Federal Highway Administration

FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation
Federal Highway Administration

Work Program Item Segment Nos: 255099 1 & 256289 1
Federal Aid Project No: F-321-1(4)

S.R. 39 from I-4 to U.S. 301
Hillsborough and Pasco Counties, Florida

This proposed project involves multi-lane improvements to S.R. 39 and the proposed extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi).

11/14/2000
Date

Thassan Chandra.
For Division Administrator
Federal Highway Administration

FHWA has determined that this project will not have any significant impact on the human environment. This Finding Of No Significant Impact is based on the attached Environmental Assessment which has been independently evaluated by FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and contents of the attached Environmental Assessment.

Submitted pursuant to 42 U.S.C. 4332 (2) (c).

The attached Environmental Assessment (EA) addresses the S.R. 39 corridor from Interstate 4 (I-4) to U.S. 301 and the Alexander Street Bypass. The project corridor was fully evaluated as part of the Project Development and Environment Study. The detailed impact analyses in the attached EA fully support this Finding Of No Significant Impact.

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding Of No Significant Impact is based on the attached EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and contents of the attached EA.

The proposed action is located in eastern Hillsborough County and eastern Pasco County, Florida. It traverses in a north-south direction from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 kilometers (km) [13.2 miles (mi)]. The Alexander Street Bypass portion (new alignment) from I-4 to the vicinity of Joe McIntosh Road is approximately 4.02 km (2.5 mi). The remaining section of S.R. 39 from Joe McIntosh to U.S. 301 is approximately 17.18 km (10.7 mi).

S.R. 39 provides one of the few north-south routes within eastern Pasco and Hillsborough Counties. The proposed action's purpose is to divert traffic from downtown Plant City and improve the capacity of the corridor. The need for the project was based on the evaluation of current substandard traffic operations within the study area, expected future quality of traffic flow along S.R. 39 based on the No-Build Alternative, and the projected future socio-economic growth in the region of the project.

The Hillsborough County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) for the year 2020 takes into account planned projects in the Capital Improvements Programs of the local government jurisdictions in Hillsborough County. The Florida Department of Transportation's (FDOT) Adopted Five-Year Program for projects within Hillsborough County is also consistent with the LRTP. The Alexander Street Bypass and S.R. 39 from its juncture with the Bypass northward to Knights-Griffin Road are identified as needed four-lane roadways in the MPO's Cost Affordable Highway Improvements map that is contained in its 2020 LRTP. The current Pasco County MPO 2020 LRTP indicates that from Central Avenue to Chancey Road S.R. 39 is proposed as a four-lane facility. The proposed project was not required by the FHWA to be subject to a Major Investment Study. The portion of the project subject to Location Design and Concept Approval is in both MPO's LRTP Cost Affordable Plans that have been determined by the FHWA, Federal Transit Authority (FTA), and the Environmental Protection Agency (EPA) to be in conformance with the State Implementation Plan. Therefore, this project comes from a conforming transportation plan and Transportation Improvement Plans as required by the Clean Air Act Amendments of 1990.

The proposed action involves multi-lane improvements to S.R. 39 and the proposed extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County. The improvements consist of a four-lane divided roadway on new alignment (Alexander Street Bypass) and improvements to S.R. 39 on the existing alignment from the Alexander Street Bypass northward from a two-lane undivided roadway to a four-lane divided facility. Bridge structures exist at Blackwater Creek, Blackwater Creek Relief Area, Heron Branch, and the Hillsborough River. (The existing Blackwater Creek Bridge Structure will be replaced with a new structure and the Relief Structure will be rehabilitated. Due to the structural deficiency and functional obsolescence of these bridges, the bridge improvements must be advanced ahead of the rest of the project corridor.

Right of way (ROW) acquisition for the roadway project includes approximately 70.82 hectares (ha) [175 acres (ac)] of land. An analysis of this project revealed no unusual conditions or unique problems existing within the proposed acquisition area. The proposed improvement will result in seven (7) business relocations, one non-profit relocation (church), and 59 residential relocations. None of the businesses are minority owned and no special clientele is served by any of the businesses being displaced. At the current time, a sufficient amount of vacant land and business office buildings for sale or lease exist within 8 km (5 mi) of the project area to accommodate the business relocations associated with this project without discrimination. Several office/industrial parks are located within the Zephyrhills and Plant City areas that have available space for lease. Numerous incentives exist for retention and development of new businesses.

There are sufficient resources in the area that would provide Equal Opportunity Housing, available without discrimination, to all residential displacees within an 8 km (5 mi) radius of the project area that would provide housing comparable in price and density to those residences that are in the area. No last resort housing is anticipated. Comparable replacement housing was found through local real estate agents and field reviews. No special facilities or schools that would accommodate handicapped or disabled persons were impacted.

The proposed project is primarily an expansion of an existing roadway, with the exception of the new alignment at the southern end. Therefore, the construction of the project is expected to minimally disrupt neighborhood activity and enhance traffic patterns in a developing area. Since the majority of the project adjoins existing ROW on an existing roadway, it will not sub-divide neighborhoods or negatively impact neighborhood identity. Nor does the project separate residences from community facilities such as churches, schools, shopping areas, or civic or cultural facilities. The project is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority, low income, or transit dependent. The project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, and in accordance with Executive Order (EO) 12898. The proposed project will not result in any disproportionate adverse impacts to minority and/or low-income families. Title VI information was available at the Pubic Hearing.

Three historical properties are located within the project corridor: the Dr. T.C. Maguire Estate, the Knights School, and the Blackwater Creek Relief Structure. All three have been determined by the State Historic Preservation Officer (SHPO) to be eligible for listing in the National Register of Historic Places (NHRP). The Blackwater Creek Relief Structure is scheduled to be rehabilitated, along with the replacement of the Blackwater Creek Bridge, which will be advanced ahead of the rest of the S.R. 39 project corridor. The FHWA, in compliance with Section 106 of the National Historic Preservation Act and in consultation with the SHPO, has determined that the proposed action will have no effect upon the Dr. T.C. Maguire Estate and the Knights School. The FHWA has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 and has determined that the bridge replacement project will have an effect on the Blackwater Creek Relief Structure; however, based upon the conclusions noted in the "Section 106 Consultation Technical Memorandum for the State Road 39 Blackwater Creek Bridges and Approaches" and the conditions outlined in a January 2000 letter of concurrence between the FHWA and the SHPO, the effect will not be adverse.

The proposed action will not use any properties as defined by Section 4(f) of the Department of Transportation Act. The FHWA has determined that Section 4(f) does not apply.

Based on the FDOT's air quality screening test, the proposed project will not cause violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide. Therefore, this project will not have an impact on air quality.

The portion of the project in Hillsborough County is in an area which has been designated as maintenance for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. The portion of the project between I-4 and Knights-Griffin Road is included in the urban area's current approved conforming Transportation Improvement Program (TIP) which was signed by the Secretary of the FDOT on August 31, 1999. This portion of the project is also included in the area's conforming long range plan and is included in the area's Conformity Determination report which was approved by the MPO on May 4, 1999, and FHWA/FTA on September 30, 1999. This portion of the project's design concept and scope are the same as that which is found in the conforming plan and TIP.

The portion of the project in Pasco County is in an area which has been designated as attainment for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This portion of the project is in conformance with the State Implementation Plan because it will not cause violations of the NAAQS.

Noise modeling results for the design year indicate that 75 residences may experience traffic noise levels that approach or exceed the FHWA Noise Abatement Criteria Activity Category B. Noise levels at the affected sites are predicted to range from 65 to 71 dBA. Predicted increases above existing noise levels range from 1 to 13 dBA.

Noise abatement measures were evaluated for the affected noise sensitive sites. Abatement measures considered include traffic system management, alignment modifications, property

acquisition, land use controls, and noise barriers. All of these measures were considered during the project development. Noise barriers were modeled at those sites where predicted noise levels would approach or exceed 65 dBA. One noise barrier, at the Colonial Park mobile home park, was found to be feasible and cost reasonable. Noise walls were not found to be reasonable and feasible at other noise sensitive sites.

Pursuant to EO 11988 (Floodplain Management), the proposed action will impact the 100-year floodplain at ten locations with all ten being transverse in nature. No longitudinal floodplain encroachments will occur within the project area. Floodplain impacts will be kept to a minimum by using existing alignment and ROW to the extent possible. Avoidance of encroachments is not practical due to the high cost of changing the roadway alignment. The proposed project would have no significant impacts to the base flood, likelihood of flood risk, or increased backwater.

This project involves modifications to existing drainage structures and would result in an insignificant change in their capacity to carry floodwater. This change would cause minimal increases in flood heights and flood limits. These minimal increases would not result in any significant adverse impacts on the natural and beneficial change in the potential for interruption or termination of emergency service routes. Therefore, the proposed action does not constitute a significant encroachment.

The Hillsborough River is Federal Emergency Management Agency-regulated from S.R. 39 downstream. Upstream the bridge design must meet Pasco County criteria requiring no increase in head loss above existing conditions. The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values, there will be no significant change in flood risks, and there will be no significant change in the potential for interruption of termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

In accordance with EO 11990 (Protection of Wetlands), wetlands were given special consideration during the development and evaluation of alternatives to the proposed action, which would avoid impacting wetlands. The recommended alternative would unavoidably affect approximately 18 ha (44.6 ac) of forested and emergent wetlands. All practical measures will be taken to minimize harm to wetland areas. A more detailed analysis of wetland effects is presented in Section 4.3.1 of the EA.

Based upon the above consideration, it is determined that there are no practicable alternatives to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to the wetlands, which may result from such use.

The impact of the proposed project on the surface water quality will be limited to possible adverse effects of erosion during construction. These construction impacts are considered temporary and will be minimized by strict adherence to temporary erosion control features as provided in FDOT'S Standard Specifications for Road and Bridge Construction, Section

104, and the EPA's National Pollutant Discharge Elimination System Permit (NPDES) requirements. Therefore, no further mitigation for water quality impacts will be needed.

