28 PM
240	damage to springs/wetlands/riverlife	6/21/2022 2:00 PM
241	Passes by too many houses	6/21/2022 1:24 PM
242	ENOUGH BUILDING!!! ENOUGH! TOO MANY PEOPLE HERE!!!!	6/21/2022 1:21 PM
243	Route is thru nature. Don't	6/21/2022 1:08 PM
244	This appears to be the best and most efficient. It should also be the least cost in terms of time, material and manpower. That is unless the Orange routes is less obstructive to the local commerce and then that because a consideration worth bearing in mind.	6/21/2022 12:59 PM
245	Boyette is already a mess and additional construction would cause even more delays for drivers	6/21/2022 12:40 PM
246	Many residents live along this route and it would damage the environment along the river. Please reconsider and know this is the least preferred route.	6/21/2022 12:29 PM
247	Impact of crossing Alafia river	6/21/2022 12:15 PM
248	This appears to be the best and shortest route.	6/21/2022 9:22 AM
249	Shortest, safest route!	6/21/2022 9:00 AM
250	Schools	6/21/2022 8:45 AM
251	Too much disruption to traffic	6/21/2022 4:52 AM
252	Home construction and traffic back-ups	6/20/2022 7:05 PM
253	There is already too much congestion in these mosaic) running through portions of this area too	6/20/2022 5:59 PM
254	Very intrusive in a highly congested area	6/20/2022 5:44 PM
255	Nature Preserve & Scrub Preserve exist along this route	6/20/2022 5:23 PM
256	High traffic area and have already had road construction for over two years.	6/20/2022 4:42 PM
257	Please do not use this route, Orange route is most preferred	6/20/2022 2:43 PM
258	Traffic and lack of alternate routes	6/20/2022 1:39 PM
259	Doesn't seem to have as much traffic as the other two routes	6/20/2022 12:55 PM
260	Increased traffic on a road that already has a lot of traffic (Woodberry)	6/20/2022 12:50 PM
261	Against this route 100%!	6/20/2022 12:44 PM
262	To many homes affected	6/20/2022 12:28 PM
263	Best	6/20/2022 11:31 AM
264	Most direct (shortest) route. Less commercial and business traffic.	6/20/2022 10:58 AM
265	Do not use this route. Too much interruption for neighborhoods	6/20/2022 10:43 AM

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266	None	6/20/2022 10:33 AM
267	take this one	6/20/2022 9:21 AM
268	seems a more direct route would be better	6/20/2022 8:26 AM
269	Alafia river impacts?	6/20/2022 8:01 AM
270	Same thing as with pink. The Fishhawk Blvd is very congested and is the only route to for some to get to the high school. This would be disruptive to everyone near this.	6/19/2022 4:13 PM
271	Environmental impact	6/19/2022 3:55 PM
272	would congest already restricted traffic and disrupt Neiborhood property that already has minimal safety resources such as sidewalks.	6/19/2022 3:02 PM
273	Traffic impact to residents of Lithia who use Boyette and fishhawk Blvd will be significant as thus is the only viable road to Tampa.	6/19/2022 1:16 PM
274	Traffic delays	6/19/2022 12:15 PM
275	This route through the heart of Brandon, Riverview and Fishhawk will compound the inconvenienced, expense and frustration created by the counties planning incompetence	6/19/2022 11:33 AM
276	This route wins my vote! The most practical and makes sense	6/19/2022 11:29 AM
277	Seems most cost effective, ie shortest	6/19/2022 11:23 AM
278	This is a terrible route for traffic and residential neighborhood disruption. I am opposed to this route.	6/19/2022 10:47 AM
279	Wetland preservation	6/19/2022 9:33 AM
280	The area several nature preserve areas around there. I'd go with the orange route	6/19/2022 7:49 AM
281	A buisness will be destroyed and affect other areas as well	6/18/2022 4:52 PM
282	It's going thru people back yard	6/18/2022 4:48 PM
283	Homes and nature	6/18/2022 4:26 PM
284	This route for me makes the most sense.	6/18/2022 3:22 PM
285	Same problem. Pick the orange route	6/18/2022 1:49 PM
286	Traffic issues on major thoroughfares.	6/18/2022 1:18 PM
287	Disruption of residents	6/18/2022 1:12 PM
288	This route goes through a neighbor's property.	6/18/2022 12:27 PM
289	Peoples homes	6/18/2022 12:22 PM
290	Goes right through our neighborhood	6/18/2022 12:21 PM
291	This route would pass by a cemetery and several schools including Brandon High School. It would provide an enormous strain on traffic getting to and from school not to mention bring unwanted noise and upheaval to a residential area that is literally lined with homes. Victoria is a parking lot when Brandon High is starting/getting out. Victoria is the ONLY street to access Brandon High. Woodberry is a street that has very heavy traffic flow in the mornings and evenings and this project would cause a heavy strain on it. Additionally, there are some houses that are extremely close to Woodberry as well as along Limona and Victoria. Where would the piping be buried - their backyards? Their front yards? This route needs to be removed from Woodberry and a different route that does not pass by residential streets, schools, and school bus stops selected. How about going straight south on Falkenburg? You have to cross 60 somewhere, do it there. Please do not bring this years-long construction to all residential areas. I do not want my quiet community disturbed with many years of construction. Going south on Falkenburg seems like a better route since there's hardly any residential areas along that way. Please find another way that does not include residential areas. The community does not want this along our streets. It seems like a project for major roads, not neighborhood type streets that are one lane each way. Choose roads with multiple lanes to	6/18/2022 12:11 PM

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follow so traffic can keep going. Using one lane roads will certainly clog traffic in the mornings and evenings causing busses to run late.

292	Major impact on homes, families and Alafia River with this route	6/18/2022 12:05 PM
293	Does this go through the Alafia River? Damage to water life and environment?	6/18/2022 11:12 AM
294	This area on Alafia ridge loop floods	6/18/2022 9:46 AM
295	Again crosses alafia with no bridges so impacts the river and heavy disruption the small communities. Land loss for homeowners with immanent domain is horrible when there are other routes available.	6/18/2022 9:25 AM
296	My home is in path	6/18/2022 9:06 AM
297	Impacts schools, destroys my neighborhood,	6/18/2022 8:55 AM
298	Goes through private property.	6/18/2022 8:46 AM
299	Goes through private property	6/18/2022 8:43 AM
300	The Alafia River is not shown to be crossed on the map.	6/18/2022 8:43 AM
301	Passing through the Alafia River. Too many potential issues with this route.	6/18/2022 8:39 AM
302	Age/Condition of existing pipeline.	6/18/2022 8:23 AM
303	Goes right through an area than floods on a regular basis. If a problem arises with the large pipes than drinking would become contaminated	6/18/2022 8:10 AM
304	Not a good choice	6/18/2022 8:09 AM
305	The river and protect wetlands	6/18/2022 8:06 AM
306	Impact in environment and wildlife in the Alafia river	6/18/2022 8:02 AM
307	Alafia ridge loop is prone to flooding	6/18/2022 8:02 AM
308	No	6/18/2022 7:58 AM
309	What about the river? Will it go under or above?	6/18/2022 7:38 AM
310	This seems like the most logical route.	6/18/2022 7:24 AM
311	Congestion on Lithia pinecrest	6/18/2022 7:21 AM
312	While it is a little shorter route the Orange route seems better. There is not as much traffic and construction on the Orange route.	6/18/2022 6:50 AM
313	Extremely difficult and inconvenient for people living in Alafia Ridge loop neighborhoods. Only one way in and out of this neighborhood.	6/17/2022 5:01 PM
314	goes through more populated area	6/17/2022 1:45 PM
315	This seems like the best route	6/17/2022 11:49 AM
316	Through high populion centers.	6/17/2022 11:47 AM
317	Why affect older communities? Stick to paralleling I-75	6/17/2022 11:05 AM
318	Inconvenience	6/17/2022 10:20 AM
319	Looks the same ad the PINK route????	6/17/2022 10:19 AM
320	Schools on FishHawk Boulevard would be significantly disrupted.	6/17/2022 10:03 AM
321	Seems to go through some busy roads	6/17/2022 8:51 AM
322	Seems like best route	6/17/2022 8:41 AM
323	Not sure why this one would not be #1..	6/17/2022 8:30 AM
324	Route too traversed due to population	6/17/2022 8:01 AM
325	This route makes the most sense, first because it's shorter (less costly), and also leaves the	6/17/2022 7:50 AM

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	railroad out of the equation	
326	All Unmarked sites	6/17/2022 7:25 AM
327	There are multiple Doctors offices, oncology radiation centers, and radiology centers that would affect patient care in this area. Traffic in this area is already overly congested. Nearby hospital would also be affected, delaying patient care to reroute. The smartest route would be faulkenburg then down down hwy 301 where there is more open space to work, less driveways and sidewalks to tear up and replace and fewer road closures.	6/17/2022 6:58 AM
328	Triple Creek Protected Nature Preserve	6/16/2022 2:55 PM
329	Major road	6/16/2022 1:29 PM
330	Some traffic interruption	6/16/2022 1:26 PM
331	Traffic impact	6/16/2022 12:29 PM
332	the housing developers should pick up all costs	6/16/2022 11:08 AM
333	Bridge at Bell creek	6/16/2022 8:19 AM
334	Extreme congestion in the hospital area south of 60. N/S Boyette is expensive construction on a major arterial street.	6/16/2022 7:46 AM
335	Where does the pipeline to when it hits the river?	6/16/2022 6:47 AM
336	Major hospital that will have decreased access during construction	6/16/2022 6:28 AM
337	Runs through small neighborhoods and close to lakes	6/15/2022 5:40 PM
338	Too congested roadways on this route. This impacts safety for the workers and safety for the drivers.	6/15/2022 12:42 PM
339	Crosses the river where there is rich history.	6/15/2022 10:27 AM
340	test	6/15/2022 9:11 AM
341	This seems to be the shortest run. It goes through less density areas than the pink route and also has less backtracking.	6/15/2022 9:03 AM
342	shortest route and seems more efficient	6/15/2022 8:16 AM
343	Traffic	6/14/2022 6:17 PM

Q4 What is the zip code of your home?

Answered: 1,030 Skipped: 180

#	RESPONSES	DATE
1	33579	7/8/2022 2:20 PM
2	33569	7/8/2022 2:00 PM
3	33547	7/8/2022 1:36 PM
4	33569	7/7/2022 11:55 PM
5	33598	7/7/2022 11:40 PM
6	33569	7/7/2022 11:14 PM
7	33569	7/7/2022 11:08 PM
8	33569	7/7/2022 10:42 PM
9	33511	7/7/2022 10:39 PM
10	33569	7/7/2022 10:08 PM
11	33596	7/7/2022 9:59 PM
12	33569	7/7/2022 9:48 PM
13	33579	7/7/2022 9:38 PM
14	33578	7/7/2022 9:38 PM
15	33511	7/7/2022 9:12 PM
16	33547	7/7/2022 9:11 PM
17	33569	7/7/2022 8:53 PM
18	33570	7/7/2022 8:45 PM
19	33569	7/7/2022 8:39 PM
20	33584	7/7/2022 8:25 PM
21	33511	7/7/2022 8:07 PM
22	33679	7/7/2022 8:00 PM
23	33511	7/7/2022 7:55 PM
24	33598	7/7/2022 7:48 PM
25	33578	7/7/2022 7:48 PM
26	335669	7/7/2022 7:25 PM
27	33598	7/7/2022 6:35 PM
28	33511	7/7/2022 6:11 PM
29	33596	7/7/2022 6:05 PM
30	33569	7/7/2022 5:59 PM
31	33569	7/7/2022 5:59 PM
32	33578	7/7/2022 5:19 PM
33	33594	7/7/2022 4:54 PM

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34	33594	7/7/2022 4:06 PM
35	33584	7/7/2022 3:38 PM
36	33579	7/7/2022 2:58 PM
37	33569	7/7/2022 2:56 PM
38	33511	7/7/2022 2:41 PM
39	33578	7/7/2022 2:21 PM
40	33569	7/7/2022 1:58 PM
41	33617	7/7/2022 1:01 PM
42	33579	7/7/2022 12:57 PM
43	33579	7/7/2022 12:49 PM
44	33569	7/7/2022 11:53 AM
45	33534	7/7/2022 11:23 AM
46	33510	7/7/2022 11:12 AM
47	33547	7/7/2022 11:00 AM
48	33579	7/7/2022 10:46 AM
49	33572	7/7/2022 10:23 AM
50	33547	7/7/2022 10:22 AM
51	33579	7/7/2022 10:08 AM
52	33569	7/7/2022 9:36 AM
53	33569	7/7/2022 9:30 AM
54	33578	7/7/2022 9:17 AM
55	33579	7/7/2022 9:17 AM
56	33569	7/7/2022 9:12 AM
57	33598	7/7/2022 9:11 AM
58	33579	7/7/2022 9:11 AM
59	33572	7/7/2022 9:10 AM
60	33511	7/7/2022 9:03 AM
61	33534	7/7/2022 9:02 AM
62	33511	7/7/2022 9:01 AM
63	33569	7/7/2022 8:58 AM
64	33569	7/7/2022 8:55 AM
65	33578	7/7/2022 8:43 AM
66	33549	7/7/2022 8:40 AM
67	33596	7/7/2022 8:04 AM
68	33596	7/7/2022 7:51 AM
69	33510	7/7/2022 7:48 AM
70	33547	7/7/2022 7:09 AM
71	33579	7/7/2022 6:26 AM

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72	33579	7/7/2022 6:16 AM
73	33594	7/7/2022 6:00 AM
74	33598	7/7/2022 1:26 AM
75	33534	7/6/2022 11:39 PM
76	33579	7/6/2022 11:16 PM
77	33578	7/6/2022 11:12 PM
78	33572	7/6/2022 11:08 PM
79	33534	7/6/2022 10:53 PM
80	33579	7/6/2022 10:47 PM
81	33578	7/6/2022 10:46 PM
82	33569	7/6/2022 10:41 PM
83	33579	7/6/2022 10:26 PM
84	33547	7/6/2022 10:15 PM
85	33594	7/6/2022 10:02 PM
86	33511	7/6/2022 9:57 PM
87	33511	7/6/2022 9:41 PM
88	33596	7/6/2022 9:26 PM
89	33534	7/6/2022 9:13 PM
90	33510	7/6/2022 8:23 PM
91	33547	7/6/2022 8:12 PM
92	33527	7/6/2022 8:06 PM
93	33510	7/6/2022 7:49 PM
94	33578	7/6/2022 6:43 PM
95	33579	7/6/2022 6:37 PM
96	33510	7/6/2022 6:28 PM
97	33569	7/6/2022 6:07 PM
98	33547	7/6/2022 5:44 PM
99	33579	7/6/2022 5:35 PM
100	33569	7/6/2022 5:34 PM
101	33547	7/6/2022 5:20 PM
102	33547	7/6/2022 5:12 PM
103	33570	7/6/2022 3:54 PM
104	33596	7/6/2022 3:51 PM
105	33579	7/6/2022 3:21 PM
106	33579	7/6/2022 3:04 PM
107	33511	7/6/2022 2:48 PM
108	33511	7/6/2022 2:41 PM
109	33578	7/6/2022 2:32 PM

South Hillsborough Pipeline Routing

110	33578	7/6/2022 2:04 PM
111	33619	7/6/2022 1:13 PM
112	33511	7/6/2022 12:54 PM
113	33579	7/6/2022 12:43 PM
114	33510	7/6/2022 12:02 PM
115	33511	7/6/2022 11:57 AM
116	33569	7/6/2022 11:53 AM
117	33579	7/6/2022 11:40 AM
118	33567	7/6/2022 11:13 AM
119	33596	7/6/2022 10:48 AM
120	33569	7/6/2022 10:01 AM
121	33596	7/6/2022 10:00 AM
122	33578	7/6/2022 9:50 AM
123	33569	7/6/2022 9:50 AM
124	33569	7/6/2022 9:33 AM
125	33578	7/6/2022 9:14 AM
126	33578	7/6/2022 7:31 AM
127	33578	7/6/2022 7:04 AM
128	33512	7/6/2022 6:47 AM
129	33511	7/6/2022 6:35 AM
130	33510	7/6/2022 6:03 AM
131	33578	7/6/2022 1:26 AM
132	33579	7/6/2022 12:42 AM
133	33547	7/6/2022 12:20 AM
134	33596	7/6/2022 12:14 AM
135	33579	7/5/2022 11:38 PM
136	33547	7/5/2022 11:26 PM
137	33596	7/5/2022 11:08 PM
138	33547	7/5/2022 11:04 PM
139	33569	7/5/2022 11:03 PM
140	33547	7/5/2022 10:39 PM
141	33511	7/5/2022 10:37 PM
142	33511	7/5/2022 10:25 PM
143	33596	7/5/2022 10:25 PM
144	33511	7/5/2022 10:19 PM
145	33594	7/5/2022 9:35 PM
146	33596	7/5/2022 9:29 PM
147	33569	7/5/2022 9:17 PM