This project has been evaluated for impacts on threatened and endangered species. A literature survey and numerous corridor investigations by qualified biologists were undertaken. No federally threatened or endangered floral species were observed or are known to occur in the project corridor. Faunal species that are federally classified as threatened or endangered that are present or have the potential to be present include the bald eagle and the eastern indigo snake. Recently, new territory for a bald eagle has been identified and the nesting pair is located 1,561 meters (5,121 feet) east of S.R. 39 in the vicinity of the Knights-Griffin intersection. The Florida Fish and Wildlife Conservation Commission has not assigned a nest designation to this territory at this time. Based on the nest's distance from the project, the proposed improvements will not affect the nest. On February 9, 2000 (Appendix E), the United States Fish and Wildlife Service concurred that no federally listed threatened or endangered species will be affected by the proposed improvements.

It has been determined by the FHWA, that the project, as proposed, will have no effect on any threatened or endangered species.

There are scattered areas of farmland throughout the project length. The proposed project would require acquisition of approximately 218,750 square meters (54.05 ac) of farmland. Coordination was conducted with the Soil Conservation Service to meet the requirements of the Farmland Protection Policy Act (FPPA) of 1984, and subsequent agreements, and they have determined that "there are no prime farmlands or state and local important farmlands" in a letter dated September 29, 1988. Additional coordination with the Natural Resources Conservation Service will be initiated in the latter stages of the design/ROW phase, once the ROW requirements are more accurately refined, in order to update the previous findings.

In a letter dated July 2, 1998, the Department of Community Affairs determined that this project is consistent with the Florida Coastal Management Program (Appendix C) pending review of the EA. No further comments were received regarding this issue during the formal EA review period.

A Public Involvement Program was conducted during the course of this Study (Section 5). In addition, a Public Hearing was held on April 10, 2000. Overall, there is little controversy regarding the northern segments with the exception of some details such as median openings, which will be re-evaluated when they are advanced to the next phase. The Alexander Street Bypass segment has some controversy associated with those property owners who are near the new alignment. Considerable effort has been undertaken to identify a preferred alternative with the least amount of overall effect.

Early in the study process, it was determined that it would not be feasible to widen S.R. 39 from I-4 to the vicinity of Knights-Griffin Road. The existing facility could not be expanded to the west due to the presence of Plant City Memorial Park cemetery near the I-4 interchange, and two structures located farther north that were found to be potentially eligible

for listing on the NRHP. Expansion to the east was constrained by the presence of the CSX railroad that parallels the existing S.R. 39. As a result of coordination with the City of Plant City and the Hillsborough County MPO, the study evaluated a new bypass alignment from I-4 to the vicinity of Knights-Griffin Road in combination with the widening of S.R. 39 northward. The City of Plant City had identified the need to divert traffic from its historic district by relocating the S.R. 39 interchange to Alexander Street. To avoid effects to the Shiloh community, as well as the historic sites, the S.R. 39 and Alexander Street Bypass merge point was placed in the vicinity of Joe McIntosh Road.

The approved EA addresses all of the viable alternatives that were studied during project development. The environmental effects of all alternatives under consideration were evaluated when preparing the assessment. Even though the document was made available to the public before the public hearing, the Finding Of No Significant Impact was made after consideration of all comments received as a result of public availability and the public hearing.

Federal Highway Administration

ADMINISTRATIVE ACTION
ENVIRONMENTAL ASSESSMENT

U.S. Department of Transportation
Federal Highway Administration

and

Florida Department of Transportation

Work Program Item Segment Nos: 255099 1 & 256289 1
Federal Aid Project No: F-321-1(4)

S.R. 39, I-4 to U.S. 301
Hillsborough and Pasco Counties, Florida

The proposed project involves multi-lane improvements to S.R. 39 and the proposed extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi).

Approved for Public Availability

03/13/2000

Mark D. Bartlett

for: Division Administrator
Federal Highway Administration

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SECTION 1.0

DESCRIPTION OF THE PROPOSED ACTION

The Hillsborough County Metropolitan Planning Organization (MPO) has identified in its Long Range Transportation Plan (LRTP) the need to extend Alexander Street (Alexander Street Bypass) and to improve existing State Road 39 (S.R. 39) in Hillsborough and Pasco Counties, Florida (see Figure 1-1). Accordingly, the Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to document the need, and identify and evaluate the type, design, and location of improvements to these facilities.

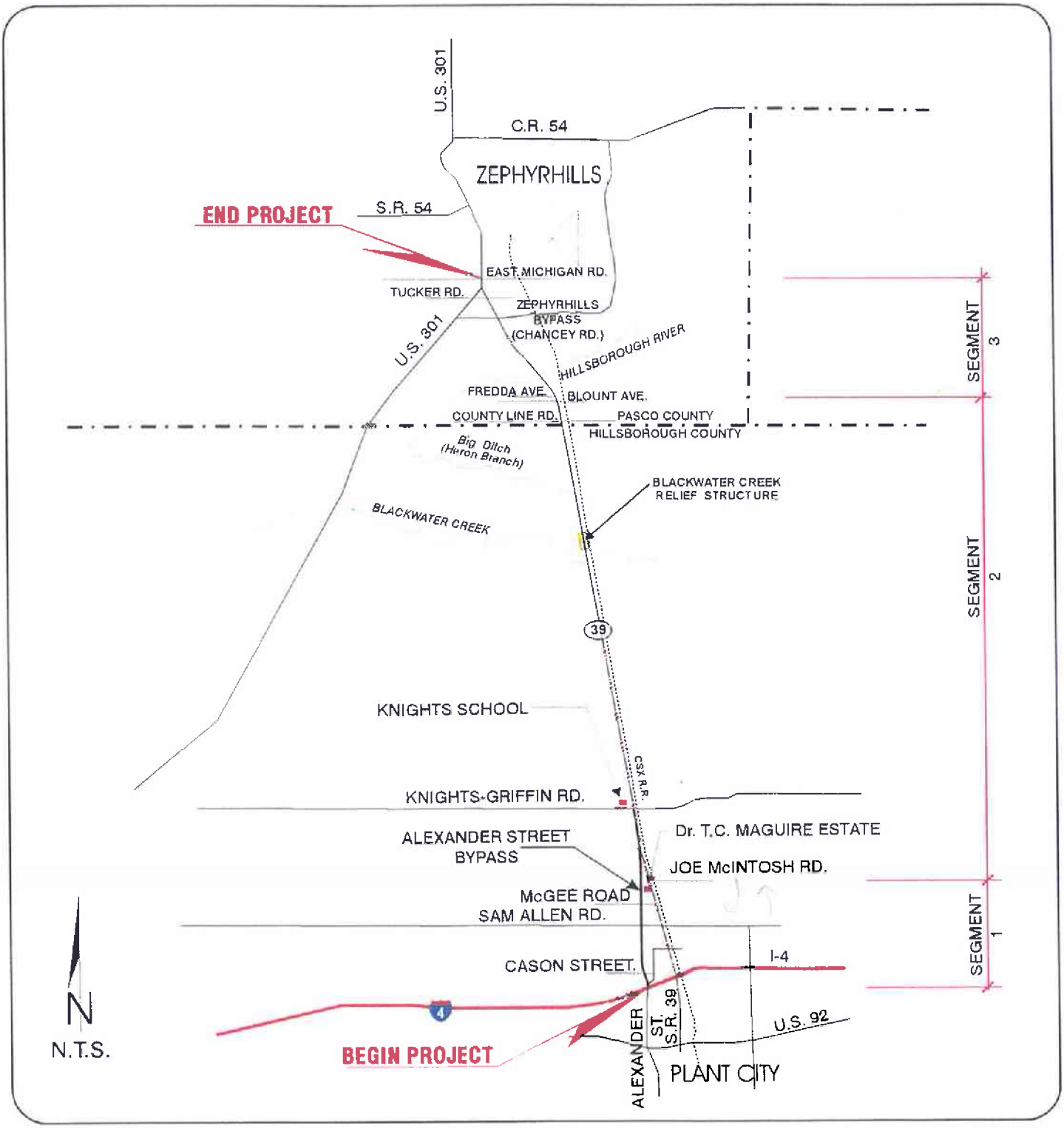
1.1 INTRODUCTION

Through the PD&E Study process, the FDOT is evaluating the expansion of S.R. 39 to a four-lane facility from the vicinity of Joe McIntosh Road in Hillsborough County to the vicinity of U.S. 301 in Pasco County. In addition, the FDOT is evaluating the extension of Alexander Street Bypass as a four-lane facility from Interstate 4 (I-4) northward to S.R. 39 in the vicinity of Joe McIntosh Road.

The S.R. 39 corridor is functionally classified as a north/south minor arterial facility between I-4 and U.S. 301. S.R. 39 is part of the Federal-Aid Primary and State Highway System and is classified as an emergency evacuation route. The project limits extend from I-4 in Plant City and Hillsborough County to U.S. 301 in Pasco County, a distance of 21.2 kilometers (km) [13.2 miles (mi)]. Figure 1-1 illustrates the limits of the study area in relation to the highway system.

The existing S.R. 39 within the project limits contains a two-lane undivided typical section with 3.658 meter (m) [12 foot (ft)] wide travel lanes, 1.219 m (4 ft) paved shoulders, and open roadside ditches on both sides of the roadway. The existing right-of-way (ROW) varies from 18.288 m (60 ft) to 45.720 m (150 ft).

S.R. 39 is currently a two-lane undivided roadway with drainage ditches adjacent to the existing roadway. A CSX Transportation railroad line parallels the existing roadway on the east side of S.R.



FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39

From I-4 to U.S. 301
Hillsborough and Pasco Counties, Florida

PROJECT LOCATION MAP

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FIGURE 1-1

39 for approximately 17.7 km (11.0 mi) from the existing S.R. 39 and I-4 intersection to a point just north of Crystal Springs in Pasco County.

In 1988, FDOT began the PD&E Study for the widening of S.R. 39 from I-4 to U.S. 301. Early in the study process, it was determined that it would not be feasible to widen S.R. 39 from I-4 to the vicinity of Knights-Griffin Road. The existing facility could not be expanded to the west due to the presence of Plant City Memorial Park cemetery near the I-4 interchange and two structures located farther north that were found to be potentially eligible for listing on the National Register of Historic Places (NRHP). Expansion to the east was constrained by the presence of the CSX railroad which parallels S.R. 39.