South Hillsborough Pipeline Routing

148	33594	7/5/2022 9:03 PM
149	33594	7/5/2022 8:58 PM
150	33569	7/5/2022 8:56 PM
151	33569	7/5/2022 8:55 PM
152	33596	7/5/2022 8:23 PM
153	33510	7/5/2022 8:14 PM
154	33569	7/5/2022 8:06 PM
155	33511	7/5/2022 7:54 PM
156	33547	7/5/2022 7:52 PM
157	33598	7/5/2022 7:46 PM
158	33569	7/5/2022 7:34 PM
159	33527	7/5/2022 6:58 PM
160	33579	7/5/2022 6:29 PM
161	33569	7/5/2022 6:29 PM
162	33569	7/5/2022 6:28 PM
163	33547	7/5/2022 6:19 PM
164	33512	7/5/2022 6:17 PM
165	33598	7/5/2022 6:11 PM
166	33579	7/5/2022 5:55 PM
167	33534	7/5/2022 5:26 PM
168	33547	7/5/2022 5:24 PM
169	33579	7/5/2022 4:50 PM
170	33584	7/5/2022 4:48 PM
171	33547	7/5/2022 4:39 PM
172	33572	7/5/2022 4:38 PM
173	33579	7/5/2022 4:34 PM
174	33547	7/5/2022 4:30 PM
175	33511	7/5/2022 3:58 PM
176	33547	7/5/2022 3:56 PM
177	33547	7/5/2022 3:36 PM
178	33594	7/5/2022 3:29 PM
179	33534	7/5/2022 3:26 PM
180	33573	7/5/2022 3:19 PM
181	33596	7/5/2022 2:48 PM
182	33567	7/5/2022 2:20 PM
183	33619	7/5/2022 2:18 PM
184	33547	7/5/2022 2:09 PM
185	33569	7/5/2022 1:56 PM

South Hillsborough Pipeline Routing

186	33511	7/5/2022 1:56 PM
187	33547	7/5/2022 1:25 PM
188	33594	7/5/2022 1:01 PM
189	33596	7/5/2022 12:56 PM
190	33578	7/5/2022 12:30 PM
191	33594	7/5/2022 12:29 PM
192	33511	7/5/2022 12:21 PM
193	33510	7/5/2022 12:18 PM
194	33511	7/5/2022 11:42 AM
195	33579	7/5/2022 11:24 AM
196	33511	7/5/2022 11:19 AM
197	33547	7/5/2022 10:51 AM
198	33569	7/5/2022 10:47 AM
199	33511	7/5/2022 8:48 AM
200	33567	7/5/2022 8:44 AM
201	33579	7/5/2022 8:37 AM
202	33579	7/5/2022 7:50 AM
203	33596	7/5/2022 7:35 AM
204	33594	7/5/2022 7:31 AM
205	33511	7/5/2022 7:23 AM
206	33579	7/5/2022 7:20 AM
207	33579	7/5/2022 6:26 AM
208	335982	7/5/2022 5:55 AM
209	33598	7/5/2022 4:28 AM
210	33594	7/5/2022 3:53 AM
211	33596	7/5/2022 3:06 AM
212	33598	7/5/2022 2:39 AM
213	33511	7/5/2022 1:49 AM
214	33578	7/5/2022 1:16 AM
215	33569	7/5/2022 12:07 AM
216	33547	7/5/2022 12:04 AM
217	33594	7/4/2022 11:18 PM
218	33578	7/4/2022 11:15 PM
219	33569	7/4/2022 10:38 PM
220	33534	7/4/2022 10:17 PM
221	33511	7/4/2022 10:17 PM
222	33594	7/4/2022 10:09 PM
223	33510	7/4/2022 9:55 PM

South Hillsborough Pipeline Routing

224	33579	7/4/2022 9:52 PM
225	33596	7/4/2022 9:32 PM
226	33511	7/4/2022 9:18 PM
227	33569	7/4/2022 7:52 PM
228	33534	7/4/2022 7:21 PM
229	33594	7/4/2022 6:54 PM
230	33579	7/4/2022 5:52 PM
231	33511	7/4/2022 5:38 PM
232	33569	7/4/2022 5:36 PM
233	33547	7/4/2022 5:32 PM
234	33510	7/4/2022 5:22 PM
235	33578	7/4/2022 5:19 PM
236	33596	7/4/2022 5:19 PM
237	33594	7/4/2022 5:01 PM
238	33547	7/4/2022 4:50 PM
239	33511	7/4/2022 4:32 PM
240	33511	7/4/2022 3:47 PM
241	33511	7/4/2022 3:37 PM
242	33584	7/4/2022 3:02 PM
243	33584	7/4/2022 2:28 PM
244	33579	7/4/2022 2:24 PM
245	33578	7/4/2022 2:20 PM
246	33510	7/4/2022 2:20 PM
247	33619	7/4/2022 1:30 PM
248	33569	7/4/2022 1:01 PM
249	33579	7/4/2022 12:53 PM
250	33569	7/4/2022 12:48 PM
251	33619	7/4/2022 12:18 PM
252	33579	7/4/2022 12:13 PM
253	33569	7/4/2022 12:06 PM
254	33594	7/4/2022 12:02 PM
255	33569	7/4/2022 11:40 AM
256	33619	7/4/2022 11:39 AM
257	33511	7/4/2022 11:25 AM
258	33547	7/4/2022 11:22 AM
259	33569	7/4/2022 11:19 AM
260	33579	7/4/2022 10:45 AM
261	33511	7/4/2022 10:34 AM

South Hillsborough Pipeline Routing

262	33594	7/4/2022 10:31 AM
263	33569	7/4/2022 10:11 AM
264	33578	7/4/2022 10:09 AM
265	33547	7/4/2022 10:03 AM
266	33594	7/4/2022 9:44 AM
267	33579	7/4/2022 9:39 AM
268	33579	7/4/2022 9:39 AM
269	33569	7/4/2022 9:38 AM
270	33579	7/4/2022 9:30 AM
271	33579	7/4/2022 9:23 AM
272	33578	7/4/2022 8:56 AM
273	33534	7/4/2022 8:55 AM
274	33511	7/4/2022 8:51 AM
275	33511	7/4/2022 8:47 AM
276	33534	7/4/2022 8:44 AM
277	33578	7/4/2022 8:43 AM
278	33569	7/4/2022 8:37 AM
279	33579	7/4/2022 8:28 AM
280	33579	7/4/2022 8:24 AM
281	33594	7/4/2022 8:11 AM
282	33547	7/4/2022 7:55 AM
283	33534	7/4/2022 7:54 AM
284	33594	7/4/2022 7:32 AM
285	33547	7/4/2022 7:29 AM
286	33579	7/4/2022 7:02 AM
287	33578	7/4/2022 6:33 AM
288	33594	7/4/2022 5:19 AM
289	33579	7/4/2022 5:18 AM
290	33511	7/4/2022 4:49 AM
291	33534	7/4/2022 4:21 AM
292	33569	7/3/2022 10:54 PM
293	33511	7/3/2022 7:42 PM
294	33527	7/3/2022 5:49 PM
295	33594	7/3/2022 5:43 PM
296	33510	7/3/2022 5:43 PM
297	33511	7/3/2022 5:01 PM
298	33596	7/3/2022 4:19 PM
299	33578	7/3/2022 3:08 PM

South Hillsborough Pipeline Routing

300	33594	7/3/2022 2:52 PM
301	33527	7/3/2022 2:06 PM
302	33579	7/3/2022 12:40 PM
303	33569	7/3/2022 12:34 PM
304	33547	7/3/2022 12:29 PM
305	33547	7/3/2022 12:29 PM
306	33510	7/3/2022 12:29 PM
307	33579	7/3/2022 12:10 PM
308	33569	7/3/2022 12:07 PM
309	33579	7/3/2022 11:48 AM
310	33578	7/3/2022 11:43 AM
311	33569	7/3/2022 11:36 AM
312	33594	7/3/2022 10:52 AM
313	33578	7/3/2022 10:11 AM
314	33547	7/3/2022 9:53 AM
315	33596	7/3/2022 9:17 AM
316	33584	7/3/2022 9:15 AM
317	33567	7/3/2022 9:15 AM
318	33511	7/3/2022 8:34 AM
319	33579	7/3/2022 8:21 AM
320	33579	7/3/2022 8:20 AM
321	33578	7/3/2022 8:09 AM
322	33511	7/3/2022 7:53 AM
323	33579	7/3/2022 7:26 AM
324	33510	7/3/2022 7:12 AM
325	33569	7/3/2022 3:38 AM
326	33578	7/3/2022 3:30 AM
327	33547	7/2/2022 5:29 PM
328	33510	7/2/2022 3:20 PM
329	33578	7/2/2022 1:31 PM
330	33579	7/2/2022 1:08 PM
331	33527	7/2/2022 12:56 PM
332	33578	7/2/2022 12:27 PM
333	33547	7/2/2022 11:30 AM
334	33594	7/2/2022 11:26 AM
335	33596	7/2/2022 11:06 AM
336	33527	7/2/2022 10:29 AM
337	33547	7/2/2022 10:27 AM

South Hillsborough Pipeline Routing

338	33579	7/2/2022 9:43 AM
339	33569	7/2/2022 9:34 AM
340	33527	7/2/2022 9:30 AM
341	33534	7/2/2022 9:25 AM
342	33569	7/2/2022 9:25 AM
343	33579	7/2/2022 9:21 AM
344	33510	7/2/2022 8:22 AM
345	33511	7/2/2022 7:51 AM
346	33511	7/2/2022 7:36 AM
347	33569	7/2/2022 7:33 AM
348	33594	7/2/2022 7:30 AM
349	33567	7/2/2022 7:29 AM
350	33598	7/2/2022 7:25 AM
351	33573	7/2/2022 7:07 AM
352	33596	7/2/2022 6:51 AM
353	33511	7/2/2022 5:30 AM
354	33579	7/1/2022 10:38 PM
355	33596	7/1/2022 8:12 PM
356	33579	7/1/2022 3:44 PM
357	33511	7/1/2022 3:42 PM
358	33569	7/1/2022 3:19 PM
359	33569	7/1/2022 11:41 AM
360	33569	7/1/2022 11:22 AM
361	33596	7/1/2022 10:56 AM
362	33512	7/1/2022 10:46 AM
363	33569	7/1/2022 10:09 AM
364	33527	7/1/2022 9:40 AM
365	33619	7/1/2022 9:27 AM
366	33547	7/1/2022 9:17 AM
367	33594	7/1/2022 8:30 AM
368	33510	7/1/2022 8:15 AM
369	33579	7/1/2022 8:14 AM
370	33579	7/1/2022 7:56 AM
371	33598	7/1/2022 7:38 AM
372	33579	7/1/2022 7:27 AM
373	33596	7/1/2022 7:14 AM
374	33511	7/1/2022 6:56 AM
375	33579	7/1/2022 6:54 AM

South Hillsborough Pipeline Routing

376	33594	7/1/2022 6:30 AM
377	33611	6/30/2022 10:52 AM
378	33569	6/30/2022 10:35 AM
379	33578	6/30/2022 10:17 AM
380	33578	6/30/2022 10:13 AM
381	33511	6/30/2022 10:11 AM
382	33511	6/30/2022 9:55 AM
383	33569	6/30/2022 9:40 AM
384	33579	6/30/2022 9:25 AM
385	33569	6/30/2022 8:50 AM
386	33511	6/30/2022 7:54 AM
387	33569	6/30/2022 7:50 AM
388	33547	6/30/2022 7:40 AM
389	33569	6/30/2022 7:34 AM
390	34511	6/30/2022 7:10 AM
391	33569	6/30/2022 7:05 AM
392	33547	6/30/2022 6:24 AM
393	33619	6/30/2022 5:46 AM
394	33547	6/30/2022 5:17 AM
395	33569	6/29/2022 9:06 PM
396	33569	6/29/2022 8:34 PM
397	33579	6/29/2022 3:18 PM
398	33579	6/29/2022 2:03 PM
399	33569	6/29/2022 12:16 PM
400	33579	6/29/2022 11:53 AM
401	33579	6/29/2022 11:32 AM
402	33511	6/29/2022 11:30 AM
403	33511	6/29/2022 10:29 AM
404	33569	6/29/2022 10:08 AM
405	33511	6/29/2022 10:00 AM
406	33596	6/29/2022 9:21 AM
407	33570	6/29/2022 8:56 AM
408	33624	6/29/2022 7:58 AM
409	33579	6/29/2022 7:54 AM
410	33569	6/29/2022 7:39 AM
411	33569	6/29/2022 7:27 AM
412	33578	6/29/2022 7:26 AM
413	33579	6/29/2022 7:26 AM

South Hillsborough Pipeline Routing

414	33579	6/29/2022 7:10 AM
415	33579	6/29/2022 7:01 AM
416	33569	6/29/2022 6:38 AM
417	33547	6/29/2022 6:28 AM
418	33579	6/29/2022 5:00 AM
419	33578	6/29/2022 12:06 AM
420	33569	6/28/2022 7:44 PM
421	33578	6/28/2022 7:22 PM
422	33511	6/28/2022 4:54 PM
423	33510	6/28/2022 4:22 PM
424	33510	6/28/2022 12:26 PM
425	33511	6/28/2022 12:13 PM
426	33569	6/28/2022 12:10 PM
427	33579	6/28/2022 12:02 PM
428	33511	6/28/2022 11:48 AM
429	33619	6/28/2022 11:45 AM
430	33596	6/28/2022 11:30 AM
431	33596	6/28/2022 11:28 AM
432	33547	6/28/2022 11:21 AM
433	33579	6/28/2022 11:20 AM
434	33579	6/28/2022 10:49 AM
435	33594	6/28/2022 10:25 AM
436	33511	6/28/2022 10:07 AM
437	33503	6/28/2022 9:38 AM
438	33579	6/28/2022 9:19 AM
439	33534	6/28/2022 9:01 AM
440	33534	6/28/2022 8:52 AM
441	33511	6/28/2022 8:37 AM
442	33547	6/28/2022 8:15 AM
443	33579	6/28/2022 7:09 AM
444	33547	6/28/2022 6:39 AM
445	33579	6/28/2022 6:38 AM
446	33596	6/28/2022 6:16 AM
447	33569	6/28/2022 5:26 AM
448	33578	6/28/2022 4:50 AM
449	33598	6/27/2022 11:39 PM
450	33569	6/27/2022 6:18 PM
451	33579	6/27/2022 4:28 PM

South Hillsborough Pipeline Routing

452	33579	6/27/2022 12:11 PM
453	33569	6/27/2022 10:52 AM
454	33547	6/27/2022 10:40 AM
455	33569	6/27/2022 10:22 AM
456	33569	6/27/2022 9:44 AM
457	33547	6/27/2022 8:55 AM
458	33510	6/27/2022 8:51 AM
459	33511	6/27/2022 8:49 AM
460	33547	6/27/2022 8:42 AM
461	33578	6/27/2022 8:37 AM
462	33579	6/27/2022 8:27 AM
463	33578	6/27/2022 8:24 AM
464	33510	6/27/2022 8:12 AM
465	33579	6/27/2022 7:59 AM
466	33511	6/27/2022 7:53 AM
467	33579	6/27/2022 7:48 AM
468	33569	6/27/2022 7:46 AM
469	33579	6/27/2022 7:31 AM
470	33567	6/27/2022 6:20 AM
471	33594	6/27/2022 6:02 AM
472	33511	6/26/2022 11:28 PM
473	33569	6/26/2022 6:32 PM
474	33511	6/26/2022 1:26 PM
475	33511	6/26/2022 1:21 PM
476	33578	6/26/2022 12:36 PM
477	33578	6/26/2022 12:30 PM
478	33579-9368	6/26/2022 12:30 PM
479	33510	6/26/2022 12:27 PM
480	33511	6/26/2022 12:05 PM
481	33510	6/26/2022 11:53 AM
482	33596	6/26/2022 11:42 AM
483	33569	6/26/2022 11:26 AM
484	33596	6/26/2022 11:00 AM
485	33511	6/26/2022 10:42 AM
486	33594	6/26/2022 10:29 AM
487	33579	6/26/2022 10:21 AM
488	33579	6/26/2022 10:20 AM
489	33510	6/26/2022 9:58 AM