FDOT then considered other options for improving the corridor. As a result of coordination with the City of Plant City and the Hillsborough County MPO, the PD&E Study was to instead evaluate a new bypass alignment from I-4 to the vicinity of Knights-Griffin Road in addition to widening S.R. 39 north of the bypass alignment. The City of Plant City had identified the need to divert traffic from its historic district by relocating the S.R. 39 interchange to Alexander Street. At this point in the PD&E Study process, the question was where to merge the Alexander Street Bypass back into S.R. 39. To avoid impacts to the Shiloh community as well as the potential historic sites, the S.R. 39 and Alexander Street Bypass merge point was placed in the vicinity of Joe McIntosh Road.

Project segments were developed to effectively assess and compare the impacts of each alternative in different geographical areas within the project corridor. After considering the existing land use patterns, locations of major intersections, and available ROW along S.R. 39, the project was divided into three study segments as follows:

Segment 1 Alexander Street Bypass area from I-4 to Joe McIntosh Road, including the existing S.R. 39. This includes all of the Alexander Street Bypass alternatives.

Segment 2 S.R. 39 from Joe McIntosh Road to Fredda Avenue in Crystal Springs (Pasco County). This includes S.R. 39 in the area adjacent to the CSX Railroad. In

addition, alternatives are considered in the vicinity of the Dr. T.C. Maguire Estate and the Knights School since both are potentially eligible for listing on the NRHP.

Segment 3 S.R. 39 from Fredda Avenue to U.S. 301. This includes S.R. 39 from where the roadway and railroad diverge to the end of the project at U.S. 301.

A Public Workshop for the PD&E Study was held in 1993 and conceptual alignments were displayed using segments as described above. A follow-up meeting was held with the Shiloh community to address neighborhood concerns. Additional alignments to the west were developed for the Alexander Street Bypass in order to avoid impacts to the Shiloh community.

Before the refined alignments could be presented to the public, the PD&E Study was placed on hold due to a change in the LRTP, which is now based on cost affordability rather than need for the project, as was the case with the earlier LRTP. The northern portion of the project was in the needs plan but not the cost affordable plan. Therefore, the Hillsborough County MPO removed the project from the LRTP, except for the section from I-4 to Knights-Griffin Road. Through coordination between the Federal Highway Administration (FHWA) and FDOT, it was determined that the PD&E Study should move forward with the original project limits but only request Location Design and Concept Approval for the portion that is in the LRTP Cost Affordable Plan.

The current PD&E Study evaluates the widening of the entire project but design year traffic volumes do not support widening of S.R. 39 north of Knights-Griffin Road. The Segment 1 limits have been changed to coincide with the LRTP. The northern portion of the project will be reevaluated after it is included in the LRTP.

When the PD&E Study resumed in 1997, it was necessary to revise the typical sections due to new design criteria. Therefore, in addition to adding new alignments, the typical sections have been changed to reflect the new design criteria. Affects of the new typical section are evaluated in this environmental evaluation.

1.2 PROPOSED ACTION

The proposed project involves multi-lane improvements to S.R. 39 and the proposed extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi). The Alexander Street Bypass portion from I-4 to the vicinity of Joe McIntosh Road is approximately 4.02 km (2.5 mi). This new alignment alternative is located to the west of S.R. 39 between I-4 and Joe McIntosh Road due to significant land use constraints on S.R. 39, including the Memorial Park Cemetery in the vicinity of I-4. Overall, improvements will consist of a four-lane divided roadway on new alignment (the Alexander Street Bypass) and improvement to S.R. 39 on the existing alignment from the existing two-lane undivided roadway to a four-lane divided facility.

1.3 REFERENCES

1. National Register of Historic Places, Division of Archives, History and Records Management, Tallahassee, Florida, 1972.

2. The Hillsborough County Metropolitan Planning Organization Adopted 2020 Long Range Transportation Plan, Hillsborough County MPO, Hillsborough County, adopted November 9, 1998.

SECTION 2.0

NEED

The proposed project's purpose is to improve the capacity of the S.R. 39 corridor. The project's purpose and need are established through documentation of the planning basis for the proposed improvement as well as an evaluation of the current and projected travel demand and available capacity and safety in the project corridor.

2.1 PLANNING BASIS FOR THE PROPOSED ACTION

The Hillsborough County MPO's Long Range Transportation Plan (LRTP) for the year 2020 takes into account projects planned for in the Capital Improvements Programs of the local government jurisdictions in Hillsborough County. The FDOT's Adopted Five-Year Work Program for projects within Hillsborough County is also consistent with the LRTP. The Alexander Street Bypass and S.R. 39 from its juncture with the Alexander Street Bypass up to Knights-Griffin Road are identified as needed four-lane roadways in the MPO's Cost Affordable Highway Improvements map which is contained in its 2020 LRTP. The proposed project was not required by the Federal Highway Administration (FHWA) to be subject to a Major Investment Study. The portion of the project subject to Location Design and Concept Approval is in the LRTP's Cost Affordable Plan which has been determined by the FHWA, Federal Transit Authority (FTA) and the Environmental Protection Agency (EPA) to be in conformance with the State Implementation Plan (SIP). Therefore, this project comes from a conforming transportation plan and Transportation Improvement Plan (TIP) as required by the Clean Air Act Amendments of 1990.

2.2 SYSTEM LINKAGE

S.R. 39 provides one of the few north-south routes within eastern Pasco and Hillsborough Counties. Connecting Plant City to Zephyrhills and points beyond, this facility will provide a transportation service to the area by supporting the population and socioeconomic growth identified in the MPO's LRTP and the Comprehensive Plans for Hillsborough and Pasco Counties. The need for

improvement along the S.R. 39 corridor was established based on the evaluation of the following: current substandard traffic operations within the study area; the expected future quality of traffic along S.R. 39 based on the No-Build Alternative; and the projected future socioeconomic growth in the region of the project.

As part of the PD&E Study, a Project Traffic and Intersection Analysis Technical Memorandum was prepared. Capacity analyses were conducted to identify the roadway segments and intersections that presently or will in the future operate at a deficient level of service (LOS) if no improvements are constructed. Hillsborough and Pasco Counties require that the roadway and intersections operate at LOS C (rural) and D (urban) or better under future traffic conditions.

2.3 EXISTING CORRIDOR CAPACITY

The results of the traffic analysis of the existing and future conditions performed for S.R. 39 indicate that traffic projections are expected to increase by the design year. As a result of this increase in demand and no roadway improvements, the existing two-lane S.R. 39 from I-4 to Sam Allen Road would operate at LOS F by 2010 and the existing two-lane S.R. 39 from Sam Allen Road to U.S. 301 would operate at LOS F by 2020. The LOS is one measure of the operational conditions of a roadway. LOS ranges from A, which is the best condition, to F, which is considered to be the worst operational condition resulting in heavy traffic and long delays. The LOS analysis indicates the need for a four-lane facility on S.R. 39, including the Alexander Street Bypass, from north of I-4 to U.S. 301, in order to achieve an LOS C (rural) and D (urban) for projected year 2020 design hour traffic volumes.

2.4 TRANSPORTATION DEMAND

S.R. 39 from I-4 to U.S. 301 traverses through portions of Hillsborough and Pasco Counties. Hillsborough County encompasses 3,280 gross square kilometers (km^2) [1,266.4 gross square miles (sq mi)] and 2,722 net km^2 (1,051 net sq mi) of land area; and Pasco County encompasses 2248 km^2 (868 gross sq mi) and 1930 km^2 (745 net sq mi) of land area. The difference between gross and net is that gross includes land and bodies of water while net includes only land. The S.R. 39 corridor in Hillsborough County is located within Census Tracts 101.02, 101.03, and 101.04; in Pasco

County, the corridor is located in Census Tracts 330.04, 331, and 329. These census tracts are predominantly rural in nature.

According to the 1990 Census of Population, Housing, and Employment, Hillsborough County's population was 834,054 in 1990 which was a 29 percent increase over the 1980 population. Projected population for 2020 is 1,244,900, which represents an increase of 47 percent over 1990's population. Pasco County's population in 1990 was 281,131, which was a 45 percent increase over the 1980 population, and the 2020 projected population is 431,300, which is a 53 percent increase over the 1990 population. Population data for both Hillsborough and Pasco Counties and the above-referenced Census Tracts, as well as other relevant socioeconomic information, are presented in Table 2-1.

2.5 FEDERAL, STATE, AND LOCAL GOVERNMENT AUTHORITY

Local government agencies with jurisdiction within the project area include Hillsborough and Pasco Counties and the Cities of Plant City and Zephyrhills. As previously stated, the Hillsborough County MPO has identified the need for this project in its LRTP. Letters supporting this project have been received from the Pasco County Emergency Services Department and from Plant City's City Manager (see Appendix A).

2.6 SOCIAL DEMANDS AND ECONOMIC DEVELOPMENT

The Hillsborough County and Pasco County Comprehensive Plans indicate that development activity adjacent to, and in the vicinity of, the S.R. 39 corridor is converting from agricultural land use to residential, commercial, and industrial land use.

The Hillsborough County Metropolitan Planning Organization (MPO) Adopted 2020 Long Range Transportation Plan designates S.R. 39 and the Alexander Street Bypass as a future four-lane divided facility from I-4 to Knights-Griffin Road and a two-lane facility from Knights-Griffin Road to the Hillsborough/Pasco County Line (see Figure 1-1). The Alexander Street Bypass and S.R. 39 from Joe McIntosh Road to Knights-Griffin Road is included in the MPO's Cost Affordable Highway Improvements.

Table 2-1
Hillsborough and Pasco Counties Socioeconomic Information

Statistic	Value
Population - 1990 - Hillsborough County	834,054
Projected Population - 2020 - Hillsborough County	1,224,900
Percent Increase in Population 1990 - 2020	47%
Population - 1990 - Pasco County	281,131
Projected Population - 2020 - Pasco County	431,300
Percent Increase in Population 1990 - 2020	53%
Population - 1990 - Hillsborough County Census Tracts 101.02, .03, .04	15,195
Projected Population - 2020 - Hillsborough County Census Tracts 101.02, .03, .04	17,095
Percent Increase in Population - 1990 - 2020 - Census Tract -	12.5%
Population - 1990 - Pasco County Census Tracts 330.04, 331, 329	15,045
Projected Population - 2020 - Census Tracts 330.04, 331, 329	16,926
Percent Increase in Population - 1990 - 2020 Census Tract -	12.5%
Median Age - 1990 - Hillsborough County	35
Median Age - 1990 - Pasco County	49
Percent 65 and Older - Hillsborough County 1997	13%
Percent 65 and Older - Pasco County 1997	32%
Persons per Household - Hillsborough County 1997	2.51
Persons per Household - Pasco County 1997	2.26
House Purchase Price - 1996 - Hillsborough County	$100,951
House Purchase Price - 1996 - Pasco County	$79,923
Per Capita Income - 1996 - Hillsborough County	$22,872
Per Capita Income - 1996 - Pasco County	$19,843

Sources: 1998 Florida Statistical Abstract
U.S. Census Bureau.

Pasco County 2020 Transportation Plan designates S.R. 39 as a four-lane divided facility from Central Avenue to Chancey Road. The Plan designates S.R. 39 as a two-lane roadway from the Pasco County Line to Central Avenue, and from Chancey Road to U.S. 301 (see Figure 1-1).

2.7 MODAL INTERRELATIONSHIPS

Local government comprehensive plans were reviewed to determine the effect of local transit, commuter rail, rail service, aviation, and port activities on the S.R. 39 project. A summary of the findings follows.

Hillsborough Area Regional Transit (HARTline) is designated by the State of Florida to provide mass transit service in Hillsborough County but there is no designated transit provider in Pasco County. Although HARTline transit service does not currently extend out to eastern Hillsborough, the I-4 corridor from I-75 to the Hillsborough/Polk County Line is identified in the Future of Hillsborough, Comprehensive Plan for Unincorporated Hillsborough County as a transit emphasis corridor. The Plan also identifies Plant City as one of 14 Transit Activity Centers. The Comprehensive Plan for the City of Plant City, Transportation Plan states that Plant City has not yet chosen to enact an ad valorem property tax or otherwise participate in funding HARTline service; therefore, the city is not currently served by HARTline. The Light Rail Transit Plan envisions a rail transit system evolving out of the improved bus system when sufficient ridership develops; there will be rail transit connections between major activity centers.

The Plant City Airport, located 3.219 km (2 mi) southwest of Plant City, is one of four airports operated by the Hillsborough County Aviation Authority. Existing Alexander Street Bypass, south of the project study area, provides a direct connection to Airport Road, the main access road to Plant City Airport.

The proposed project will facilitate access to the airport and will provide improved access to transit service when transit becomes available in the area. The proposed project will also provide improved bicycle and pedestrian facilities which are discussed in Section 4.1.7.

2.8 TRAFFIC SAFETY

A Project Traffic and Intersection Analysis Technical Memorandum was prepared for the PD&E Study. To evaluate traffic safety in the study corridor, traffic crash records for the five-year period between 1993 and 1997 were obtained from the FDOT Roadway Characteristics Inventory (RCI) database. The crash data were collected for spot (intersections) and segment locations. The data collected were analyzed to determine the characteristics of crashes that occurred within the study corridor.

As part of the analysis of crash data, safety ratios were also calculated for spot and segment locations within the study corridor. The safety ratio calculations are based on the methodology outlined in the FDOT Highway Safety Improvement Program Guideline (Guideline). Safety ratios above 1.000 indicate that the segment or spot locations experience vehicle collisions above average and, therefore, traffic safety at these locations may need to be improved. The following subsections describe the results from the crash data analyses for spot and segment locations within the study corridor.

2.8.1 Spot (Intersections) Locations

According to the Guideline, the definition for a spot location is 0.1609 kilometer (km) [0.1 mile (mi)] or less. As part of this study the following four (4) spot locations were evaluated:

Spot (Intersections) Locations

1. S.R. 39/Sam Allen Road
2. S.R. 39/Knights-Griffin Road
3. S.R. 39/Chancey Road
4. S.R. 39/U.S. 301/Michigan Avenue

The summary of the crash data for the spot locations is provided in Table 2-2.

Table 2-2
Crash Summary at Intersections

Accident Characteristics	S.R. 39 at Sam Allen Road					S.R. 39 at Knights Griffin Road					S.R. 39 at Chancey Road					S.R. 39 at U.S. 301				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
Number of Crashes by Crash Type																				
Right Angle	2	3	2	0	2	0	3	1	3	0	10	5	1	3	1	0	0	0	0	0
Left Turn	2	0	2	0	4	1	1	1	2	0	1	1	0	4	2	0	0	0	0	0
Rear End	2	2	1	3	7	1	0	1	0	3	1	0	1	1	0	0	0	1	0	0
Side Swipe	0	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Auto/ Pedestrian	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Other	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	7	5	14	2	4	3	5	4	12	6	8	8	4	0	0	1	0	0
Number of Crashes Involving Injury or Fatality																				
Injury	8	9	6	6	22	8	5	2	20	5	34	10	5	11	5	0	0	2	0	0
Fatality	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

The majority of the crashes occurred at the S.R. 39/ Sam Allen Road spot location during the five-year period. Thirty-nine (39) crashes were reported at this location between 1993 and 1997. Of the total crashes, the majority were classified as rear end type crashes. There were two (2) fatalities and fifty-one (51) injuries reported during this time period.

Thirty-eight (38) crashes were reported at the S.R. 39 at Chancey Road spot location between 1993 and 1997. Of the total crashes, the major type of accident was classified as angle. There was one (1) fatality and sixty-five (65) injuries reported during this time period.

At the S.R. 39 / Knights Griffin Road spot location eighteen (18) crashes were report between 1993 and 1997. The majority were classified as right angle type crashes. No fatalities were reported during this time frame; however, forty (40) injuries were recorded.

Minimal amount of crash activity was reported at S.R. 39 at U.S. 301 between 1993 and 1997. Only one (1) rear end type crash was reported and two (2) injuries were associated with this crash.

As mentioned previously, an area that experiences safety ratios greater than one indicates the intersection experiences vehicle collisions above average and, therefore, traffic safety at these locations may need to be improved. The safety ratios for spot locations are summarized in Table 2-3. As shown below, two (2) of the four (4) spot locations located in the study corridor experienced safety ratios greater than one during each year of the five-year period.

Spot Locations with Safety Ratios Greater than 1.0:

- S.R. 39 at Sam Allen Road (Year 1997)
- S.R. 39 at Chancey Road (Years 1993, 1994, and 1996)

Table 2-3
Summary of Calculated Safety Ratios for Intersection

Year	SAFETY RATIO Street Intersecting with S.R. 39			
	Sam Allen Road	Knights-Griffin Road	Chancey Road	U.S. 301
1993	0.867	0.422	2.049	0.000
1994	0.610	0.542	1.117	0.000
1995	0.717	0.417	0.311	0.156
1996	0.540	0.696	1.279	0.000
1997	1.701	0.529	0.551	0.000

2.8.2 Segment Locations

The Guideline defines a highway segment as 0.1625 km (0.101 mi) to 0.86 km (3.00 mi) long. For the purpose of analyzing crash data, the S.R. 39 study corridor was divided into four segments. The limits for S.R. 39 segments are described below and also in Table 2-4.

- I-4 to Sam Allen Road
- Sam Allen Road to Knights-Griffin Road
- Knights-Griffin Road to Chancey Road
- Chancey Road to U.S. 301

The crash data collected for the segments are summarized in Table 2-4. There was a total of 92 crashes that occurred along the S.R. 39 study corridor with the majority (42 crashes, 46 percent) occurring between the Knights-Griffin Road and Chancey Road. Review of Table 2-4 reveals that the most common type of crash along S.R. 39 were specified as "other" type (31) crashes followed by rear end (16 crashes) and right angle (26 crashes) type collisions. A total of three (3) fatalities and 113 injuries occurred along the S.R. 39 segment locations between 1993 and 1997.

Table 2-4
Crash Summary for Roadway Segments

Accident Characteristics	S.R. 39 I-4 to Sam Allen Road					S.R. 39 Sam Allen Rd. to Knights-Griffin Rd.					S.R. 39 Knights-Griffin Rd. to Chancey Road					S.R. 39 Chancey Road to U.S. 301				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
Number of Crashes by Crash Type																				
Right Angle	3	2	0	0	0	2	3	1	0	0	0	1	2	2	0	0	0	0	0	0
Left Turn	4	3	0	2	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1
Rear End	1	2	0	5	0	1	1	2	3	0	0	3	4	4	0	0	0	0	0	0
Side Swipe	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0
Auto/ Pedestrian	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	2	0	0	2	2	2	3	0	0	4	10	5	0	0	0	0	0	0
Total	10	7	2	7	0	5	6	6	6	0	0	9	18	15	0	0	0	0	0	1
Number of Crashes Involving Injury or Fatality																				
Injury	9	19	0	3	0	15	8	6	3	0	0	11	22	17	0	0	0	0	0	0
Fatality	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0

The safety ratios for the S.R. 39 segments are included in Table 2-5. Only one (1) segment has a safety ratios greater that 1.0. These segments are listed below:

Segments with Safety Ratios Greater than 1.0:

- I-4 to Sam Allen Road (Years 1993, 1994 and 1996)

Table 2-5
Summary of Calculated Safety Ratios
for Roadway Segments

Year	SAFETY RATIO S.R. 39 Roadway Segment			
	I-4 to Sam Allen Road	Sam Allen Road to Knights-Griffin Road	Knights-Griffin Road to Chancey Road	Chancey Road to U.S. 301
1993	2.801	0.802	0.000	0.000
1994	1.867	0.692	0.474	0.000
1995	0.682	0.848	0.835	0.000
1996	1.678	0.765	0.678	0.000
1997	0.000	0.000	0.000	0.426

The only pattern evidenced by the four intersections and four roadway segments was that they all generated a high number of injuries per crash, averaging approximately 1.5 injuries per crash, which is a significantly high rate of injury. This high injury rate is presumably due to the high speeds on S.R. 39 and the lack of access control common on two-lane facilities. A four-lane divided roadway on S.R. 39 should have a positive impact on the safety of traffic operations because it will provide increased control of access to the roadway and improve the geometry of the intersections on S.R. 39 within the study limits.