South Hillsborough Pipeline Routing

490	33594	6/26/2022 9:28 AM
491	33578	6/26/2022 9:21 AM
492	33511	6/26/2022 8:56 AM
493	33579	6/26/2022 8:49 AM
494	33569	6/26/2022 8:35 AM
495	33534	6/26/2022 8:08 AM
496	33511	6/26/2022 7:47 AM
497	33596	6/26/2022 7:47 AM
498	33579	6/26/2022 7:32 AM
499	33569	6/26/2022 7:31 AM
500	33547	6/26/2022 6:10 AM
501	33594	6/26/2022 12:36 AM
502	35511	6/25/2022 10:44 PM
503	33696	6/25/2022 8:17 PM
504	33598	6/25/2022 8:09 PM
505	33547	6/25/2022 7:11 PM
506	33578	6/25/2022 4:35 PM
507	33596	6/25/2022 2:15 PM
508	33511	6/25/2022 12:35 PM
509	33594	6/25/2022 12:32 PM
510	33547	6/25/2022 11:09 AM
511	33510	6/25/2022 11:03 AM
512	33596	6/25/2022 9:49 AM
513	33569	6/25/2022 9:36 AM
514	33569	6/25/2022 9:32 AM
515	33569	6/25/2022 8:52 AM
516	33569	6/25/2022 8:44 AM
517	33511	6/25/2022 8:37 AM
518	33569	6/25/2022 8:34 AM
519	33596	6/25/2022 8:08 AM
520	33579	6/25/2022 7:58 AM
521	33547	6/25/2022 7:55 AM
522	33547	6/25/2022 7:25 AM
523	33510	6/25/2022 6:15 AM
524	33511	6/24/2022 11:29 PM
525	33547	6/24/2022 8:20 PM
526	33569	6/24/2022 5:05 PM
527	33547	6/24/2022 4:16 PM

South Hillsborough Pipeline Routing

528	33569	6/24/2022 1:54 PM
529	33547	6/24/2022 1:18 PM
530	33547	6/24/2022 1:07 PM
531	33579	6/24/2022 12:52 PM
532	33511	6/24/2022 12:26 PM
533	33612	6/24/2022 12:26 PM
534	33567	6/24/2022 12:26 PM
535	33579	6/24/2022 12:22 PM
536	33569	6/24/2022 12:05 PM
537	33598	6/24/2022 12:03 PM
538	33547	6/24/2022 11:53 AM
539	33569	6/24/2022 11:40 AM
540	33584	6/24/2022 11:38 AM
541	33534	6/24/2022 11:37 AM
542	33510	6/24/2022 11:11 AM
543	33594	6/24/2022 10:58 AM
544	33511	6/24/2022 10:54 AM
545	33579	6/24/2022 10:38 AM
546	33569	6/24/2022 9:39 AM
547	33569	6/24/2022 9:23 AM
548	33578	6/24/2022 8:48 AM
549	33596	6/24/2022 8:47 AM
550	33547	6/24/2022 8:01 AM
551	33510	6/24/2022 7:55 AM
552	33547	6/24/2022 7:27 AM
553	33547	6/24/2022 7:09 AM
554	33594	6/24/2022 6:38 AM
555	33511	6/24/2022 6:09 AM
556	33569	6/23/2022 6:14 PM
557	33579	6/23/2022 6:12 PM
558	33547	6/23/2022 6:05 PM
559	33579	6/23/2022 1:39 PM
560	33579	6/23/2022 1:34 PM
561	33579	6/23/2022 1:17 PM
562	33527	6/23/2022 12:57 PM
563	33619	6/23/2022 12:34 PM
564	33547	6/23/2022 12:30 PM
565	33511	6/23/2022 12:19 PM

South Hillsborough Pipeline Routing

566	33573	6/23/2022 12:17 PM
567	33547	6/23/2022 12:11 PM
568	33579	6/23/2022 11:50 AM
569	33547	6/23/2022 11:41 AM
570	33510	6/23/2022 11:25 AM
571	33579	6/23/2022 11:25 AM
572	33511	6/23/2022 10:48 AM
573	33578	6/23/2022 10:30 AM
574	33510	6/23/2022 10:17 AM
575	33594	6/23/2022 9:42 AM
576	33579	6/23/2022 9:39 AM
577	33578	6/23/2022 9:32 AM
578	33579	6/23/2022 9:16 AM
579	33547	6/23/2022 9:03 AM
580	33596	6/23/2022 8:11 AM
581	33579	6/23/2022 8:07 AM
582	33511	6/23/2022 7:33 AM
583	33511	6/23/2022 7:31 AM
584	33567	6/23/2022 6:41 AM
585	33510	6/23/2022 6:27 AM
586	33596	6/23/2022 6:23 AM
587	33596	6/23/2022 6:05 AM
588	33563	6/23/2022 5:05 AM
589	33579	6/23/2022 5:01 AM
590	33569	6/23/2022 4:46 AM
591	33579	6/23/2022 12:03 AM
592	33569	6/22/2022 10:40 PM
593	33547	6/22/2022 9:53 PM
594	33547	6/22/2022 9:25 PM
595	33547	6/22/2022 9:18 PM
596	33547	6/22/2022 8:51 PM
597	33547	6/22/2022 8:13 PM
598	33547	6/22/2022 7:55 PM
599	33567	6/22/2022 6:17 PM
600	33547	6/22/2022 4:16 PM
601	33547	6/22/2022 3:51 PM
602	33598	6/22/2022 3:28 PM
603	33547	6/22/2022 3:25 PM

South Hillsborough Pipeline Routing

604	33579	6/22/2022 3:15 PM
605	34547	6/22/2022 2:53 PM
606	33547	6/22/2022 2:34 PM
607	33547	6/22/2022 2:28 PM
608	33547	6/22/2022 1:58 PM
609	33547	6/22/2022 1:44 PM
610	33534	6/22/2022 1:16 PM
611	33598	6/22/2022 1:06 PM
612	33510	6/22/2022 12:58 PM
613	33569	6/22/2022 12:41 PM
614	33510	6/22/2022 12:36 PM
615	33595	6/22/2022 12:21 PM
616	33511	6/22/2022 12:04 PM
617	33275	6/22/2022 11:51 AM
618	33569	6/22/2022 11:31 AM
619	33547	6/22/2022 11:28 AM
620	33569	6/22/2022 11:17 AM
621	33569	6/22/2022 11:15 AM
622	33511	6/22/2022 10:59 AM
623	33569	6/22/2022 10:54 AM
624	33579	6/22/2022 10:44 AM
625	33510	6/22/2022 10:44 AM
626	33579	6/22/2022 10:30 AM
627	33567	6/22/2022 10:18 AM
628	33569	6/22/2022 10:08 AM
629	33527	6/22/2022 9:55 AM
630	33594	6/22/2022 9:54 AM
631	33579	6/22/2022 9:38 AM
632	33547	6/22/2022 9:15 AM
633	33511	6/22/2022 9:14 AM
634	33547	6/22/2022 9:14 AM
635	33596	6/22/2022 9:09 AM
636	33569	6/22/2022 9:08 AM
637	33596	6/22/2022 9:08 AM
638	33579	6/22/2022 9:07 AM
639	33547	6/22/2022 9:02 AM
640	33569	6/22/2022 8:56 AM
641	33569	6/22/2022 8:48 AM

South Hillsborough Pipeline Routing

642	33527	6/22/2022 8:32 AM
643	33569	6/22/2022 8:26 AM
644	33547	6/22/2022 8:19 AM
645	33547	6/22/2022 8:19 AM
646	33547	6/22/2022 8:18 AM
647	33569	6/22/2022 8:14 AM
648	33527	6/22/2022 8:08 AM
649	33569	6/22/2022 8:07 AM
650	33594	6/22/2022 8:05 AM
651	33547	6/22/2022 7:51 AM
652	33569	6/22/2022 7:38 AM
653	33594	6/22/2022 7:33 AM
654	33547	6/22/2022 7:23 AM
655	33579	6/22/2022 7:13 AM
656	33547	6/22/2022 7:09 AM
657	33547	6/22/2022 7:01 AM
658	33511	6/22/2022 6:42 AM
659	33547	6/22/2022 6:28 AM
660	33579	6/22/2022 6:08 AM
661	33579	6/22/2022 6:05 AM
662	33579	6/22/2022 5:43 AM
663	33594	6/22/2022 5:43 AM
664	33569	6/22/2022 5:36 AM
665	33510	6/22/2022 5:27 AM
666	33578	6/22/2022 5:26 AM
667	33569	6/22/2022 5:17 AM
668	33569	6/22/2022 4:44 AM
669	33568	6/22/2022 4:26 AM
670	33579	6/22/2022 2:07 AM
671	33511	6/21/2022 11:09 PM
672	33547	6/21/2022 11:00 PM
673	33569	6/21/2022 10:57 PM
674	33569	6/21/2022 10:55 PM
675	33594	6/21/2022 10:54 PM
676	33547	6/21/2022 10:48 PM
677	33569	6/21/2022 10:06 PM
678	33547	6/21/2022 10:06 PM
679	33569	6/21/2022 9:54 PM

South Hillsborough Pipeline Routing

680	33547	6/21/2022 9:29 PM
681	33579	6/21/2022 8:37 PM
682	33569	6/21/2022 8:30 PM
683	33569	6/21/2022 8:21 PM
684	33547	6/21/2022 7:25 PM
685	33511	6/21/2022 7:21 PM
686	33567	6/21/2022 7:15 PM
687	33569	6/21/2022 6:47 PM
688	33569	6/21/2022 6:26 PM
689	33578	6/21/2022 5:27 PM
690	33510	6/21/2022 5:19 PM
691	33547	6/21/2022 4:50 PM
692	33547	6/21/2022 4:28 PM
693	33569	6/21/2022 4:23 PM
694	33510 on Limona road	6/21/2022 4:02 PM
695	33569	6/21/2022 3:56 PM
696	33511	6/21/2022 3:53 PM
697	33569	6/21/2022 3:29 PM
698	33569	6/21/2022 3:20 PM
699	33596	6/21/2022 2:38 PM
700	33579	6/21/2022 2:29 PM
701	33569	6/21/2022 2:14 PM
702	33578	6/21/2022 2:09 PM
703	33569	6/21/2022 2:00 PM
704	33579	6/21/2022 1:50 PM
705	33510	6/21/2022 1:37 PM
706	33547	6/21/2022 1:31 PM
707	33511	6/21/2022 1:26 PM
708	33569	6/21/2022 1:24 PM
709	33511	6/21/2022 1:23 PM
710	33511	6/21/2022 1:21 PM
711	33527	6/21/2022 1:09 PM
712	33547	6/21/2022 1:08 PM
713	33510	6/21/2022 1:06 PM
714	33511	6/21/2022 1:02 PM
715	My property is on Woodberry - 33510	6/21/2022 1:00 PM
716	33579	6/21/2022 12:54 PM
717	33569	6/21/2022 12:51 PM

South Hillsborough Pipeline Routing

718	33511	6/21/2022 12:50 PM
719	33569	6/21/2022 12:40 PM
720	33569	6/21/2022 12:37 PM
721	33569	6/21/2022 12:30 PM
722	33579	6/21/2022 12:25 PM
723	33510	6/21/2022 12:24 PM
724	33569	6/21/2022 12:16 PM
725	33547	6/21/2022 12:15 PM
726	33596	6/21/2022 11:54 AM
727	33547	6/21/2022 11:51 AM
728	33569	6/21/2022 11:23 AM
729	33510	6/21/2022 11:17 AM
730	33594	6/21/2022 10:25 AM
731	33510	6/21/2022 10:24 AM
732	33547	6/21/2022 10:12 AM
733	33594	6/21/2022 10:11 AM
734	33579	6/21/2022 10:08 AM
735	33547	6/21/2022 10:03 AM
736	33569	6/21/2022 9:23 AM
737	33569	6/21/2022 9:23 AM
738	33578	6/21/2022 9:01 AM
739	335699	6/21/2022 8:46 AM
740	33579	6/21/2022 8:34 AM
741	33510	6/21/2022 8:01 AM
742	33579	6/21/2022 7:56 AM
743	33579	6/21/2022 7:35 AM
744	33579	6/21/2022 7:34 AM
745	33579	6/21/2022 7:20 AM
746	33594	6/21/2022 7:15 AM
747	33511	6/21/2022 6:00 AM
748	33579	6/21/2022 5:58 AM
749	33596	6/21/2022 5:41 AM
750	33596	6/21/2022 5:35 AM
751	33511	6/21/2022 4:53 AM
752	33547	6/21/2022 4:47 AM
753	33584	6/20/2022 11:46 PM
754	33569	6/20/2022 7:35 PM
755	33569	6/20/2022 7:26 PM

South Hillsborough Pipeline Routing

756	33547	6/20/2022 7:06 PM
757	33569	6/20/2022 6:38 PM
758	33569	6/20/2022 6:23 PM
759	33569	6/20/2022 5:59 PM
760	33569	6/20/2022 5:46 PM
761	33579	6/20/2022 5:25 PM
762	33547	6/20/2022 4:42 PM
763	33594	6/20/2022 2:43 PM
764	33569	6/20/2022 1:40 PM
765	33547	6/20/2022 1:39 PM
766	33594	6/20/2022 1:02 PM
767	33547	6/20/2022 1:00 PM
768	33578	6/20/2022 12:56 PM
769	33584	6/20/2022 12:56 PM
770	33510	6/20/2022 12:50 PM
771	33511	6/20/2022 12:48 PM
772	33510	6/20/2022 12:44 PM
773	33569	6/20/2022 12:41 PM
774	33569	6/20/2022 12:28 PM
775	33547	6/20/2022 11:55 AM
776	33578	6/20/2022 11:53 AM
777	33579	6/20/2022 11:32 AM
778	33579	6/20/2022 11:10 AM
779	33579	6/20/2022 11:05 AM
780	33510	6/20/2022 10:59 AM
781	33547	6/20/2022 10:51 AM
782	33510	6/20/2022 10:43 AM
783	33547	6/20/2022 10:34 AM
784	33547	6/20/2022 10:31 AM
785	33569	6/20/2022 10:14 AM
786	33579	6/20/2022 10:13 AM
787	33547	6/20/2022 10:07 AM
788	33527	6/20/2022 9:58 AM
789	33569	6/20/2022 9:24 AM
790	33594	6/20/2022 9:22 AM
791	33511	6/20/2022 9:21 AM
792	33579	6/20/2022 9:15 AM
793	33547	6/20/2022 8:49 AM

South Hillsborough Pipeline Routing

794	33569	6/20/2022 8:38 AM
795	33598	6/20/2022 8:36 AM
796	33569	6/20/2022 8:27 AM
797	33596	6/20/2022 8:25 AM
798	33569	6/20/2022 8:01 AM
799	33579	6/20/2022 7:54 AM
800	33572	6/20/2022 7:46 AM
801	33579	6/20/2022 7:38 AM
802	33547	6/20/2022 5:58 AM
803	33579	6/19/2022 11:49 PM
804	33579	6/19/2022 4:48 PM
805	33547	6/19/2022 4:14 PM
806	33579	6/19/2022 4:12 PM
807	33579	6/19/2022 3:56 PM
808	33569	6/19/2022 3:03 PM
809	33594	6/19/2022 1:22 PM
810	33547	6/19/2022 1:17 PM
811	33569	6/19/2022 12:37 PM
812	33569	6/19/2022 12:16 PM
813	33547-5900	6/19/2022 12:00 PM
814	33547	6/19/2022 11:50 AM
815	33579	6/19/2022 11:40 AM
816	33547	6/19/2022 11:34 AM
817	33578	6/19/2022 11:30 AM
818	33569	6/19/2022 11:23 AM
819	33510	6/19/2022 11:03 AM
820	33510	6/19/2022 10:47 AM
821	33579	6/19/2022 10:40 AM
822	33547	6/19/2022 10:33 AM
823	33572	6/19/2022 10:24 AM
824	33579	6/19/2022 10:03 AM
825	33573	6/19/2022 10:03 AM
826	33579	6/19/2022 9:41 AM
827	33572	6/19/2022 9:40 AM
828	33527	6/19/2022 9:35 AM
829	33569	6/19/2022 9:34 AM
830	33511	6/19/2022 9:20 AM
831	33619	6/19/2022 9:20 AM

South Hillsborough Pipeline Routing

832	33547	6/19/2022 9:09 AM
833	33511	6/19/2022 8:07 AM
834	33547	6/19/2022 7:53 AM
835	33569	6/19/2022 7:50 AM
836	33579	6/19/2022 7:38 AM
837	33579	6/19/2022 7:36 AM
838	33596	6/19/2022 7:33 AM
839	33579	6/19/2022 7:22 AM
840	33547	6/19/2022 7:13 AM
841	33578	6/19/2022 6:58 AM
842	33594	6/19/2022 6:47 AM
843	33598	6/19/2022 6:34 AM
844	33569	6/19/2022 1:34 AM
845	33563	6/18/2022 8:58 PM
846	33568	6/18/2022 5:24 PM
847	33569	6/18/2022 4:57 PM
848	33569	6/18/2022 4:49 PM
849	34234	6/18/2022 4:27 PM
850	33510	6/18/2022 4:07 PM
851	33510	6/18/2022 3:23 PM
852	33596	6/18/2022 3:19 PM
853	33594	6/18/2022 2:42 PM
854	33596	6/18/2022 2:28 PM
855	33594	6/18/2022 1:52 PM
856	33596	6/18/2022 1:49 PM
857	33566	6/18/2022 1:36 PM
858	33569	6/18/2022 1:27 PM
859	33596	6/18/2022 1:19 PM
860	33596	6/18/2022 1:12 PM
861	33579	6/18/2022 12:56 PM
862	33619	6/18/2022 12:28 PM
863	33596	6/18/2022 12:25 PM
864	33510	6/18/2022 12:22 PM
865	33569	6/18/2022 12:22 PM
866	33534	6/18/2022 12:20 PM
867	33510	6/18/2022 12:11 PM
868	33579	6/18/2022 12:06 PM
869	33578	6/18/2022 12:05 PM

South Hillsborough Pipeline Routing

870	33566	6/18/2022 11:55 AM
871	33573	6/18/2022 11:53 AM
872	33569	6/18/2022 11:52 AM
873	33594	6/18/2022 11:47 AM
874	33578	6/18/2022 11:44 AM
875	33569	6/18/2022 11:41 AM
876	33511	6/18/2022 11:25 AM
877	33569	6/18/2022 11:12 AM
878	33678	6/18/2022 11:08 AM
879	33694	6/18/2022 11:03 AM
880	33578	6/18/2022 10:56 AM
881	33511	6/18/2022 10:49 AM
882	33578	6/18/2022 10:33 AM
883	33569	6/18/2022 10:24 AM
884	33594	6/18/2022 10:19 AM
885	33510	6/18/2022 10:08 AM
886	33579	6/18/2022 10:02 AM
887	33569	6/18/2022 9:46 AM
888	33569	6/18/2022 9:26 AM
889	33569	6/18/2022 9:26 AM
890	33569	6/18/2022 9:19 AM
891	33594	6/18/2022 9:18 AM
892	33569	6/18/2022 9:15 AM
893	33596	6/18/2022 9:08 AM
894	33569	6/18/2022 9:06 AM
895	33569	6/18/2022 8:56 AM
896	33569	6/18/2022 8:47 AM
897	33569	6/18/2022 8:44 AM
898	33569	6/18/2022 8:43 AM
899	33569	6/18/2022 8:40 AM
900	33579	6/18/2022 8:39 AM
901	33569	6/18/2022 8:36 AM
902	33547	6/18/2022 8:26 AM
903	33569	6/18/2022 8:26 AM
904	33579	6/18/2022 8:24 AM
905	33510	6/18/2022 8:20 AM
906	33578	6/18/2022 8:17 AM
907	33569	6/18/2022 8:11 AM

South Hillsborough Pipeline Routing

908	33669	6/18/2022 8:10 AM
909	33569	6/18/2022 8:07 AM
910	33569	6/18/2022 8:05 AM
911	33569	6/18/2022 8:03 AM
912	33569	6/18/2022 8:02 AM
913	33569	6/18/2022 7:58 AM
914	33569	6/18/2022 7:39 AM
915	33527	6/18/2022 7:25 AM
916	33547	6/18/2022 7:22 AM
917	33619	6/18/2022 7:04 AM
918	33569	6/18/2022 6:51 AM
919	33527	6/18/2022 6:44 AM
920	33584	6/18/2022 6:41 AM
921	33511	6/18/2022 6:41 AM
922	33594	6/18/2022 12:06 AM
923	33579	6/17/2022 10:30 PM
924	33579	6/17/2022 10:07 PM
925	33594	6/17/2022 7:33 PM
926	33579	6/17/2022 5:40 PM
927	33510	6/17/2022 5:16 PM
928	33569	6/17/2022 5:09 PM
929	33569	6/17/2022 5:02 PM
930	33569	6/17/2022 3:30 PM
931	33569	6/17/2022 1:45 PM
932	33547	6/17/2022 1:25 PM
933	33569	6/17/2022 11:50 AM
934	33510	6/17/2022 11:48 AM
935	33511	6/17/2022 11:43 AM
936	33573-5878	6/17/2022 11:34 AM
937	33578	6/17/2022 11:13 AM
938	33547	6/17/2022 11:06 AM
939	33511	6/17/2022 10:39 AM
940	33569	6/17/2022 10:21 AM
941	33579	6/17/2022 10:20 AM
942	33596	6/17/2022 10:16 AM
943	33578	6/17/2022 10:08 AM
944	33547	6/17/2022 10:05 AM
945	33547	6/17/2022 10:04 AM

South Hillsborough Pipeline Routing

946	33573	6/17/2022 9:54 AM
947	33579	6/17/2022 9:39 AM
948	33596	6/17/2022 9:22 AM
949	33594	6/17/2022 9:08 AM
950	33547	6/17/2022 9:07 AM
951	33511	6/17/2022 8:52 AM
952	33596	6/17/2022 8:48 AM
953	33534	6/17/2022 8:42 AM
954	33647	6/17/2022 8:36 AM
955	33594	6/17/2022 8:30 AM
956	33547	6/17/2022 8:21 AM
957	33594	6/17/2022 8:18 AM
958	33594	6/17/2022 8:13 AM
959	33578	6/17/2022 8:12 AM
960	33579	6/17/2022 8:01 AM
961	33511	6/17/2022 7:51 AM
962	33594	6/17/2022 7:50 AM
963	33578	6/17/2022 7:27 AM
964	33547	6/17/2022 7:26 AM
965	33596	6/17/2022 7:07 AM
966	33511	6/17/2022 6:58 AM
967	33534	6/17/2022 6:50 AM
968	33578	6/17/2022 6:42 AM
969	33579	6/17/2022 6:37 AM
970	33579	6/17/2022 6:22 AM
971	33596	6/17/2022 6:16 AM
972	33569	6/17/2022 6:11 AM
973	33510	6/17/2022 6:04 AM
974	33578	6/17/2022 5:52 AM
975	33511	6/17/2022 5:20 AM
976	33579	6/17/2022 1:34 AM
977	33579	6/16/2022 8:51 PM
978	33579	6/16/2022 6:34 PM
979	33579	6/16/2022 3:13 PM
980	33579	6/16/2022 2:56 PM
981	33527	6/16/2022 2:32 PM
982	33594	6/16/2022 2:15 PM
983	33510	6/16/2022 1:44 PM

South Hillsborough Pipeline Routing

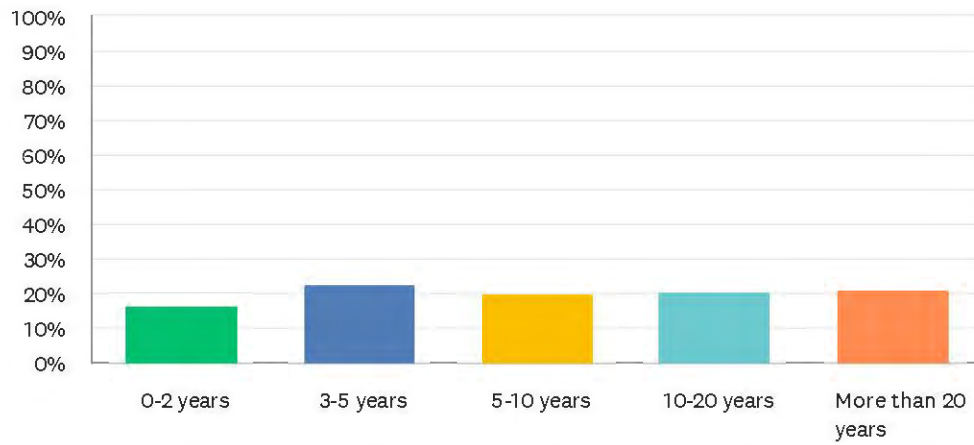
984	33579	6/16/2022 1:35 PM
985	33596	6/16/2022 1:29 PM
986	33579	6/16/2022 1:27 PM
987	33511	6/16/2022 1:25 PM
988	33579	6/16/2022 1:16 PM
989	33578	6/16/2022 12:56 PM
990	33542	6/16/2022 12:36 PM
991	33534	6/16/2022 12:31 PM
992	33579	6/16/2022 12:29 PM
993	33572	6/16/2022 12:21 PM
994	33579	6/16/2022 12:20 PM
995	33594	6/16/2022 12:17 PM
996	33569	6/16/2022 11:52 AM
997	33579	6/16/2022 11:39 AM
998	33569	6/16/2022 11:26 AM
999	33579	6/16/2022 11:18 AM
1000	33573	6/16/2022 11:09 AM
1001	33566	6/16/2022 10:56 AM
1002	33579	6/16/2022 10:23 AM
1003	33511	6/16/2022 10:14 AM
1004	33619	6/16/2022 10:03 AM
1005	33569	6/16/2022 9:38 AM
1006	33578u	6/16/2022 9:14 AM
1007	33511	6/16/2022 9:08 AM
1008	33579	6/16/2022 9:06 AM
1009	33569	6/16/2022 9:01 AM
1010	33510	6/16/2022 8:49 AM
1011	33596	6/16/2022 8:49 AM
1012	33598	6/16/2022 8:24 AM
1013	33569	6/16/2022 8:20 AM
1014	33572	6/16/2022 8:01 AM
1015	33579	6/16/2022 7:51 AM
1016	33594	6/16/2022 7:47 AM
1017	33569	6/16/2022 6:47 AM
1018	33594	6/16/2022 6:29 AM
1019	33603	6/16/2022 5:59 AM
1020	33579	6/15/2022 8:16 PM
1021	33510	6/15/2022 5:40 PM

South Hillsborough Pipeline Routing

1022	33596	6/15/2022 12:43 PM
1023	33598	6/15/2022 10:54 AM
1024	33596	6/15/2022 10:39 AM
1025	33511	6/15/2022 10:27 AM
1026	test	6/15/2022 9:11 AM
1027	33619	6/15/2022 9:10 AM
1028	33598	6/15/2022 9:05 AM
1029	33596	6/15/2022 8:18 AM
1030	33569	6/14/2022 6:18 PM

Q5 How long have you lived at this address?

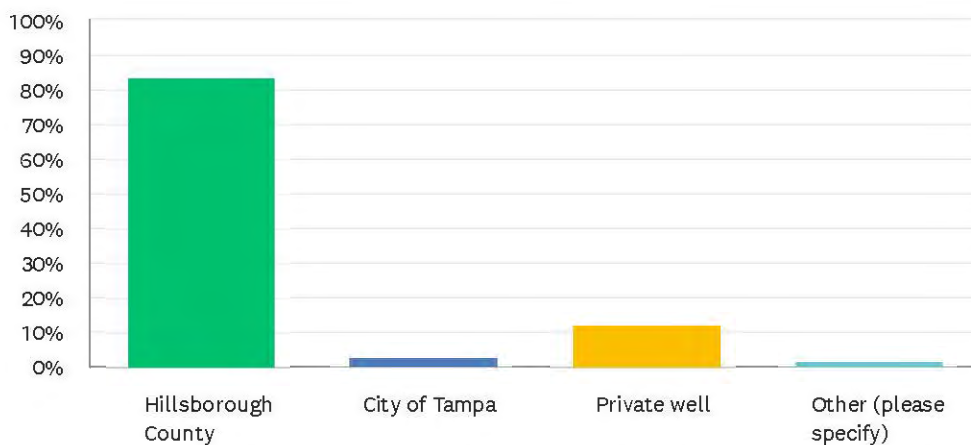
Answered: 1,030 Skipped: 180



ANSWER CHOICES	RESPONSES	
0-2 years	16.12%	166
3-5 years	22.82%	235
5-10 years	19.81%	204
10-20 years	20.29%	209
More than 20 years	20.97%	216
TOTAL		1,030

Q6 From where do you receive your drinking water?

Answered: 1,030 Skipped: 180



ANSWER CHOICES	RESPONSES	
Hillsborough County	83.59%	861
City of Tampa	2.52%	26
Private well	12.23%	126
Other (please specify)	1.65%	17
TOTAL		1,030

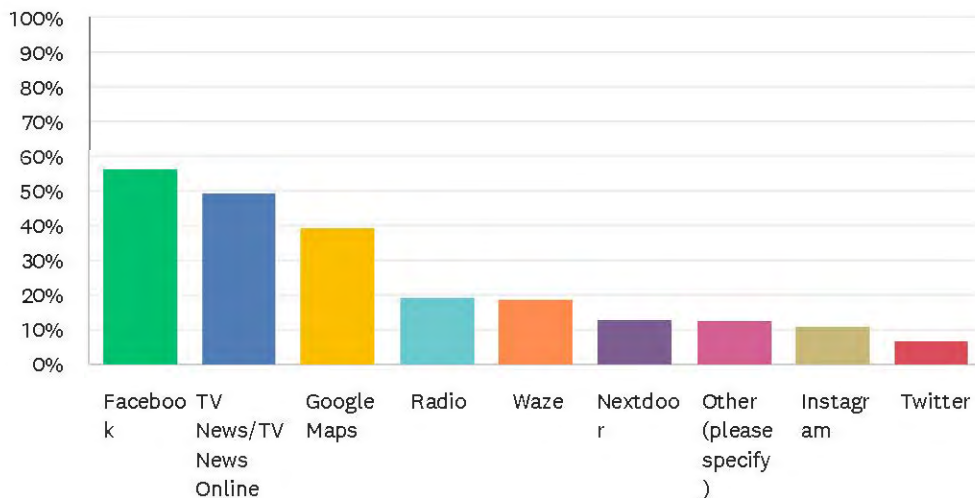
#	OTHER (PLEASE SPECIFY)	DATE
1	Bottles	7/6/2022 11:16 PM
2	I have no idea	7/6/2022 6:03 AM
3	Buy bottled	7/4/2022 7:32 AM
4	Bottle water	7/3/2022 12:07 PM
5	please build a second reservoir - get the land now	7/3/2022 11:36 AM
6	Alafia spring pumping station	6/29/2022 12:06 AM
7	Store	6/28/2022 5:26 AM
8	Well also	6/25/2022 9:32 AM
9	Who knows.	6/24/2022 12:05 PM
10	.	6/22/2022 6:08 AM
11	Bottled water	6/21/2022 9:54 PM
12	Not sure	6/19/2022 9:40 AM
13	City of Plant City	6/18/2022 8:58 PM
14	Formerly Tampa, my whole family is in Tampa Apollo beach area	6/18/2022 4:27 PM
15	Plant City	6/18/2022 11:55 AM
16	Water bottles	6/17/2022 8:42 AM