2.9 BRIDGES/NAVIGATION

Major structures exist at Blackwater Creek, the Blackwater Creek Relief Structure, Heron Branch, and the Hillsborough River. The existing bridge over Blackwater Creek has six spans of approximately 8.230 m (27 ft) each, with an overall length of 49.378 m (162 ft). The Blackwater Creek Relief Structure serves as an overflow bridge for the floodplain of Blackwater Creek. The structure is a three arch culvert and, therefore, navigation is not a concern.

The existing bridge over the Hillsborough River has 21 spans of 4.572 m (15 ft) each, resulting in an overall structure length of 96.164 m (315.5 ft). The bridge is located upstream of the Tampa Bypass Canal, which consists of a series of locks operated by the Southwest Florida Water Management District (SWFWMD) for flood control purposes. The bridge is also upstream of the Hillsborough River Dam; the reservoir created by the dam is operated by the City of Tampa for drinking water purposes. The existing vertical clearance prohibits large recreational vessels from passing under the bridge. Therefore, special ship impact design criteria are not necessary. Also, this portion of the Hillsborough River has recently been designated as part of the State Canoe Trail and use of motorized watercraft is restricted. The proposed project involves the in-kind replacement of the existing bridge, with a parallel bridge of the same length constructed for the two new lanes in the future.

The Alexander Street Bypass, approximately 4.0 km (2.5 mi) in length, will include crossings of upper tributaries of Pemberton Creek. Five cross drains are proposed for the Alexander Street Bypass. No bridges are proposed for the Alexander Street Bypass.

2.10 REFERENCES

1. Project Traffic and Intersection Analysis Technical Memorandum, Parsons Brinckerhoff Quade & Douglas, Inc., Tampa, Florida, November 3, 1999.

2. The Hillsborough County Metropolitan Planning Organization Adopted 2020 Long Range Transportation Plan, Hillsborough County MPO, Hillsborough County, adopted November 9, 1998.

3. Cost Affordable Highway Improvements, 2020 Long Range Transportation Plan, Hillsborough County Metropolitan Planning Organization, Tampa, Florida, November 9, 1998.

4. Pasco County 2020 Transportation Plan, Pasco County MPO, New Port Richey, Florida, January 1999.

5. Future of Hillsborough, Comprehensive Plan for Unincorporated Hillsborough County, Hillsborough County City-County Planning Commission, Tampa, Florida, effective March 1, 1999.

6. Comprehensive Plan for the City of Plant City, Transportation Plan, Plant City, effective May 13, 1999.

SECTION 3.0

ALTERNATIVES CONSIDERED

Various alignment options were developed and presented at the 1993 Public Workshop. Subsequent to the 1993 Public Workshop, the FDOT's Plans Preparation Manual was updated and a detailed profile grade line was developed from I-4 to Knights-Griffin Road. In order to meet current design standards, the preferred typical sections were updated to reflect these changes. This section describes the alternatives analysis that was conducted in order to compare alternatives using the updated typical sections.

3.1 NO-ACTION ALTERNATIVE

The No-Action Alternative consists of postponing improvement to S.R. 39 beyond the Design Year 2020. Certain advantages would be associated with the No-Action Alternative, including the following:

- No new construction costs;
- No disruption to the existing land uses due to construction activities;
- No disruptions of traffic due to construction activities;
- No ROW acquisitions and relocations; and
- No environmental degradation or disruption of natural resources.

The disadvantages of the No-Action Alternative include the following:

- Increased traffic congestion causing increased road user cost due to travel delay;
- Inefficient traffic operations and associated safety conditions;
- Deterioration of air quality caused by traffic congestion and delays;
- Deterioration in the emergency service response time; and
- Increased roadway maintenance costs.

Although there are major disadvantages associated with the No-Action Alternative, it will remain under consideration as a viable alternative through the Public Hearing phase of the Study.

3.2 ALTERNATIVES CONSIDERED AND REJECTED

A review of the existing roadway network in the region reveals that there are no other north-south corridors in eastern Hillsborough and Pasco Counties that could be improved in lieu of the proposed project. Therefore, the alternative of improving another parallel north-to-south roadway was rejected.

Various "Build" Alternatives were developed and presented at the PD&E Study's Public Workshop held in 1993. Based on public input received at the workshop, a number of them were eliminated from consideration due to community and/or cultural resources impacts. The "Build" Alternatives (referred to as alignments) presented at the workshop are described in Appendix B. The alignments that have been eliminated are identified in the Appendix starting on page B-11.

3.3 TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE

The Transportation System Management (TSM) alternative, which consists of low cost capital improvements that maximize the efficiency of the present system, was also considered for the project. TSM amenities for the proposed project include signal timing and improved access. A review of the project indicates that such TSM improvements have been implemented at major intersections along S.R. 39. These improvements have improved safety; however, they will not serve the year 2020 traffic forecast that will require a four-lane facility to provide acceptable service to the public. Therefore, TSM activities alone are not considered a viable alternative to roadway improvements.

3.4 MULTI-MODAL ALTERNATIVES

Although HARTline transit service does not currently extend out to eastern Hillsborough, the I-4 corridor from I-75 to the Hillsborough/Polk County Line has been identified as a transit emphasis corridor. Plant City has not yet chosen to enact an ad valorem property tax or otherwise participate

in funding HARTline service; therefore, the city is not currently served by HARTline. HARTline also envisions a rail transit system evolving out of the improved bus system when sufficient ridership develops; there will be rail transit connections between major activity centers.

Bus and light rail service will continue to be evaluated but at this time they are not considered a viable alternative to the improvement of S.R. 39.

3.5 "BUILD" ALTERNATIVES

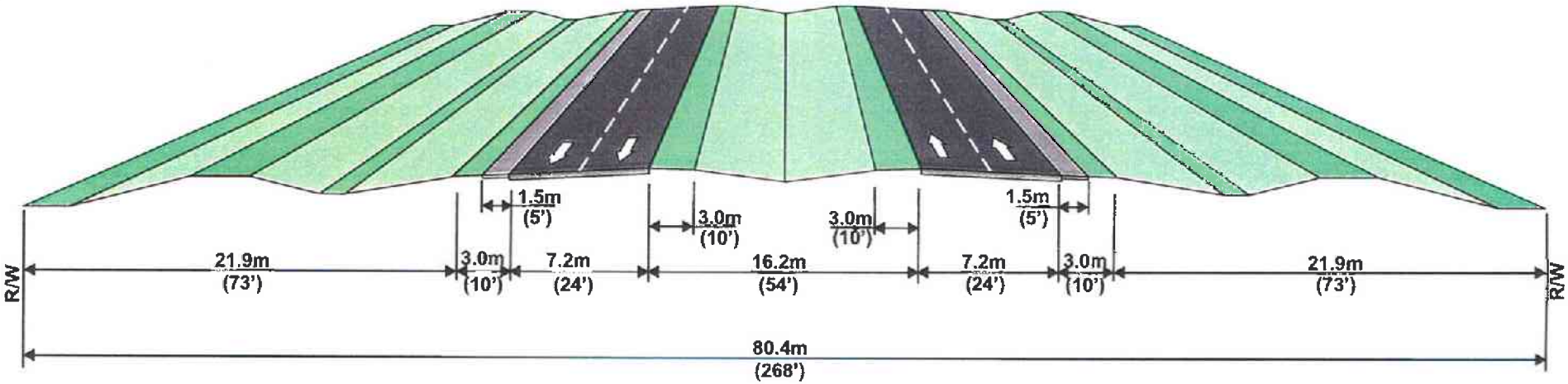
The travel demand along S.R. 39 is projected to increase substantially over the next 20 years. The No-Action Alternative will not accommodate the projected increased demand at LOS C. To provide an acceptable LOS in the corridor, several "Build" Alternatives have been evaluated and are discussed in this section.

3.5.1 Roadway Design Criteria

FDOT's Plans Preparation Manual was used in developing design criteria for this project. The functional classification of a roadway affects elements of design such as design speed, LOS requirements, and local access accommodations. For this segment of S.R. 39, the functional classification of a minor arterial was utilized. The proposed access management classification for S.R. 39 is Class 3. A standard travel lane width of 3.6 m (12 ft) is to be utilized along this facility. Subsequent to the 1993 Public Workshop, the FDOT's Plans Preparation Manual was updated, and a detailed profile grade line was developed from I-4 to Knights-Griffin Road. Therefore, in order to meet current design standards, the recommended typical sections were updated to reflect these changes and are referred to as Typical Sections 6, 7, 8, 9, and 10. These typical sections are discussed in the following paragraphs.

The typical section to be utilized along the Alexander Street Bypass from I-4 to Cason Street (see Figure 3-1), a length of approximately 0.63 km (0.4 mi), is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5

COREL: \ DIST_7 \ S.R. 39-PLANT CITY \ REPORTS \ E.A. \ FIG_3-1 CDR \ 2-11-00



FROM I-4 TO CASON STREET

Based on 6' of Fill to Proposed PGL

TYPICAL SECTION 6

S.R. 39 FROM I-4 TO U.S. 301
WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-1

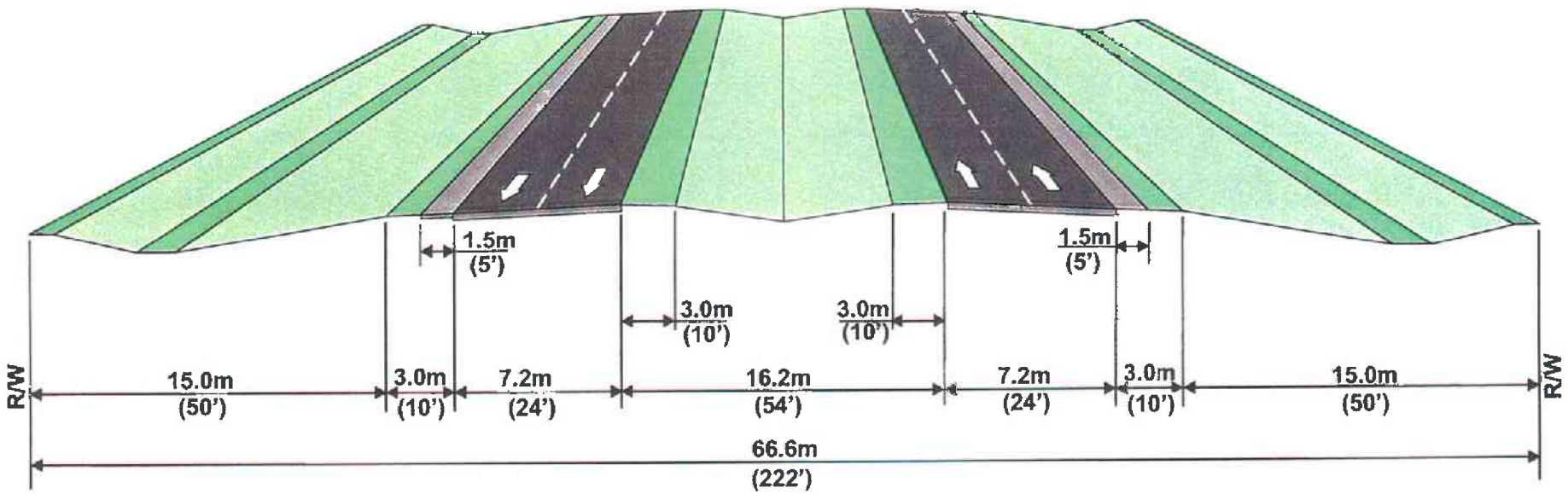
m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and 21.9 m (73 ft) borders. This typical section will require 80.4 m (268 ft) of ROW.