South Hillsborough Pipeline Routing

17	Zephyrhills	6/16/2022 12:36 PM
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Q7 From which sources do you prefer to hear about traffic impacts and road closures:

Answered: 1,030 Skipped: 180



ANSWER CHOICES	RESPONSES	
Facebook	56.12%	578
TV News/TV News Online	49.32%	508
Google Maps	39.51%	407
Radio	19.51%	201
Waze	18.74%	193
Nextdoor	13.11%	135
Other (please specify)	12.62%	130
Instagram	10.87%	112
Twitter	6.70%	69
Total Respondents: 1,030		

#	OTHER (PLEASE SPECIFY)	DATE
1	Emails	7/7/2022 11:08 PM
2	From the source/water company needs to send out notices	7/7/2022 8:00 PM
3	From the company that charges us money. They can send updates with invoice.	7/7/2022 7:48 PM
4	Nightly news on TV	7/7/2022 7:25 PM
5	Would love to see a Hillsborough county web site I could checkout.	7/7/2022 3:38 PM
6	Email	7/7/2022 2:58 PM
7	Newspaper	7/7/2022 2:41 PM
8	beansssfamily@gmail.com	7/7/2022 11:23 AM

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9	Email	7/7/2022 9:30 AM
10	Tik tok	7/7/2022 9:01 AM
11	Text	7/7/2022 8:58 AM
12	email or text	7/7/2022 8:55 AM
13	I would rather NOT have to deal with this issue!	7/6/2022 11:39 PM
14	Traffic	7/6/2022 3:51 PM
15	dorisdarga@gmail.com	7/6/2022 3:04 PM
16	text/email	7/6/2022 11:40 AM
17	Signage	7/6/2022 10:48 AM
18	Text	7/5/2022 5:55 PM
19	email or text messages	7/5/2022 4:39 PM
20	Tamp Bay Times	7/5/2022 1:56 PM
21	Apple maps	7/5/2022 10:51 AM
22	Bay News 9 or email/postcard	7/5/2022 7:31 AM
23	Email	7/4/2022 11:18 PM
24	newspaper	7/4/2022 10:17 PM
25	MSN.com	7/4/2022 9:55 PM
26	Hillsborough County	7/4/2022 5:36 PM
27	Apple Maps	7/4/2022 5:32 PM
28	Apple Maps	7/4/2022 2:24 PM
29	We have never received any notice of closures from Hillsborough county. Please expand the notification areas and methods for road closures. A VMS a day or two before the closure and only a couple hundred feet before the closure is not enough.	7/4/2022 2:20 PM
30	Email	7/4/2022 1:01 PM
31	Combined 50/50 Facebook and TV News/TV News Online	7/4/2022 8:55 AM
32	Email	7/4/2022 7:32 AM
33	Direct message	7/3/2022 10:54 PM
34	Direct text	7/3/2022 5:49 PM
35	Possible YouTube dedicated channel, e.g. continuous loop feed, covering Tampa Hillsborough traffic advisories, project progress, detours due to Fatal Accident investigations.	7/3/2022 12:40 PM
36	Na	7/3/2022 12:29 PM
37	NA	7/3/2022 12:29 PM
38	Also on News	7/3/2022 8:34 AM
39	Mail/email	7/3/2022 8:20 AM
40	text from county	7/2/2022 5:29 PM
41	Smartnews	7/2/2022 7:36 AM
42	LP	7/2/2022 6:51 AM
43	Email	7/1/2022 10:38 PM
44	Don't really care because the planning in this county is horrible. There is no 50 year plan - only a 50 minute plan.	7/1/2022 3:42 PM

South Hillsborough Pipeline Routing

45	Email	7/1/2022 7:14 AM
46	Written notices	6/30/2022 7:54 AM
47	Newspaper	6/30/2022 7:10 AM
48	Text messages	6/29/2022 3:18 PM
49	CDD meetings and road signage	6/29/2022 7:01 AM
50	None , no traffic advisory is preferable	6/29/2022 12:06 AM
51	Sign up for texts	6/28/2022 12:26 PM
52	County web sites	6/28/2022 12:13 PM
53	Text messages to registered numbers	6/28/2022 8:52 AM
54	Newspaper	6/27/2022 6:18 PM
55	websites of tampabay water and hillsborough county	6/27/2022 12:11 PM
56	email from the utility I use causing the disruption.	6/26/2022 1:21 PM
57	County noticing and website	6/26/2022 11:42 AM
58	Email/Text opt-in messaging	6/26/2022 10:21 AM
59	Driving daily to work	6/26/2022 8:35 AM
60	Newspaper - local & regional	6/26/2022 7:47 AM
61	Text. Email	6/26/2022 6:10 AM
62	Road postings for future closures	6/25/2022 12:32 PM
63	Mail	6/25/2022 7:58 AM
64	If on route, by mail.	6/25/2022 6:15 AM
65	Text	6/24/2022 4:16 PM
66	Newspaper	6/24/2022 1:54 PM
67	text messages or alerts sent directly to my phone	6/24/2022 1:07 PM
68	Posted signs forecasting/announcing road closures, minimum week in advance	6/24/2022 12:22 PM
69	Tampa Bay Times	6/24/2022 11:53 AM
70	Email	6/24/2022 7:55 AM
71	Text	6/23/2022 12:34 PM
72	email	6/23/2022 12:17 PM
73	Email	6/23/2022 5:01 AM
74	text hillsborough	6/22/2022 3:51 PM
75	Text messages	6/22/2022 2:34 PM
76	Mailing	6/22/2022 12:58 PM
77	Neighborhood pages	6/22/2022 11:31 AM
78	How about no road closures and disruptions?	6/22/2022 10:18 AM
79	Email. I am a Realtor, so ALL areas of interst	6/22/2022 8:32 AM
80	Email or text	6/22/2022 8:19 AM
81	Friend	6/22/2022 7:33 AM
82	News	6/22/2022 6:08 AM

South Hillsborough Pipeline Routing

83	Not sure	6/21/2022 11:00 PM
84	Several	6/21/2022 7:15 PM
85	Local HOA Boards	6/21/2022 6:47 PM
86	Letter	6/21/2022 6:26 PM
87	Apple maps	6/21/2022 5:27 PM
88	Mail	6/21/2022 4:02 PM
89	My own research since can't trust some sources.	6/21/2022 3:20 PM
90	Email	6/21/2022 1:23 PM
91	Signs on the roads that are impacted	6/21/2022 5:41 AM
92	Phone txt	6/21/2022 5:35 AM
93	County notifications via email	6/20/2022 5:46 PM
94	Mail	6/20/2022 5:25 PM
95	Email	6/20/2022 12:50 PM
96	TB Times	6/20/2022 11:55 AM
97	Mailings	6/20/2022 10:51 AM
98	Text	6/20/2022 9:21 AM
99	Text	6/20/2022 8:36 AM
100	mailing	6/20/2022 8:27 AM
101	Road signs	6/19/2022 12:16 PM
102	Email	6/19/2022 10:03 AM
103	Public meetings	6/19/2022 9:35 AM
104	text	6/19/2022 7:36 AM
105	M	6/18/2022 1:36 PM
106	Email notifications	6/18/2022 12:11 PM
107	Word of mouth	6/18/2022 12:05 PM
108	Google	6/18/2022 10:49 AM
109	If it impacts my home or communities it needs to be mailed to everyone in the area.	6/18/2022 9:26 AM
110	Mail	6/18/2022 8:47 AM
111	Direct Mail	6/18/2022 8:40 AM
112	Text	6/18/2022 8:36 AM
113	Lighted signs stating changes	6/18/2022 7:25 AM
114	Communication to the CDD	6/17/2022 10:07 PM
115	Home mail flyers	6/17/2022 5:16 PM
116	The more places the better.	6/17/2022 11:50 AM
117	email	6/17/2022 11:48 AM
118	email	6/17/2022 11:34 AM
119	None of the above.	6/17/2022 10:21 AM
120	direct email, mailing	6/17/2022 9:08 AM

South Hillsborough Pipeline Routing

121	Mail works	6/17/2022 7:50 AM
122	All the above	6/17/2022 7:26 AM
123	Hillsborough county websites	6/17/2022 6:42 AM
124	hillsborough county website	6/17/2022 6:16 AM
125	Direct text	6/17/2022 6:04 AM
126	Road signs	6/16/2022 2:15 PM
127	Email from Hillsborough county	6/15/2022 5:40 PM
128	test	6/15/2022 9:11 AM
129	newspapers (paper and online)	6/15/2022 8:18 AM
130	e-mail	6/14/2022 6:18 PM

Q8 Thank you for taking the time to complete this survey. If you would like to receive information in the future regarding these pipeline routes, please provide your email address:

Answered: 502 Skipped: 708

#	RESPONSES	DATE
1	Keithheilveil@me.com	7/8/2022 2:20 PM
2	joyce.zeigler@hotmail.com	7/8/2022 2:00 PM
3	TOMLINSON5254@gmail.com	7/8/2022 1:37 PM
4	Marybrigati@yahoo.com	7/7/2022 11:41 PM
5	Heatherlalvis@gmail.com	7/7/2022 10:42 PM
6	Sidney_tate@yahoo.com	7/7/2022 10:39 PM
7	Shanrahan12406@gmail.com	7/7/2022 10:08 PM
8	Cmorath82@gmail.com	7/7/2022 9:48 PM
9	Mguyton1075@gmail.com	7/7/2022 9:13 PM
10	Laura.terry86@gmail.com	7/7/2022 8:00 PM
11	sjkenny43@gmail.com	7/7/2022 7:26 PM
12	Shadenkat@icloud.com	7/7/2022 6:12 PM
13	aamabile001@gmail.com	7/7/2022 2:58 PM
14	Tlclarke09@gmail.com	7/7/2022 12:57 PM
15	Christysto18@gmail.com	7/7/2022 12:49 PM
16	scifiimmortal@gmail.com	7/7/2022 11:12 AM
17	jbuschner@yahoo.com	7/7/2022 10:46 AM
18	barbaraallenes@gmail.com	7/7/2022 10:23 AM
19	ella@ellakcoffee.com	7/7/2022 10:08 AM
20	domcirello@gmail.com	7/7/2022 9:31 AM
21	Gdddw52@gmail.com	7/7/2022 9:18 AM
22	mimix55@tampabay.rr.com	7/7/2022 9:11 AM
23	amber@smoprinting.com	7/7/2022 8:55 AM
24	Ajbecka@gmail.com	7/7/2022 8:43 AM
25	Bbealster@gmail.com	7/7/2022 8:05 AM
26	lpotteriii@aol.com	7/7/2022 7:48 AM
27	Jonesfamily290@gmail.com	7/7/2022 7:09 AM
28	Frankcut2011@gmail.com	7/7/2022 6:00 AM
29	Gisselleperez857@gmail.com	7/6/2022 10:54 PM
30	Ryan80johnson@gmail.com	7/6/2022 10:47 PM

South Hillsborough Pipeline Routing

31	Jadeelectricalsvc@gmail.com	7/6/2022 10:42 PM
32	kaoa13@gmail.com	7/6/2022 10:26 PM
33	1tkspecial@gmail.com	7/6/2022 10:15 PM
34	Rabogan@gmail.com	7/6/2022 9:57 PM
35	Kkneitel@gmail.com	7/6/2022 9:26 PM
36	joseguevara1627@gmail.com	7/6/2022 8:24 PM
37	lewis.dani@gmail.com	7/6/2022 6:29 PM
38	Stclair1220@aol.com	7/6/2022 5:36 PM
39	Ed.raabe@gmail.com	7/6/2022 5:21 PM
40	Carey2311@yahoo.com	7/6/2022 5:12 PM
41	dorisdarga@gmail.com	7/6/2022 3:05 PM
42	Tonahunsucker@gmail.com	7/6/2022 2:48 PM
43	Grandmoffward@gmail.com	7/6/2022 12:02 PM
44	gail_roth@yahoo.com	7/6/2022 11:41 AM
45	Trishtrenton@icloud.com	7/6/2022 9:34 AM
46	vanessa.hernandez03@gmail.com	7/6/2022 9:14 AM
47	tsgss@hotmail.com	7/6/2022 7:32 AM
48	Jahu64@icloud.com	7/6/2022 6:36 AM
49	Krissy2925@aol.com	7/6/2022 12:43 AM
50	Pao_rmz@yahoo.com	7/6/2022 12:20 AM
51	patrifido2@gmail.com	7/5/2022 11:04 PM
52	Tomgoyer@me.com	7/5/2022 10:39 PM
53	Ptumic@yahoo.com	7/5/2022 10:37 PM
54	Shartmann@brighthouse.com	7/5/2022 10:26 PM
55	bgrb4960@gmail.com	7/5/2022 10:26 PM
56	Chomme23@gmail.com	7/5/2022 9:03 PM
57	Harryth7@yahoo.com	7/5/2022 8:58 PM
58	videogamestore01@yahoo.com	7/5/2022 8:56 PM
59	Macmom313@yahoo.com	7/5/2022 8:55 PM
60	geraldragland.tech@gmail.com	7/5/2022 8:23 PM
61	yates1948@yahoo.com	7/5/2022 8:15 PM
62	Joho@aol.com	7/5/2022 7:34 PM
63	Marc.prewitt@gmail.com	7/5/2022 6:29 PM
64	rbartlett528@yahoo.com	7/5/2022 6:29 PM
65	tnales092807@gmail.com	7/5/2022 6:28 PM
66	raydon1963@yahoo.com	7/5/2022 5:55 PM
67	stevesamjake33@yahoo.com	7/5/2022 5:24 PM
68	jwilso1303@aol.com	7/5/2022 4:50 PM

South Hillsborough Pipeline Routing

69	terriemorrison@verizon.net	7/5/2022 4:39 PM
70	charleenmadsen@gmail.com	7/5/2022 4:38 PM
71	mark2tell@hotmail.com	7/5/2022 4:30 PM
72	SummERG8r@gmail.com	7/5/2022 3:58 PM
73	gailmach@hotmail.com	7/5/2022 3:29 PM
74	mariaewing1964@gmail	7/5/2022 2:21 PM
75	Estewart@tampabay.rr.com	7/5/2022 1:57 PM
76	khulljones@msn.com	7/5/2022 12:56 PM
77	chasnoic@gmail.com	7/5/2022 12:29 PM
78	Timsteddum@yahoo.com	7/5/2022 12:21 PM
79	ksaweber@hotmail.com	7/5/2022 11:42 AM
80	brianturnersr@gmail.com	7/5/2022 11:25 AM
81	Peacock598@gmail.com	7/5/2022 11:19 AM
82	scottab97@gmail.com	7/5/2022 10:48 AM
83	Nd Davies51@verizon.net	7/5/2022 8:49 AM
84	jimmy5893@gmail.com	7/5/2022 8:37 AM
85	Alexandra.watkins1983@gmail.com	7/5/2022 7:51 AM
86	Kernul1217@yahoo.com	7/5/2022 7:36 AM
87	whlauber17@gmail.com	7/5/2022 7:31 AM
88	ismael1.rivera@gmail.com	7/5/2022 7:23 AM
89	dawncastillo827@gmail.com	7/5/2022 7:21 AM
90	fwvette@gmail.com	7/5/2022 6:26 AM
91	Forsythekids@gmail.com	7/5/2022 5:55 AM
92	markheidi92@aol.com	7/5/2022 3:53 AM
93	daalmina@gmail.com	7/5/2022 12:08 AM
94	Dbirchmeier@outlook.com	7/5/2022 12:04 AM
95	joannebenz8@gmail.com	7/4/2022 11:19 PM
96	Aceganrn2005@gmail.com	7/4/2022 10:39 PM
97	patbergfl@yahoo.com	7/4/2022 10:18 PM
98	billflood54@gmail.com	7/4/2022 10:09 PM
99	robert.salinas171@gmail.com	7/4/2022 9:55 PM
100	ruanolucero@aol.com	7/4/2022 9:53 PM
101	Ghodes8@gmail.com	7/4/2022 9:33 PM
102	debjackson1212@gmail.com	7/4/2022 7:52 PM
103	Va	7/4/2022 7:21 PM
104	Dpdesign@tampabay.rr.com	7/4/2022 5:01 PM
105	douglasford2@gmail.com	7/4/2022 4:32 PM
106	Caryl.nolan@verizon.net	7/4/2022 3:38 PM