The typical section proposed from Cason Street to S.R. 39 (see Figure 3-2), a length of approximately 3.18 km (2.0 mi), is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and 15.0 m (50 ft) borders. This typical section will require approximately 66.6 m (222 ft) of ROW.

The typical section proposed from S.R. 39 to Blount Street (see Figure 3-3), a length of approximately 13.15 km (8.2 mi), is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and a 13.8 m (46 ft) border on the west side of the roadway and an 8.4 m (28 ft) minimum border on the east side of the roadway. This typical section will require approximately 58.8 m (196 ft) of ROW.

The typical section proposed from Blount Street to Shady Oaks Drive (see Figure 3-4), a length of approximately 3.60 km (2.2 mi), is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and a 13.8 m (46 ft) borders. This typical section will require approximately 64.2 m (214 ft) of ROW.

Finally, the typical section to be utilized from Shady Oaks Drive to U.S. 301 (see Figure 3-5), a length of approximately 0.35 km (0.2 mi), is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, 1.2 m (4 ft) bicycle lanes, a 16.2 m (54 ft) depressed median, Type E curb and gutter, and 1.5 m (5 ft) sidewalks. This typical section will require 50.4 m (168 ft) of ROW.



FROM CASON STREET TO S.R. 39

Based on 3' of Fill to Proposed PGL

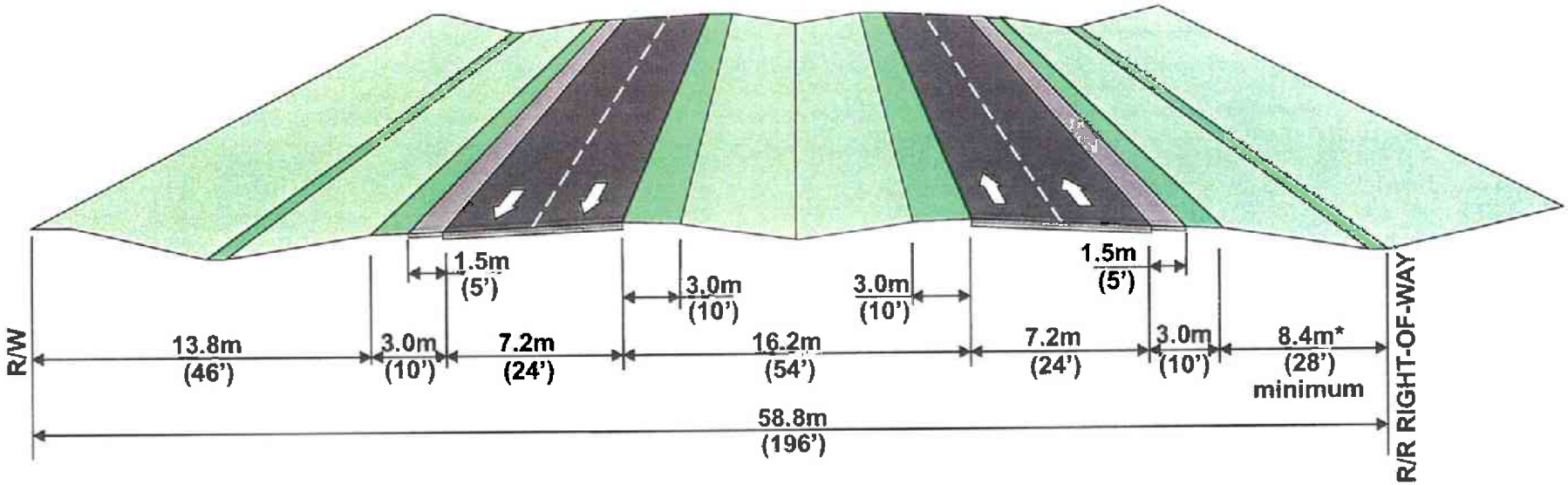
TYPICAL SECTION 7

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-2



FROM S.R. 39 TO BLOUNT STREET

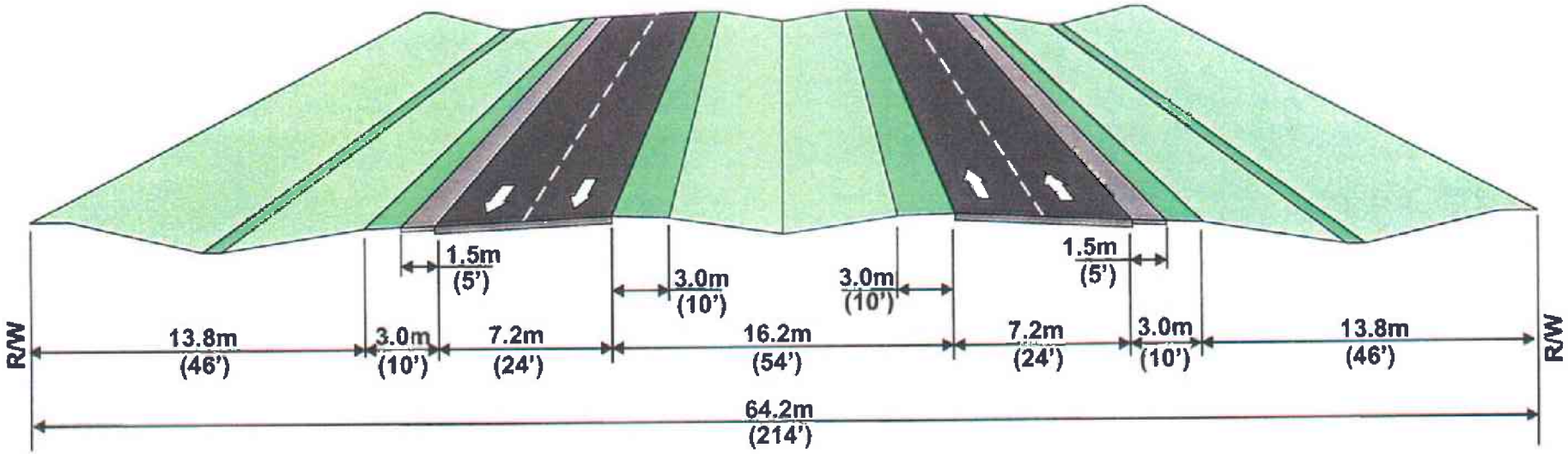
Based on 1.5' of Fill to Proposed PGL & Sharing R/R Right-of-Way

* Does Not Meet Border Criteria.
However, it does meet clear zone criteria.

TYPICAL SECTION 8

S.R. 39 FROM I-4 TO U.S. 301
WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-3



FROM BLOUNT AVENUE TO SHADY OAKS DRIVE

Based on 1.5' of Fill to Proposed PGL

TYPICAL SECTION 9

S.R. 39 FROM I-4 TO U.S. 301
WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-4

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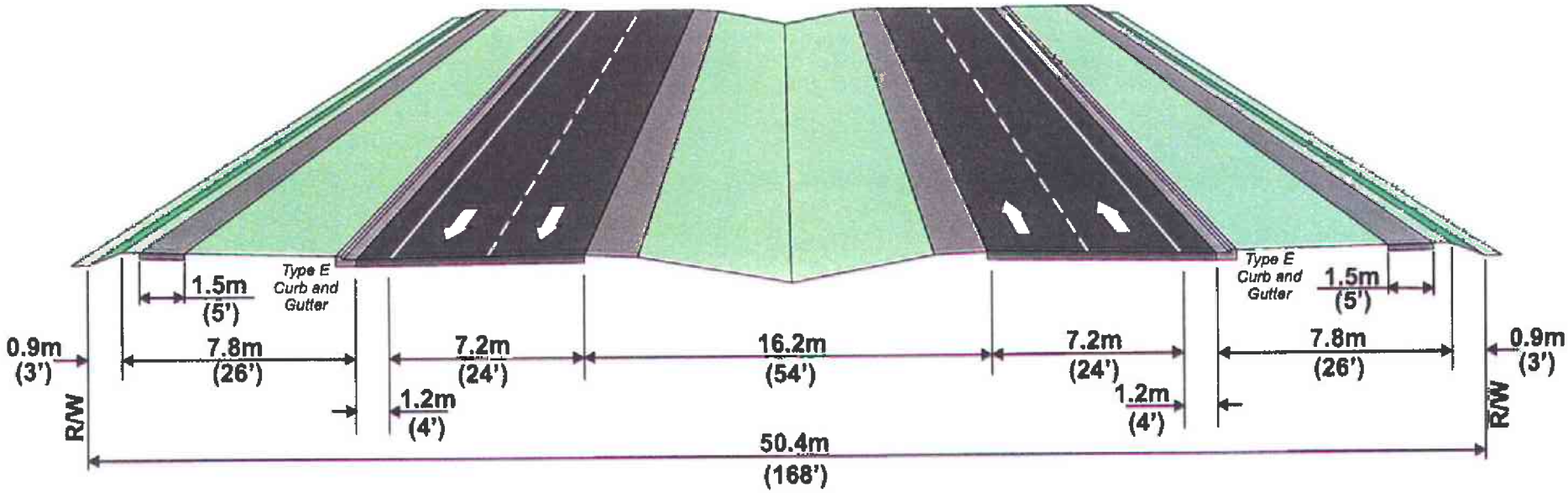


FROM SHADY OAKS DRIVE TO U.S. 301

Based on 1.5' of Fill to Proposed PGL

TYPICAL SECTION 10

S.R. 39 FROM I-4 TO U.S. 301
WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-5

3.5.2 Preliminary Alignments

For the "Build" Alternative, two alignments are currently under evaluation. From I-4 to Blount Avenue, the Alexander Street Bypass alignment is the same. From Fredda Avenue to U.S. 301, Alignment 3B is on a western alignment (i.e., the new lanes will be constructed to the west of existing S.R. 39). Alignment 3D is on an eastern alignment from Fredda Avenue to U.S. 301. These two alignments are depicted in Appendix B of the Preliminary Engineering Report (PER).