South Hillsborough Pipeline Routing

107	sstanley76@gmail.com	7/4/2022 2:20 PM
108	bibliotek@aol.com	7/4/2022 1:30 PM
109	Bobbruce33569@yahoo.com	7/4/2022 1:01 PM
110	billd33579@gmail.com	7/4/2022 12:53 PM
111	tspence3@tampabay.rr.com	7/4/2022 12:49 PM
112	agirlfromhome@gmail.com	7/4/2022 12:07 PM
113	Kirkseyv1r@AOL.COM	7/4/2022 12:03 PM
114	Bshague@me.com	7/4/2022 11:22 AM
115	Marybeans@hotmail.com	7/4/2022 11:19 AM
116	rosaroja3@gmail.com	7/4/2022 10:35 AM
117	croft.harold@gmail.com	7/4/2022 10:31 AM
118	rais-ahmad@rocketmail.com	7/4/2022 10:10 AM
119	david.rivero2@gmail.com	7/4/2022 9:44 AM
120	paulh321@yahoo.com	7/4/2022 8:55 AM
121	Marialidy@hotmail.com	7/4/2022 8:47 AM
122	lafunk011@gmail.com	7/4/2022 8:37 AM
123	Colleenmariea@yahoo.com	7/4/2022 7:54 AM
124	jewell897@yahoo.com	7/4/2022 7:32 AM
125	Denise.krimmel@gmail.com	7/4/2022 7:29 AM
126	dorina101@hotmail.com	7/4/2022 5:19 AM
127	Southerncharms59@gmail.com	7/4/2022 5:19 AM
128	bljahnke@verizon.net	7/3/2022 10:54 PM
129	aesquirrel@aol.com	7/3/2022 5:50 PM
130	eric@frozendrinkman.com	7/3/2022 5:43 PM
131	sgunlock13@gmail.com	7/3/2022 4:19 PM
132	suttondiana@aol.com	7/3/2022 2:52 PM
133	Eddk1818@gmail.com	7/3/2022 12:40 PM
134	Billgetz14@gmail.com	7/3/2022 12:35 PM
135	Klschneeb@yahoo.com	7/3/2022 12:30 PM
136	FI9313@aol.com	7/3/2022 12:10 PM
137	Olibel4419@gmail.com	7/3/2022 11:48 AM
138	gregory9822@yahoo.com	7/3/2022 11:36 AM
139	ramirez.r1971@gmail.com	7/3/2022 8:21 AM
140	lashondargreen@gmail.com	7/3/2022 8:20 AM
141	danielvalentin16@gmail.com	7/3/2022 7:53 AM
142	sonia_ehmed@yahoo.com	7/3/2022 3:31 AM
143	rkwhite2@verizon.net	7/2/2022 5:29 PM
144	Afrederick121@gmail.com	7/2/2022 1:32 PM

South Hillsborough Pipeline Routing

145	Etkawr47@sbcglobal.net	7/2/2022 1:08 PM
146	lois.cozzi@gmail.com	7/2/2022 12:56 PM
147	Jon.johnston6@gmail.com	7/2/2022 11:30 AM
148	brucedeb10@gmail.com	7/2/2022 11:27 AM
149	jms3@gte.net	7/2/2022 11:06 AM
150	Maryandreotti@yahoo.com	7/2/2022 10:27 AM
151	gymnast_hockey_mom@yahoo.com	7/2/2022 9:34 AM
152	acevedmar@aol.com	7/2/2022 8:22 AM
153	Chelmander@gmail.com	7/2/2022 7:51 AM
154	manyheartoa@gmail.com	7/2/2022 7:36 AM
155	Yarumal1979@msn.com	7/2/2022 7:30 AM
156	Felicianojohn83@gmail.com	7/2/2022 5:30 AM
157	Sendtonypemail@yahoo.com	7/1/2022 10:38 PM
158	rlivengood@verizon.net	7/1/2022 8:12 PM
159	AmyMSherman@yahoo.com	7/1/2022 3:20 PM
160	Craigstanley@verizon.net	7/1/2022 11:23 AM
161	arheist@hotmail.com	7/1/2022 9:41 AM
162	d_wide@yahoo.com	7/1/2022 9:17 AM
163	Kevin_roopnarine@hotmail.com	7/1/2022 7:56 AM
164	Speez14@gmail.com	7/1/2022 7:28 AM
165	msjamsky@gmail.com	7/1/2022 7:15 AM
166	Tahoe2458@gmail.com	7/1/2022 6:57 AM
167	tony@bdtowingtampa.com	6/30/2022 10:53 AM
168	spdaly007@gmail.com	6/30/2022 10:11 AM
169	Ksress@yahoo.com	6/30/2022 9:41 AM
170	keithomps9@yahoo.com	6/30/2022 8:51 AM
171	awhitlock558@gmail.com	6/30/2022 7:34 AM
172	Kengaughan@cs.com	6/30/2022 7:11 AM
173	Happyplexusvibes@gmail.com	6/30/2022 7:05 AM
174	Sunnyploch@hotmail.com	6/30/2022 5:17 AM
175	stevenecarter648@gmail.com	6/29/2022 8:35 PM
176	Anniepatparker@gmail.com	6/29/2022 3:18 PM
177	Mrsannswilliams@yahoo.com	6/29/2022 2:04 PM
178	doxiesliver@yahoo.com	6/29/2022 12:16 PM
179	Aforeman2306@gmail.com	6/29/2022 11:53 AM
180	Please do not do orange.	6/29/2022 11:31 AM
181	Clh1521@aol.com	6/29/2022 10:08 AM
182	melcalloway@msn.com	6/29/2022 7:39 AM

South Hillsborough Pipeline Routing

183	swhitlock6@aol.com	6/29/2022 6:38 AM
184	natanyareyes@gmail.com	6/29/2022 6:28 AM
185	Luzcor2013@gmail.com	6/29/2022 5:01 AM
186	Hughesplus3@gmail.com	6/29/2022 12:06 AM
187	patmyers57@verizon.net	6/28/2022 4:22 PM
188	don_bransford@hotmail.com	6/28/2022 12:26 PM
189	duanesworld1@gmail.com	6/28/2022 12:13 PM
190	Dmlfrazier@aol.com	6/28/2022 12:10 PM
191	Westflwineguy@gmail.com	6/28/2022 11:20 AM
192	Chris.spencer019@outlook.com	6/28/2022 10:25 AM
193	basmt@verizon.net	6/28/2022 10:08 AM
194	Nchant98@gmail.com	6/28/2022 8:52 AM
195	Cmdowd11@gmail.com	6/28/2022 6:39 AM
196	kokakola1@verizon.net	6/28/2022 6:16 AM
197	Jchapman213@aol.com	6/28/2022 5:26 AM
198	topher_ny71@yahoo.com	6/28/2022 4:51 AM
199	deb.cook@me.com	6/27/2022 11:40 PM
200	Danehamilton@gmail.com	6/27/2022 6:18 PM
201	antoniohardeman@msn.com	6/27/2022 12:11 PM
202	Sjgrieb3@gmail.com	6/27/2022 8:52 AM
203	j.woswald@gmail.com	6/27/2022 8:42 AM
204	vicc_4793@yahoo.com	6/27/2022 8:37 AM
205	Mason.storm1776@gmail.com	6/27/2022 8:24 AM
206	allisonnavarro@ymail.com	6/27/2022 7:54 AM
207	Watsonshell@hotmail.com	6/27/2022 6:20 AM
208	bchaveriat@aol.com	6/27/2022 6:03 AM
209	pvmt@icloud.com	6/26/2022 1:22 PM
210	Carlosmaldonadoster@gmail.com	6/26/2022 12:36 PM
211	Johngoff68@yahoo.com	6/26/2022 12:30 PM
212	N.a	6/26/2022 12:27 PM
213	cudababa3@yahoo.com	6/26/2022 12:06 PM
214	rayoung_jr@yahoo.com	6/26/2022 11:53 AM
215	Kristak611@gmail	6/26/2022 11:42 AM
216	Crysamaria@gmail.com	6/26/2022 10:30 AM
217	doug@perreault.us	6/26/2022 10:21 AM
218	Ymtoth@gmail.com	6/26/2022 9:28 AM
219	Stacy.matos@gmail.com	6/26/2022 9:22 AM
220	rzab19@gmail.com	6/26/2022 8:56 AM

South Hillsborough Pipeline Routing

221	Katy.nejedlo@gmail.com	6/26/2022 8:49 AM
222	docchopper@gmail.com	6/26/2022 8:36 AM
223	Karelkrem@yahoo.com	6/26/2022 7:50 AM
224	Ennis.alvarez@gmail.com	6/26/2022 7:32 AM
225	howardhouse7@gmail.com	6/26/2022 6:11 AM
226	dgrayerson@yahoo.com	6/26/2022 12:36 AM
227	Edcunham@mac.com	6/25/2022 8:09 PM
228	snagen@gmail.com	6/25/2022 7:12 PM
229	mablepatterson@hotmail.com	6/25/2022 4:35 PM
230	jhall1313@yahoo.com	6/25/2022 11:09 AM
231	carl.smith922@yahoo.com	6/25/2022 11:04 AM
232	Laurielynn2263 @ gmail.com	6/25/2022 9:32 AM
233	Kristinn.green@yahoo.com	6/25/2022 8:45 AM
234	j.ryals@verizon.net	6/25/2022 8:38 AM
235	Charlieparke@gmail.com	6/25/2022 8:35 AM
236	mem195409@yahoo.com	6/25/2022 7:59 AM
237	cfbucses@aol.com	6/25/2022 7:26 AM
238	Jlbokor@yahoo.com	6/25/2022 6:15 AM
239	rick15948@gmail.com	6/24/2022 8:21 PM
240	Dannie.elizabeth.me@gmail.com	6/24/2022 5:05 PM
241	Hogjammer@aol.com	6/24/2022 1:19 PM
242	mwatson15802@gmail.com	6/24/2022 1:08 PM
243	noeloruiz@gmail.com	6/24/2022 12:52 PM
244	sdracing83@yahoo.com	6/24/2022 12:23 PM
245	vdliston@yahoo.com	6/24/2022 11:53 AM
246	christopher.t.volk@gmail.com	6/24/2022 11:38 AM
247	opcarrasquillo@live.com	6/24/2022 11:38 AM
248	Miliziashine@aol.com	6/24/2022 11:12 AM
249	susanbraun13@gmail.com	6/24/2022 10:55 AM
250	brucehook11@gmail.com	6/24/2022 10:39 AM
251	vanpatel601@gmail.com	6/24/2022 9:39 AM
252	martybebb@gmail.com	6/24/2022 9:24 AM
253	jenellis425@gmail.com	6/24/2022 8:02 AM
254	Kathy908@gmail.com	6/24/2022 7:55 AM
255	Briane1971@msn.com	6/24/2022 7:28 AM
256	linda.bow1947@gmail.com	6/24/2022 6:39 AM
257	Jadelectricalsvc@gmail.com	6/23/2022 6:14 PM
258	Mcyr01@outlook.com	6/23/2022 6:05 PM

South Hillsborough Pipeline Routing

259	Tla04c@hotmail.com	6/23/2022 1:39 PM
260	mlsweat@aol.com	6/23/2022 12:57 PM
261	Jojo.Hulett@yahoo.com	6/23/2022 12:34 PM
262	toddcarstens@gmail.com	6/23/2022 12:19 PM
263	bmjwalters@yahoo.com	6/23/2022 12:17 PM
264	So.califgirl@yahoo.com	6/23/2022 12:12 PM
265	kristineolsen1@yahoo.com	6/23/2022 11:42 AM
266	jkeinesr@tampabay.rr.com	6/23/2022 11:26 AM
267	faeriemary@gmail.com	6/23/2022 10:48 AM
268	b.lewis111@yahoo.com	6/23/2022 10:31 AM
269	rtbanks001@gmail.com	6/23/2022 9:40 AM
270	Jnapier4@verizon.net	6/23/2022 9:17 AM
271	Adoptabrick@gmail.com	6/23/2022 5:01 AM
272	kamashian@yahoo.com	6/23/2022 4:46 AM
273	rflorich@verizon.net	6/22/2022 10:40 PM
274	Robertgreenwood@gmail.com	6/22/2022 8:51 PM
275	provanzana@gmail.com	6/22/2022 4:17 PM
276	amatojg@aol.com	6/22/2022 3:52 PM
277	kathiejudy@gmail.com	6/22/2022 3:28 PM
278	vipinv.junk.mail@gmail.com	6/22/2022 2:53 PM
279	Jnrichardson@gmail.com	6/22/2022 2:34 PM
280	budharwell@gmail.com	6/22/2022 1:06 PM
281	Kgicker@gmail.com	6/22/2022 12:36 PM
282	jperry1084@verizon.net	6/22/2022 12:21 PM
283	Americanleakpinellas@gmail.com	6/22/2022 12:05 PM
284	Di11on80@yahoo.com	6/22/2022 11:28 AM
285	scwhite@hotmail.com	6/22/2022 11:17 AM
286	Babyx22@verizon.net	6/22/2022 11:00 AM
287	jlash561@verizon.net	6/22/2022 10:44 AM
288	jamesburlander@gmail.com	6/22/2022 10:30 AM
289	knorensantmyer@icloud.com	6/22/2022 9:39 AM
290	Robin.florez@verizon.net	6/22/2022 9:16 AM
291	ggccelotex@hotmail.com	6/22/2022 8:49 AM
292	Maggieb.realestate@gmail.com	6/22/2022 8:32 AM
293	bab1968@msn.com	6/22/2022 8:26 AM
294	Jimforts@outlook.com	6/22/2022 8:20 AM
295	bkcom49@aol.com	6/22/2022 8:19 AM
296	marthamcnew437@gmail.com	6/22/2022 8:19 AM

South Hillsborough Pipeline Routing

297	Mack8611@gmail.com	6/22/2022 8:08 AM
298	Jamokilly@hotmail.com	6/22/2022 8:07 AM
299	Angerere56@gmail.com	6/22/2022 8:05 AM
300	Alannamuldowney@gmail.com	6/22/2022 7:33 AM
301	Cdillon2001.cd@gmail.com	6/22/2022 7:24 AM
302	nafijeredzovic@hotmail.com	6/22/2022 7:10 AM
303	Joyceschaer@me.com	6/22/2022 6:29 AM
304	Dlr919@hotmail.com	6/22/2022 6:08 AM
305	gini83060@gmail.com	6/22/2022 5:43 AM
306	Duplantism1@gmail.com	6/22/2022 5:43 AM
307	dionlta@yahoo.com	6/22/2022 5:27 AM
308	Mdato57@gmail.com	6/22/2022 5:26 AM
309	Vrupert@tampabay.rr.com	6/22/2022 5:18 AM
310	Jacky_nguyen21@yahoo.com	6/22/2022 4:45 AM
311	Ucantbsue@aol.com	6/22/2022 2:07 AM
312	amt273@cornell.edu	6/21/2022 10:55 PM
313	Markjrosenthal@gmail.com	6/21/2022 10:48 PM
314	jennifer.m.depew@gmail.com	6/21/2022 10:06 PM
315	4melissamarks@gmail.com	6/21/2022 9:55 PM
316	Torombolina@gmail.com	6/21/2022 8:37 PM
317	Melissameehanbaldwin@gmail.com	6/21/2022 8:31 PM
318	Chughestampa@gmail.com	6/21/2022 7:16 PM
319	kare.denney@gmail.com	6/21/2022 6:47 PM
320	dannenberg.felix@yahoo.com	6/21/2022 5:19 PM
321	gregp_51@yahoo.com	6/21/2022 4:28 PM
322	amanda_37@verizon.net	6/21/2022 4:02 PM
323	larry@geekmax.org	6/21/2022 3:57 PM
324	Tmcginnis6902@gmail.com	6/21/2022 3:20 PM
325	srog3rs@gmail.com	6/21/2022 2:38 PM
326	Tbrown51408@gmail.com	6/21/2022 2:29 PM
327	Readyforfun1961@gmail.com	6/21/2022 2:15 PM
328	stevetama@gmail.com	6/21/2022 2:01 PM
329	Henry33547@gmail.com	6/21/2022 1:32 PM
330	Branden@power-pole.com	6/21/2022 1:27 PM
331	Skgraves27@hotmail.com	6/21/2022 1:25 PM
332	melpotter1@gmail.com	6/21/2022 1:23 PM
333	kmherman487@gmail.com	6/21/2022 1:21 PM
334	rickrod619@gmail.com	6/21/2022 1:10 PM