3.5.3 Reasonable and Feasible Alignment

Reasonable and feasible alignments reduce impacts to properties where possible. In general, centered alignments were avoided for this project in order to eliminate the likelihood of impacts to properties on both sides of the road. New alignments were developed for Segment 1 to avoid numerous relocations and impacts to historic structures along the existing alignment. The existing parallel CXS railroad dictated the alignment in Segment 2. Segment 3 evaluates a western and an eastern alignment in order to evaluate the impacts. The following discussion evaluates the alignment alternatives being carried forward to the Public Hearing.

3.5.4 Segments

The S.R. 39 PD&E Study corridor was divided into three segments to effectively assess and compare the impacts of each alternative. After considering the existing land use patterns, location of crossover streets, and available ROW along S.R. 39, the project was divided into three study segments as follows:

Segment 1 Alexander Street Bypass area from I-4 to north of Knights-Griffin Road, including the existing S.R. 39. This includes all of the Alexander Street Bypass alignments. In addition, alignment options were considered in the vicinity of the Dr. T.C. Maguire Estate and the Knights School since both are potentially eligible for listing on the NRHP.

Segment 2 S.R. 39 from north of Knights-Griffin Road to Fredda Avenue in Crystal Springs (Pasco County). This includes S.R. 39 in the area adjacent to the CSX Railroad.

Segment 3 S.R. 39 from Fredda Avenue to U.S. 301. This includes S.R. 39 from where the roadway and railroad diverge to the end of the project at U.S. 301.

3.6 DESIGN YEAR TRAFFIC OPERATIONS

3.6.1 Year 2010 And 2020 Traffic Forecasts

Design traffic data for the years 2005 and 2020 for the Build and No-Build Alternatives were provided by the District 7 Planning Office. Design traffic factors (K, D, and T) are summarized in Table 3-1.

Table 3-1
Design Traffic Factors

Roadway	K Factor	D Factor	24-Hour Truck Factor	Design Hour Truck Factor
U.S. 301	10.56%	54.1%	8.0%	4.0%
Alexander Street Bypass	9.54%	59.5%	14.0%	7.0%
Chancey Road (Zephyrhills Bypass)	9.54%	59.5%	6.0%	3.0%
Knights-Griffin Road	9.54%	59.5%	6.0%	3.0%
Sam Allen Road	9.54%	59.5%	6.0%	3.0%

The factors identified for the Alexander Street Bypass were assumed for S.R. 39.

3.6.2 AADT Volumes

The AADT volumes for the year 2010 (project opening year) were interpolated from the year 2005 and year 2020 AADT volumes. Figures 3-6 and 3-7 illustrate the year 2010 and 2020 No-Build and Build AADT volumes, respectively, on the study roadways.

3.6.3 Design Hour Volumes

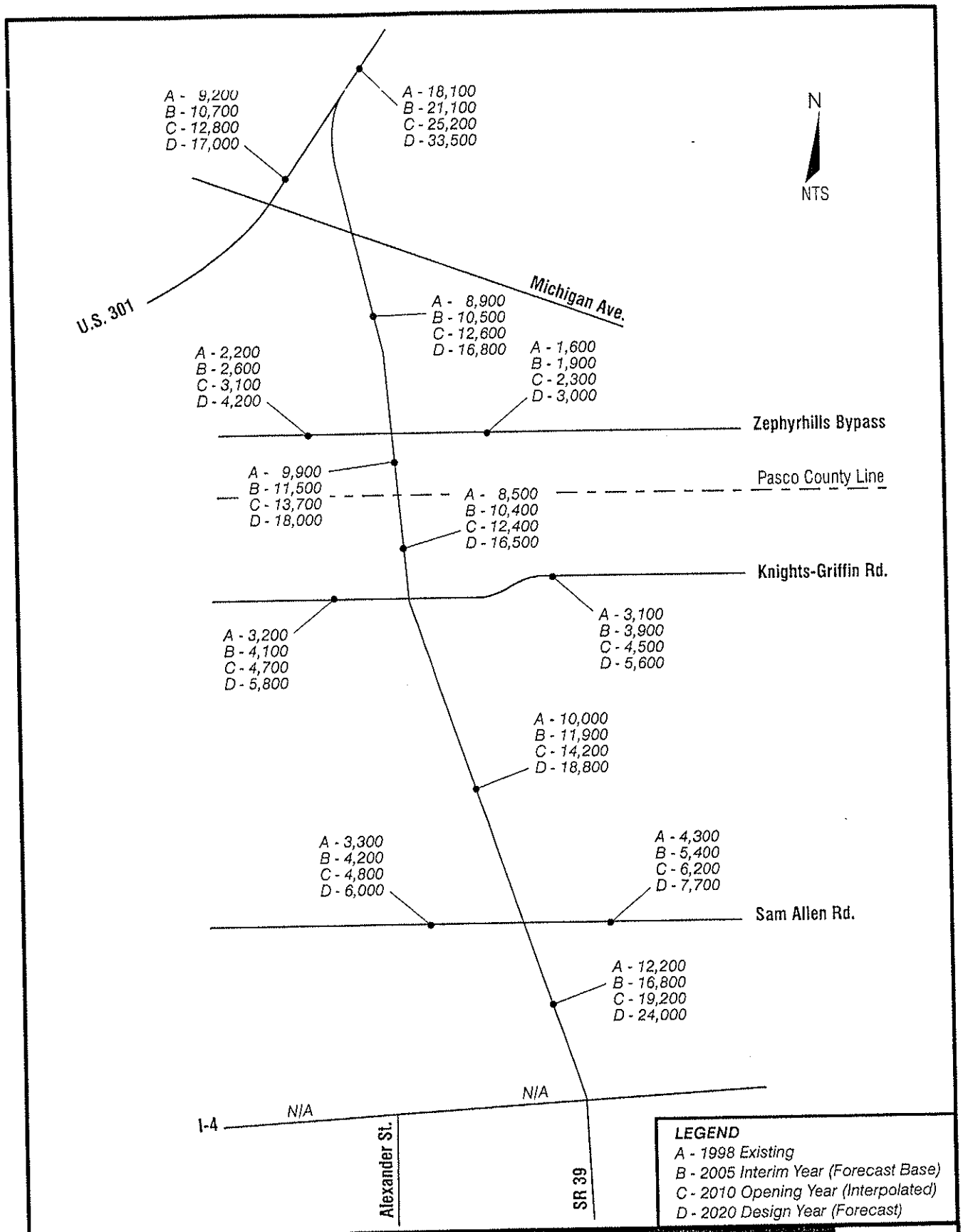
Design hour segment volumes and AM and PM design hour turning movement volumes for the years 2010 and 2020 were estimated using the TURNS 4 software and the 1998, 2005, and 2020 AADT volume data previously described. The results of the TURNS 4 analysis were used as a preliminary estimate, which was then manually adjusted to achieve a reasonable correlation with the distributions from the 2005 and 2020 AADT volumes provided by FDOT.

Figures 3-8 and 3-9 illustrate the years 2010 and 2020 Directional Design Hour Volumes (DDHV) for the No-Build and Build Alternatives, respectively. Figures 3-10 and 3-11 illustrate the years 2010 and 2020, respectively, AM and PM design hour intersection turning movement volumes for the No-Build Alternative. Figures 3-12 and 3-13 illustrate the years 2010 and 2020, respectively, AM and PM design hour intersection turning movement volumes for the Build Alternative.

3.6.4 Year 2010 and 2020 Level of Service Analysis

Intersection and roadway segment LOS analyses were conducted to determine the operational characteristics on S.R. 39 within the project limits, and on the Alexander Street Bypass in the years 2010 and 2020. The intersection LOS analyses were conducted using the years 2010 and 2020 design hour traffic volumes for the No-Build and the

Build Alternatives, and the procedures from the Transportation Research Board Special Report 209 - Highway Capacity Manual (HCM), 1997, Chapter 9 (Signalized Intersections) and Chapter 10 (Unsignalized Intersections).