South Hillsborough Pipeline Routing

335	Jjames999@yahoo.com	6/21/2022 1:08 PM
336	hussey@mbno.com	6/21/2022 1:00 PM
337	jennifer_spence@progressive.com	6/21/2022 12:51 PM
338	disneyrunner888@yahoo.com	6/21/2022 12:41 PM
339	Caseyhogue97@gmail.com	6/21/2022 12:30 PM
340	David@morris.net	6/21/2022 12:25 PM
341	Jrm2nd@gmail.com	6/21/2022 12:24 PM
342	Kogore76@gmail.com	6/21/2022 12:17 PM
343	bsbokor@yahoo.com	6/21/2022 11:55 AM
344	ingrid@mbno.com	6/21/2022 11:17 AM
345	maznation7@gmail.com	6/21/2022 10:24 AM
346	movyman42069@aol.com	6/21/2022 10:08 AM
347	mike.koppe@gmail.com	6/21/2022 10:03 AM
348	kamashian@gmail.com	6/21/2022 9:23 AM
349	Patrick.hedgecoth@gmail.com	6/21/2022 8:47 AM
350	selwynbaptiste@outlook.com	6/21/2022 8:34 AM
351	Jessica.burbo@gmail.com	6/21/2022 8:01 AM
352	Brik_ela@hotmail.com	6/21/2022 7:34 AM
353	doubleday67@gmail.com	6/21/2022 7:20 AM
354	Kanglin704@gmail.com	6/21/2022 7:16 AM
355	sarah@energenesis.com	6/21/2022 5:58 AM
356	Barbkschneider@gmail.com	6/21/2022 5:41 AM
357	dectc14@gmail.com	6/21/2022 4:47 AM
358	Flgrits@aol.com	6/20/2022 11:47 PM
359	kathof84@outlook.com	6/20/2022 5:59 PM
360	prplehazedog@gmail.com	6/20/2022 5:46 PM
361	Ggraisbery@verizon.net	6/20/2022 4:43 PM
362	tesswink31@verizon.net	6/20/2022 1:40 PM
363	bgoingto@gmail.com	6/20/2022 12:56 PM
364	way.francis@gmail.com	6/20/2022 12:56 PM
365	amberr721@hotmail.com	6/20/2022 12:50 PM
366	Tnweeks153@gmail.com	6/20/2022 12:44 PM
367	Jamescarlson38@gmail.com	6/20/2022 11:56 AM
368	Bondmcm@aol.com	6/20/2022 11:53 AM
369	Monicafs25@gmail.com	6/20/2022 11:11 AM
370	Kristinspahlinger@gmail.com	6/20/2022 10:32 AM
371	martinrandl@aol.com	6/20/2022 10:14 AM
372	Rayahill@outlook.com	6/20/2022 9:58 AM

South Hillsborough Pipeline Routing

373	emailotelo@gmail.com	6/20/2022 9:24 AM
374	Jafo43@earthlink.net	6/20/2022 9:21 AM
375	modisette69@gmail.com	6/20/2022 8:37 AM
376	gary.webb60@gmail.com	6/20/2022 8:27 AM
377	Pipeftr@gmail.com	6/20/2022 8:01 AM
378	kmills1956@gmail.com	6/20/2022 7:54 AM
379	calong84@gmail.com	6/19/2022 4:48 PM
380	Dgerstenberger@paramountinspectors.com	6/19/2022 4:12 PM
381	mark762@msn.com	6/19/2022 3:04 PM
382	a3mdiaz@gmail.com	6/19/2022 1:22 PM
383	haynesma11@hotmail.com	6/19/2022 1:17 PM
384	mctdanish@hillstax.net	6/19/2022 12:17 PM
385	bngoofy@aol.com	6/19/2022 12:00 PM
386	tkelly1226@gmail.com	6/19/2022 11:30 AM
387	zyrawytch@yahoo.com	6/19/2022 11:23 AM
388	catscats74@aol.com	6/19/2022 10:47 AM
389	Kerryfitz01@gmail.com	6/19/2022 10:40 AM
390	sorren4@gmail.com	6/19/2022 10:03 AM
391	Mcumm012375@gmail.com	6/19/2022 10:03 AM
392	Babyx22@verizon.net	6/19/2022 9:36 AM
393	puggmama@yahoo.com	6/19/2022 9:20 AM
394	Tsavage1@gte.net	6/19/2022 8:08 AM
395	Welborn1@verizon.net	6/19/2022 7:54 AM
396	Mserano@piercemfg.com	6/19/2022 7:50 AM
397	fl4dee@yahoo.com	6/19/2022 7:36 AM
398	Northtampacjd@gmail.com	6/19/2022 7:34 AM
399	Ellisdb@msn.com	6/19/2022 7:13 AM
400	Tlay82@aol.com	6/19/2022 6:59 AM
401	Victoria.elizabethmartin@gmail.com	6/18/2022 4:57 PM
402	Mlp12icon@aol.com	6/18/2022 4:49 PM
403	Allandr Rhodes@gmail.com	6/18/2022 4:08 PM
404	Firehawk19982002@yahoo.com	6/18/2022 3:24 PM
405	Melina.b777@gmail.com	6/18/2022 3:20 PM
406	judyzfam@aol.com	6/18/2022 2:42 PM
407	Sboggs09@gmail.com	6/18/2022 2:28 PM
408	dblackmar@gmail.com	6/18/2022 12:28 PM
409	Zonian@verizon.net	6/18/2022 12:21 PM
410	kristinricca@aol.com	6/18/2022 12:12 PM

South Hillsborough Pipeline Routing

411	darkling78@gmail.com	6/18/2022 12:06 PM
412	mkpsualum@hotmail.com	6/18/2022 11:53 AM
413	Kmorath78@gmail.com	6/18/2022 11:52 AM
414	wesams3@yahoo.com	6/18/2022 11:41 AM
415	Marypriolocpa@yahoo.com	6/18/2022 11:13 AM
416	Grrobinson1953@gmail.com	6/18/2022 10:20 AM
417	Mcelm17@gmail.com	6/18/2022 10:08 AM
418	Ms_laidler@hotmail.com	6/18/2022 10:02 AM
419	Jcjcvelt@gmail.com	6/18/2022 9:26 AM
420	theverms@yahoo.com	6/18/2022 9:18 AM
421	Daughterofking59@hotmail.com	6/18/2022 9:16 AM
422	pmyers4118@msn.com	6/18/2022 9:08 AM
423	Trishs2111@yahoo.com	6/18/2022 9:07 AM
424	Lmcgee011572@gmail.com	6/18/2022 8:56 AM
425	Emily_Juhl@yahoo.com	6/18/2022 8:47 AM
426	Mikepoz24@gmail.com	6/18/2022 8:44 AM
427	MKMarkus@aol.com	6/18/2022 8:40 AM
428	Heatherw678@gmail.com	6/18/2022 8:27 AM
429	Ccloret@verizon.net	6/18/2022 8:26 AM
430	Yelisamar2004@gmail.com	6/18/2022 8:20 AM
431	julie.recio@aol.com	6/18/2022 8:11 AM
432	Nicholsdavid@verizon.net	6/18/2022 8:10 AM
433	Lfort8334@aol.com	6/18/2022 8:08 AM
434	hectorvillar@hotmail.com	6/18/2022 8:05 AM
435	Ntcrooker@gmail.com	6/18/2022 8:03 AM
436	alannacutri@mac.com	6/18/2022 7:39 AM
437	Crystal_keiser@nyl.com	6/18/2022 7:25 AM
438	tpascoe39@gmail.com	6/18/2022 6:51 AM
439	Nikkik318@gmail.com	6/18/2022 6:44 AM
440	rvalone59@gmail.com	6/18/2022 6:41 AM
441	dottie207@yahoo.com	6/17/2022 10:31 PM
442	Boardmember1@triplecreekcdd.com	6/17/2022 10:08 PM
443	mrchipk@gmail.com	6/17/2022 7:33 PM
444	jilrojas28@gmail.com	6/17/2022 5:17 PM
445	donantczak@gmail.com	6/17/2022 5:09 PM
446	Heatherstanley66@gmail.com	6/17/2022 5:02 PM
447	lghunt58@aol.com	6/17/2022 1:46 PM
448	jandcspeck@verizon.net	6/17/2022 11:48 AM

South Hillsborough Pipeline Routing

449	FLYAWAY40@OUTLOOK.COM	6/17/2022 11:34 AM
450	Castro_buffill@yahoo.com	6/17/2022 11:06 AM
451	r.k.livewire@gmail.com	6/17/2022 10:21 AM
452	Samvtp@yahoo.com	6/17/2022 10:20 AM
453	Websterctrygrl@gmail.com	6/17/2022 10:08 AM
454	stjohn39@mac.com	6/17/2022 10:05 AM
455	Synergy81@msn.com	6/17/2022 10:04 AM
456	rwcolbert65@gmail.com	6/17/2022 9:23 AM
457	Kgterz@gmail.com	6/17/2022 9:08 AM
458	lydabrose@gmail.com	6/17/2022 9:08 AM
459	Duncan.lawniczak@gmail.com	6/17/2022 8:52 AM
460	Susie.yellowfin@gmail.com	6/17/2022 8:48 AM
461	rmaduca@verizon.net	6/17/2022 8:30 AM
462	andrewlynn501@gmail.com	6/17/2022 8:13 AM
463	Bspadaccini1@gmail.com	6/17/2022 8:12 AM
464	Heatherhoneysmith@verizon.net	6/17/2022 7:51 AM
465	scottlaw@hughes.net	6/17/2022 7:26 AM
466	Askewroznowski@yahoo.com	6/17/2022 6:58 AM
467	Fourdagon@yahoo.com	6/17/2022 6:43 AM
468	Hyounger11@gmail.com	6/17/2022 6:37 AM
469	Vaz1068@yahoo.com	6/17/2022 6:22 AM
470	woodyanddiva15@gmail.com	6/17/2022 6:16 AM
471	Ingridr927@gmail.com	6/17/2022 6:11 AM
472	Mkasarda@tampabay.rr.com	6/17/2022 6:05 AM
473	markwitecki@hotmail.com	6/17/2022 5:53 AM
474	sells.m550@yahoo.com	6/17/2022 5:20 AM
475	Pawhugs@gmail.com	6/16/2022 6:35 PM
476	Jgmgbg@gmail.com	6/16/2022 2:56 PM
477	Ricks1024@gmail.com	6/16/2022 1:45 PM
478	patriciadejesus78@yahoo.com	6/16/2022 1:25 PM
479	Jjms3216@gmail.com	6/16/2022 12:56 PM
480	zonian@verizon.net	6/16/2022 12:31 PM
481	Rolewicz@verizon.net	6/16/2022 12:30 PM
482	dean.lampman.jr@gmail.com	6/16/2022 12:20 PM
483	Dhilliard742@gmail.com	6/16/2022 11:52 AM
484	Becky.soto96@gmail.com	6/16/2022 11:27 AM
485	joe.t.mchague@gmail.com	6/16/2022 11:10 AM
486	Bhofmann59@gmail.com	6/16/2022 9:38 AM

South Hillsborough Pipeline Routing

487	sshahan@tampabay.rr.com	6/16/2022 9:15 AM
488	Cmd849@aol.com	6/16/2022 9:09 AM
489	rmenardster@gmail.com	6/16/2022 8:49 AM
490	Larussafamily@yahoo.com	6/16/2022 8:49 AM
491	vwolf.fl@gmail.com	6/16/2022 8:20 AM
492	Belinda.sim327@gmail.com	6/16/2022 8:01 AM
493	Artstoutenburg@gmail.com	6/16/2022 7:51 AM
494	dmcg940@gmail.com	6/16/2022 7:47 AM
495	Michellei37@hotmail.com	6/16/2022 6:47 AM
496	lewhouse6@hotmail.com	6/16/2022 6:29 AM
497	Chrism0033@aol.com	6/16/2022 5:59 AM
498	SuzyWatts63@gmail.com	6/15/2022 12:43 PM
499	Badgirl6499@yahoo.com	6/15/2022 10:54 AM
500	jenni7812@yahoo.com	6/15/2022 9:10 AM
501	gail906@bellsouth.net	6/15/2022 9:05 AM
502	zachevan@aol.com	6/14/2022 6:18 PM



South Hillsborough Pipeline Public Engagement Briefing Summaries



Date & Time: June 14, 2022 | 7 p.m.

Host Organization: Bloomingdale Neighborhood Association

Point of Contact (Name, Phone, Email): Suzy Watts, president; 813-681-2051;
bloomingdale.homeowners@gmail.com

Location: 3509 Bell Shoals Road, Valrico

Presenter: Justin Fox

Additional Staff/Consultants in Attendance: Nita Naik, Wade Trim; Michelle Robinson, Dialogue Public Relations

Audience Size: 7 people in attendance

Equipment Used: fact sheet and map handouts

Audience Sentiment/Opinions Expressed:

Suzy Watts, president of the Bloomingdale Neighborhood Association, welcomed everyone to the meeting and introduced Justin Fox of Tampa Bay Water. Mr. Fox introduced Michelle Robinson and Nita Naik. He then presented a brief overview of Tampa Bay Water. He said the Hillsborough County is rapidly developing and that the community needs new water. Mr. Fox discussed the need for the South Hillsborough Pipeline, the August board meeting decision point, and the construction schedule. He then encouraged the neighborhood association to visit the website and provide feedback on the three routes under consideration. He asked Ms. Robinson to elaborate. Ms. Robinson discussed the input received in 2019, the current survey and the July 12 telephone town hall meeting. She asked the group to disseminate information to their membership, so that we can gather as much input as possible. Jane Owen, editor of the Bloomingdale Gazette said she could share something on the group's social media channel. Ms. Robinson said she would send some artwork for their use.

A discussion followed. Following is a brief summary of questions asked and answers provided.

Are any of the lines shown on the map handout existing water lines?

No. We do have existing lines in the area, but what is shown on the map are new routes.

Where does the water come from?

The water will come from Tampa Bay Water's Regional Surface Water Treatment Plant and High Service Pump Station. The water is a mix of treated surface water, desalinated seawater and some groundwater.

Is reclaimed water part of the mix?

Not at this time. There was a project that involved using reclaimed water for aquifer recharge, but it has been removed from consideration at this time. Reclaimed water as a source will be considered in Tampa Bay Water's next long-term Master Water Plan.

Are you planning for future growth with these pipelines?

Yes. These pipelines are intended to meet demand over the next 50 years or more.

How big will the holes be to install these pipelines?

It depends on the location, but in general, the trenches will be large as the pipe itself will be up to 6-feet in diameter. In some areas, we will consider using trenchless construction methods to minimize impacts to roadways, intersections, waterways and other environmental features.

Will you be buying easements or using eminent domain?

Yes. In some areas, we may be able to negotiate with Hillsborough County for easements, in others we will negotiate with private property owners. If those negotiations are unsuccessful, we may have to exercise eminent domain to secure easements needed for this important water supply project.

How is the project being paid for?

The project is being paid for by Tampa Bay Water, Hillsborough County and it has received co-funding from the Southwest Florida Water Management District. The portion of the pipeline that goes from Lithia to the County's new facility in the Balm area will be built by Tampa Bay Water but funded by Hillsborough County. Tampa Bay Water will issue bonds to pay for the pipeline.

Is the orange route cheaper since it is less populated?

All the pipelines have comparable costs. The orange route is longer than the other two, so any savings associated with that route are diminished by the additional length.

Will Bloomingdale hook into the new line? Or see any benefit?

Tampa Bay Water provides water to its customers only, so in this case, Hillsborough County. Bloomingdale may see some pressure benefits once some additional projects are brought online. However, one big benefit for the community is the redundant line to Lithia. Having a second pipeline to the Lithia Water Treatment Plant provides a backup, in the event the other pipeline needs maintenance or repair.

Why aren't there any lines going down I-75?

The federal government has strict regulations for co-locating near interstates. In short, it isn't allowed, and the available land is reserved for future interstate expansion.

Where is the desal plant and is it cost prohibitive?

The Tampa Bay Seawater Desalination Plant is located in Apollo Beach near the Big Bend Power Plant. It is Tampa Bay Water's most expensive source, but it does provide a drought-proof supply.

General comments:

- I'm glad you all are planning for the future.
- The blue and pink routes, the ones more in the center, go through very dense areas. Construction may not be safe for workers or the public.
- Traffic in this area is awful. Tearing up this middle section of the map looks like it would be painful for everyone.
- We can live with overcrowded streets, but we can't live without water. This project is needed.
- I'm surprised it has taken so long to move this project forward.

As the discussion drew to a close, the neighborhood association thanked the project team for driving to Bloomingdale to share the project information. Tampa Bay Water thanked the group for their time and said they would keep in touch.

Follow-up Required:

On June 21, Robin Bizjack sent a short article promoting the route survey and route map JPG file to Jane Owen, editor, for inclusion in the Bloomingdale Gazette.

Date & Time: June 15, 2022 | 7 p.m.

Host Organization: Shadow Run Homeowners Association

Point of Contact (Name, Phone, Email): Angela Parker, community association manager, 813-936-4130; aparker@greenacre.com

Location: Room 137 of the Riverview Public Library (9951 Balm Riverview Rd, Riverview, FL 33569)

Presenter: Justin Fox

Additional Staff/Consultants in Attendance: Jarah Parke, Stantec; Robin Bizjack, Dialogue Public Relations

Audience Size: 8 in person; unknown online

Equipment Used: fact sheet and map handouts

Audience Sentiment/Opinions Expressed:

Angela Parker, the community association manager for Shadow Run, welcomed us as we arrived, and Lee Alexander, Shadow Run HOA president, introduced Justin Fox of Tampa Bay Water at the beginning of the meeting. Mr. Fox introduced Jarah Parke and Robin Bizjack. He then presented a brief overview of Tampa Bay Water. He said the Hillsborough County is rapidly developing and that the community needs new water. Mr. Fox discussed the need for the South Hillsborough Pipeline, the August board meeting decision point, and the construction schedule while referencing the map handout and fact sheet (which were shared ahead of time with the board in addition to hard copies at the meeting). Ms. Bizjack then encouraged the neighborhood association to visit the website and provide feedback on the three routes under consideration and encouraged residents to register for the telephone town hall regarding new water projects.

This neighborhood is located in between the two proposed routes for the southern section of the pipeline; most of the people in the community are on wells. Following is a brief summary of questions asked and answers provided:

Is this for City/County water and not affecting wells?

No. This is a new pipeline for regional water and won't affect local wells.

It sounds like you are planning way into the future, which is great. Can you get other entities on board to start planning roads in advance as well?

Tampa Bay Water does not have any influence in the planning cycles of Florida Department of Transportation or Hillsborough County transportation projects. However, the project team is coordinating closely with the County to minimize repeated construction on the same road and to find opportunities to coordinate projects.

General comments:

- Most of the community is on wells.
- Knowing how this will impact traffic is important.

As the discussion drew to a close, the neighborhood association thanked the project team for sharing information about the routes and taking a proactive approach. Seven of the eight people in attendance signed up for the email list. Tampa Bay Water thanked the group for their time and said they would keep in touch.

Follow-up Required: Ms. Bizjack emailed the property management Thursday morning with a short message to share with residents that included the project website URL.

Date & Time: June 16, 2022 | 6 p.m.

Host Organization: Southfork Community Development District Board

Point of Contact (Name, Phone, Email): Rick Reidt, district manager for Meritus Communities/Inframark; 813-955-0050; rick.reidt@inframark.com

Location: Southfork Lakes Clubhouse, 11404 Carlton Fields Drive, Riverview FL 33579

Presenter: Justin Fox

Additional Staff/Consultants in Attendance: Eliana Lara, Tampa Bay Water; Jarah Parke, Stantec; Michelle Robinson, Dialogue Public Relations

Audience Size: Four people in attendance

Equipment Used: fact sheet and map handout

Audience Sentiment/Opinions Expressed:

Rick Reidt, district manager for Meritus Communities, advised those in attendance that the meeting would be rescheduled due to lack of a quorum. The rescheduled meeting would be July 7. Tampa Bay Water's project team noted that our public opinion survey closes on July 8 and asked if they could share information with those present, so it could be passed along to Southfork residents.

Justin Fox presented a brief overview of Tampa Bay Water. He said the Hillsborough County is rapidly developing and that the community needs new water. Mr. Reidt asked about pressure problems experienced at Southfork III. Mr. Fox explained that Tampa Bay Water is responsible for the wholesale system and for supplying the water that the County needs. The County is making improvements in the retail side to handle pressure and distribution concerns. Mr. Fox discussed the need for the South Hillsborough Pipeline, the August board meeting decision point and the construction schedule.

A discussion followed. Following is a brief summary of questions asked and answers provided.

Is there is a benefit to one route over another?

All three routes are closely ranked. Consulting engineers are finalizing the recommendation, which will be based on numerous criteria including permissibility, public inconvenience, safety and more.

A board member expressed concern about congestion on Balm Road

Mr. Fox explained that Tampa Bay Water's routes do not include construction along Balm Road. One route is being considered that would affect Balm Riverview Road, south of Big Bend Road.

Why didn't you consider going along I-75?

The federal government has strict regulations for co-locating near interstates. In short, it isn't allowed, and the available land is reserved for future interstate expansion.

Will construction affect the west side of I-75?

Construction will affect the west side of I-75 in one place: in northern part of the new pipeline route, near the Tampa Bay Regional Surface Water Treatment Plant.

As the meeting drew to a close, Michelle Robinson asked the group to share information with their residents as the project team would appreciate any input. She shared the project web address and said residents can take the survey from there and sign up for the July 12 telephone town hall meeting.

The group said they would share the information on their Town Square app and thanked the group for their time.

Follow-up Required: None

Date & Time: June 26, 2022 | 12:30 p.m.

Host Organization: Brandon Rotary Club

Point of Contact (Name, Phone, Email): Liz Brewer, Club Admin Chair, 813-689-6889;
Liz@AngelFoundationFL.com

Location: Zoom

Presenter: Justin Fox

Additional Staff/Consultants in Attendance: Brandon Moore, Nita Naik, Warren Hogg

Audience Size: approximately 40 attendees

Equipment Used:

Zoom, Power Point

Audience Sentiment/Opinions Expressed:

Colors of pipeline coincide with transportation in Chicago.

Security on these pipelines? Justin described how the pipelines were buried infrastructure and were secured by virtue of not being visible and protected by being located outside of other utility lines.

Cyber-attacks related to what happened on Oldsmar. Just hit the messages be distributed after the Oldsmar attack.

What's the difference between SWFWMD and Tampa Bay Water? Justin described the difference.

Follow-up Required:

None.

Date & Time: June 28, 2022 | 6:30 p.m.

Host Organization: Fish Hawk Ranch HOA

Point of Contact (Name, Phone, Email): Eric Dailey, CDD president; Sandra Fuentes, HOA general manager; scheduled through Deanna; 813-578-8844; fhrtalon@gmail.com

Location: Osprey Clubhouse, 5721 Osprey Ridge Drive, Lithia, FL 33547

Presenter: Justin Fox

Additional Staff/Consultants in Attendance: Brandon Moore, Warren Hogg, Ken Broome, Nita Naik

Audience Size: 7 board members, 6 residents

Equipment Used: Printed maps and fact sheet
[Laptop, Projector, Screen, Speakers, Easel & Poster]

Audience Sentiment/Opinions Expressed: Overall the board thanked us for informing them. They had the following questions – Justin answered all of them:

- Will there be a pump station? – No pump station, this is only a transmission main from plant in Brandon to Lithia Plant, and from Lithia Plant to new County connection point.
- Are you working with County to widen the road at the same time? – When possible, we work with the County on projects so impacts to residents are minimized.
- Impacts to entrance and road closures? – There will be road closures and we will ensure residents have access to entrances.
- Any reason to pick one route over the other? – There are engineering preferences, but we have evaluation and criteria for ranking the pipelines routes, including public input.
- Will construction take 3 years? The entire pipeline will take three years to complete, but the impacts to this area will be much shorter.
- It starts at the top and goes to Lithia? – We plan to construct the pipeline in that sequence.

Follow-up Required: No follow up required. Robin Bizjack provided information for the individual Facebook groups.

Appendix D:

MEMORANDUM OF UNDERSTANDING BETWEEN TAMPA BAY WATER AND HILLSBOROUGH COUNTY

**Memorandum of Understanding Regarding Implementation of
A Southern Hillsborough County Supply Pipeline Project
Between Tampa Bay Water and Hillsborough County**

This **MEMORANDUM OF UNDERSTANDING** is entered into this **20th** day of **August**, 2020 between **Hillsborough County**, a political subdivision of the State of Florida and **Tampa Bay Water**, a special district of the State of Florida, hereinafter collectively referred to as “Parties”).

WHEREAS, the State of Florida and Southern Hillsborough County are projected to experience significant growth over the next 20 years; and

WHEREAS, although sufficient permitted capacity in the Tampa Bay Water regional system exists as a whole, the existing delivery locations that serve southern Hillsborough County do not have sufficient capacity to meet the County’s long-term demand projections; and

WHEREAS, Tampa Bay Water is constructing a new pipeline project to increase the capacity of delivery to the Lithia Point of Connection to meet this growing demand, and

WHEREAS, the County has requested Tampa Bay Water develop a new Point of Connection for the benefit of Hillsborough County to meet this growing demand and provide the county with operational flexibility; and

WHEREAS, developing a new delivery pipeline system that includes increased delivery to the Lithia Point of Connection and to a new Point of Connection identified by the County from the regional system (Pipeline Project), is an effective solution to meet long-term demands of the

County in its south central service area and will allow for both Tampa Bay Water and the County to have additional system flexibility to provide mitigation in the event of temporary infrastructure outages; and

WHEREAS, this Memorandum of Understanding includes an Action Plan with cooperative steps to be taken by Tampa Bay Water and Hillsborough County for completing the Pipeline Project in a manner that will provide for a solution to meet both objectives in a reasonable cost-effective manner; and

WHEREAS, the Parties acknowledge and agree that this Memorandum of Understanding expresses the Parties' intent to work together cooperatively and in good faith on the Pipeline Project, including cooperation on public outreach activities such as public meeting notices, announcements and signage, determining the feasibility of, and developing, the Pipeline Project; and the Parties acknowledge and agree that this Memorandum of Understanding is not legally binding on either Party, and does not amend or alter the terms of the Amended and Restated Interlocal Agreement of the Master Water Supply Contract, or the Parties' respective rights and obligations thereunder.

NOW THEREFORE, in accordance with the above, Hillsborough County and Tampa Bay Water express their intent and understanding with regard to the following:

Section 1. Findings - The foregoing Whereas clauses are adopted by the Parties as findings that support this Memorandum of Understanding.

Section 2. Intent of the Agreement- The Parties acknowledge and agree that this Memorandum of Understanding expresses the Parties' intent to work together cooperatively and in good faith on the Pipeline Project, including cooperation on public outreach activities such as

public meeting notices, announcements and signage, determining the feasibility of, and developing, the Pipeline Project; and the Parties acknowledge and agree that this Memorandum of Understanding is not legally binding on either Party, and does not amend or alter the terms of the Amended and Restated Interlocal Agreement of the Master Water Supply Contract, or the Parties' respective rights and obligations thereunder.

Section 3. Pipeline Action Plan - Tampa Bay Water and Hillsborough County express their intent to work together cooperatively and make their best efforts to complete the Pipeline Action Plan identified in the attached Table 1 by the dates identified therein. The completion dates identified in the Action Plan may need to be adjusted by the Parties depending on the rate of growth and demand for water in southern Hillsborough County and other contingencies such as but not limited to temporary Points of Connection. The Parties' intend to cooperate with each other in efforts, such as but not limited to, public outreach, permitting and property acquisition for the Pipeline Project. It is the intent of the Parties that the maximum day capacity of the Pipeline Project be able to provide a total of 65 MGD in order to have available supply capacity that exceeds projected demand for at least the next 30 years. While the following quantities would not be provided simultaneously in a manner to exceed 65 MGD, it is intended that the pipeline to the Lithia Point of Connection will have a capacity of 45 MGD at a delivery pressure of 30 pounds per square inch, and the pipeline to the new Point of Connection will have a capacity of 60 MGD at a delivery pressure of 30 pounds per square inch. The new Point of Connection will be established by Hillsborough County as identified in the Action Plan.

Section 4. Pipeline Capital Cost – It is the intent of the Parties that Tampa Bay Water will construct, operate and maintain the Pipeline Project to both the Lithia Point of Connection and the New Point of Connection at the location established by Hillsborough County as identified

in the Action Plan. It is the intent of the Parties that Tampa Bay Water will pay the capital cost of the pipeline segment that delivers water from the High Service Pump Station to the Lithia Point of Connection, hereinafter referred to as Pipeline A. It is the intent of the Parties that County will pay the capital cost of the pipeline segment that branches off from Pipeline A and delivers water to the new Point of Connection, hereinafter referred to as Pipeline B.

Section 5. Minimum Flow – The parties recognize the County’s South Central service area will be supplied through three Points of Connection upon completion of the Pipeline Project, and agree to use best efforts to operate all Points of Connection in conjunction to minimize water age for water delivered to each Point of Connection.

Section 6. Outside Funding - Hillsborough County and Tampa Bay Water express their intent to work together to pursue outside funding opportunities, including funding from the State Legislature, and co-funding from the Southwest Florida Water Management District as a means of reducing pipeline capital costs.

Section 7. Cooperation - The Parties acknowledge the Pipeline Project will be routed through rapidly urbanizing, and urbanized areas of the County and that time is of the essence in completing the Pipeline Project and that active coordination between the Parties will save the County time and costs. In recognition of this, it is the intent of the Parties that the County will provide an ombudsman for the Pipeline Project who will be responsible for close coordination with Tampa Bay Water’s project manager on property acquisition and public outreach issues.

Section 8. Status Reports - The status of the Southern Hillsborough County Supply Improvements will be reported at each regular meeting of the Tampa Bay Water Board of Directors until the improvements are operational.

IN WITNESS WHEREOF, Hillsborough County and Tampa Bay Water have caused this Memorandum of Understanding to be executed and delivered on the day and year first written above.

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HILLSBOROUGH COUNTY, FLORIDA

ATTEST:

PAT FRANK

CLERK OF THE CIRCUIT COURT

Michael H. Dit

Deputy Clerk

(SEAL)



APPROVED AS TO FORM

Hank Ennis

Office of the County Attorney

[Signature]
Chairman, Board of County Commissioners

Date: **August 20, 2020**

**BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY FLORIDA**

DOCUMENT NO.

20-0879

ATTEST:



Matt Jordan, Secretary

**TAMPA BAY WATER, A REGIONAL
WATER SUPPLY AUTHORITY**

By: 

Dave Eggers, Chairman

Date: 9-8-20

(SEAL)

APPROVED AS TO FORM:



General Counsel

Table 1: Action Plan

	Tasks	Responsible Party	Completion Date
1	Request new Point of Connection	Hillsborough County	October 2020
2	Submit SWFWMD Co Funding Request(s)	Tampa Bay Water	October 2020
3	Identify final location for new Point of Connection and any temporary Point of Connection, minimum flow rate and operating pressures	Hillsborough County	December 2020
4	Finalize funding agreement for County share of Pipeline Project	Tampa Bay Water and Hillsborough County	Step 3 plus four months
5	Select design engineer(s)	Tampa Bay Water	Step 3 plus eight months
6	Complete design permitting and property acquisition	Tampa Bay Water	Step 5 plus 42 months
7	Bidding and Construction Completion of Regional Pipeline	Tampa Bay Water	Step 6 plus 36 months

Attachment 1

Basis for Calculation of Pipeline Project Shared Costs

1. Capital Cost for Pipeline A connecting High Service Pump Station to Lithia WTP = A
2. Capital Cost for Pipeline B connecting Pipeline A to new Point of Connection = B
3. Capital Cost for work if requested by County for other County-owned pipeline segments =
C
4. Capital Cost Share Formula:
 - a. Tampa Bay Water share = A
 - b. Hillsborough County Share = B+C