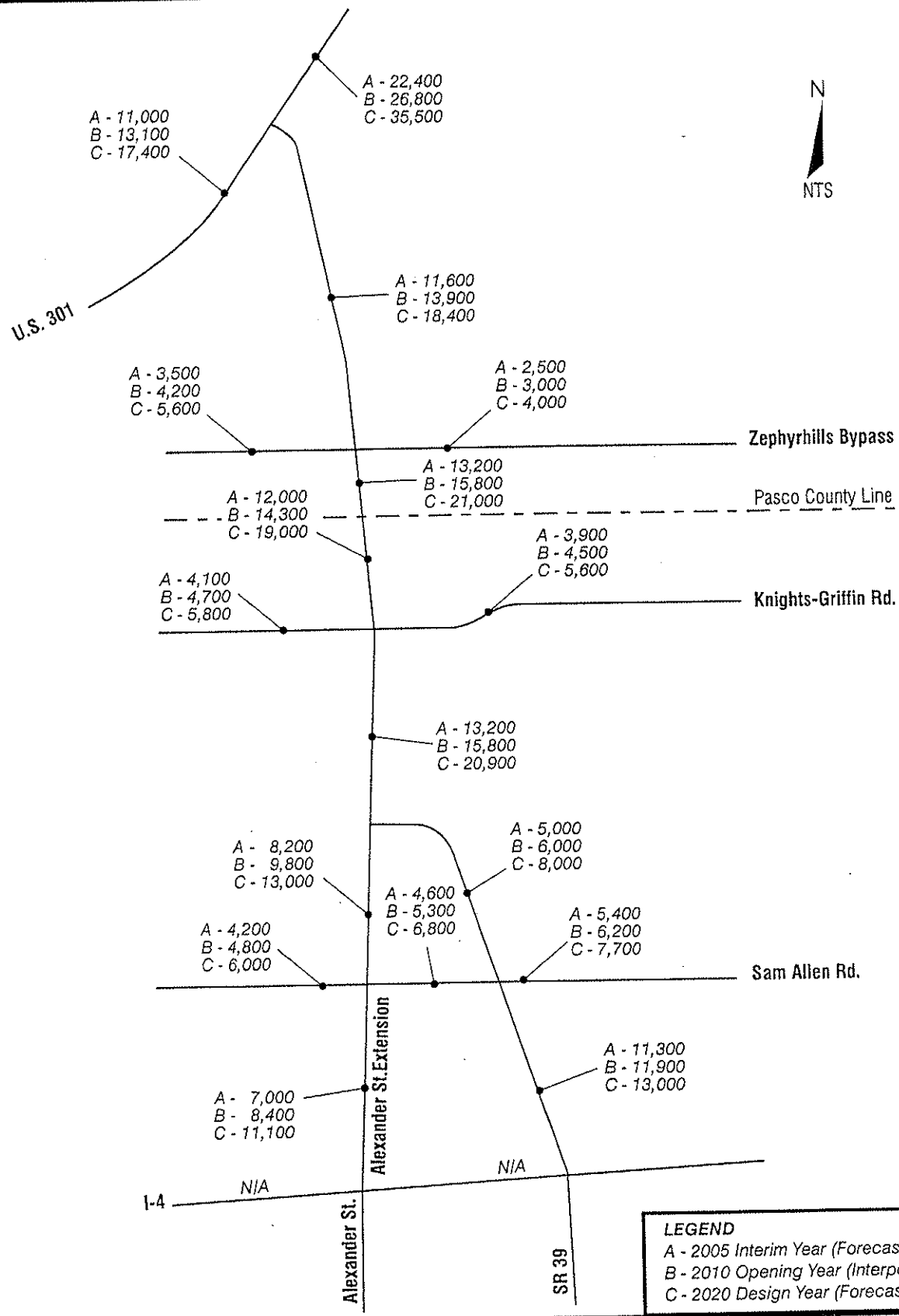
NO BUILD ALTERNATIVE AADT

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-6



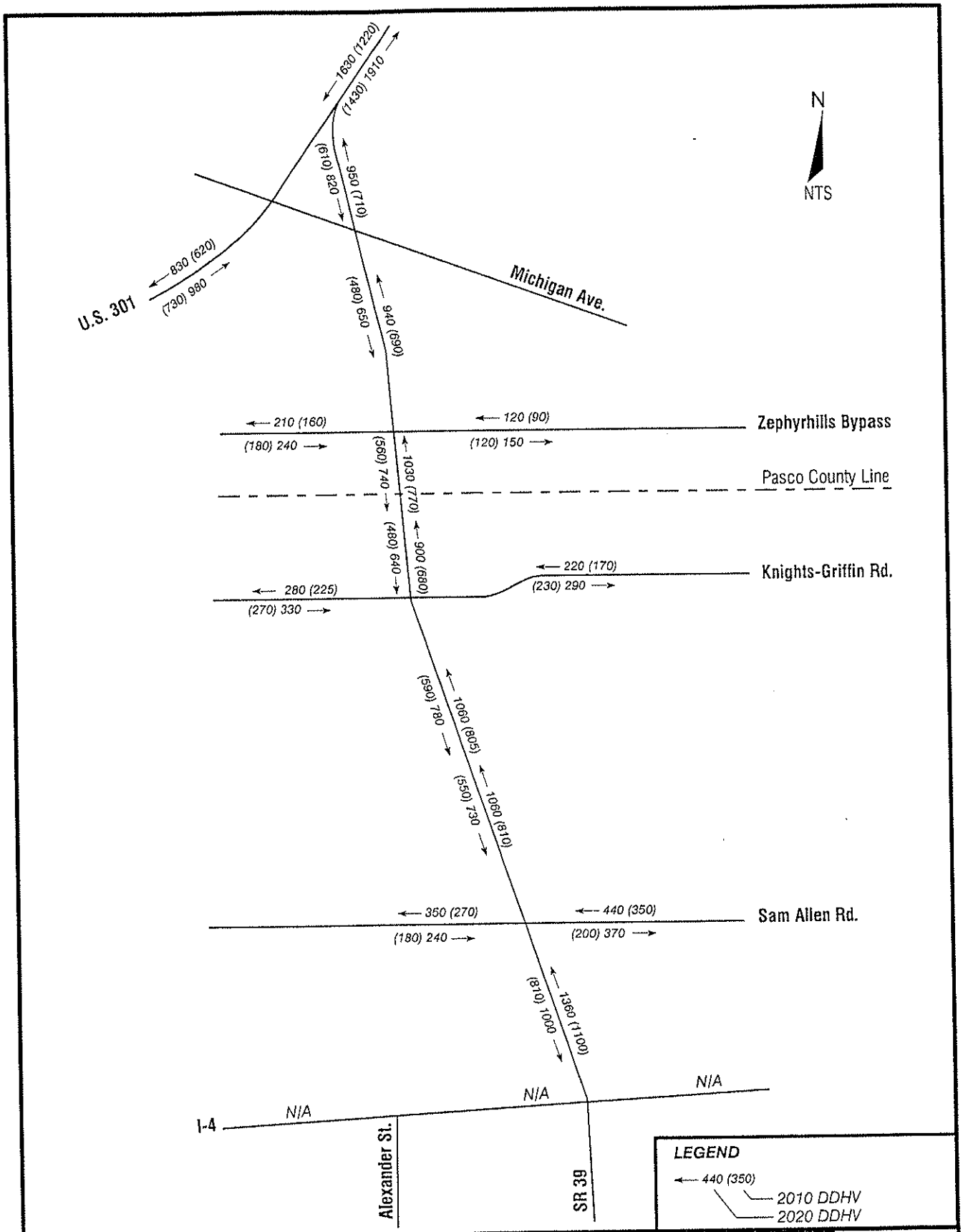
BUILD ALTERNATIVE AADT

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-7



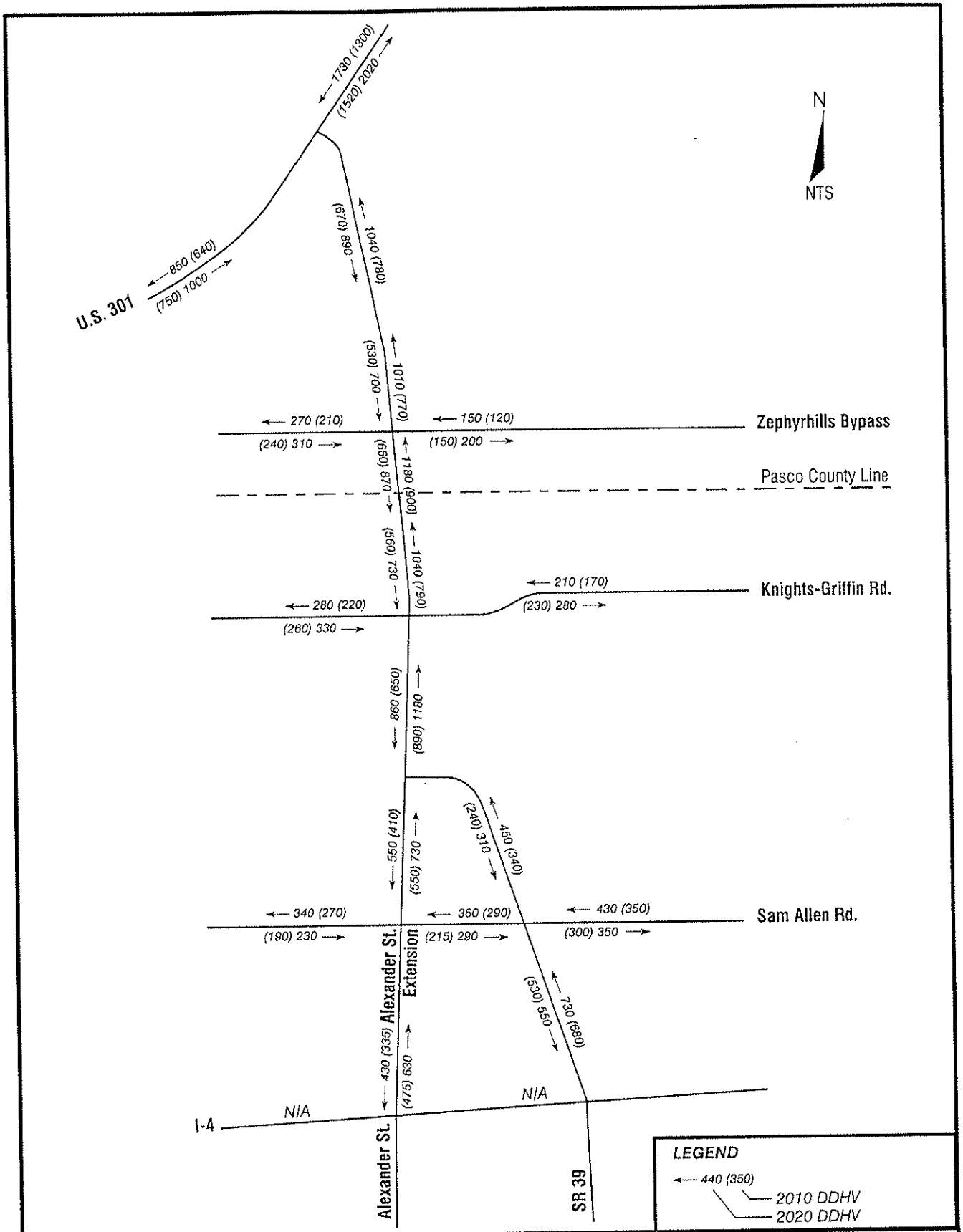
NO BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-8



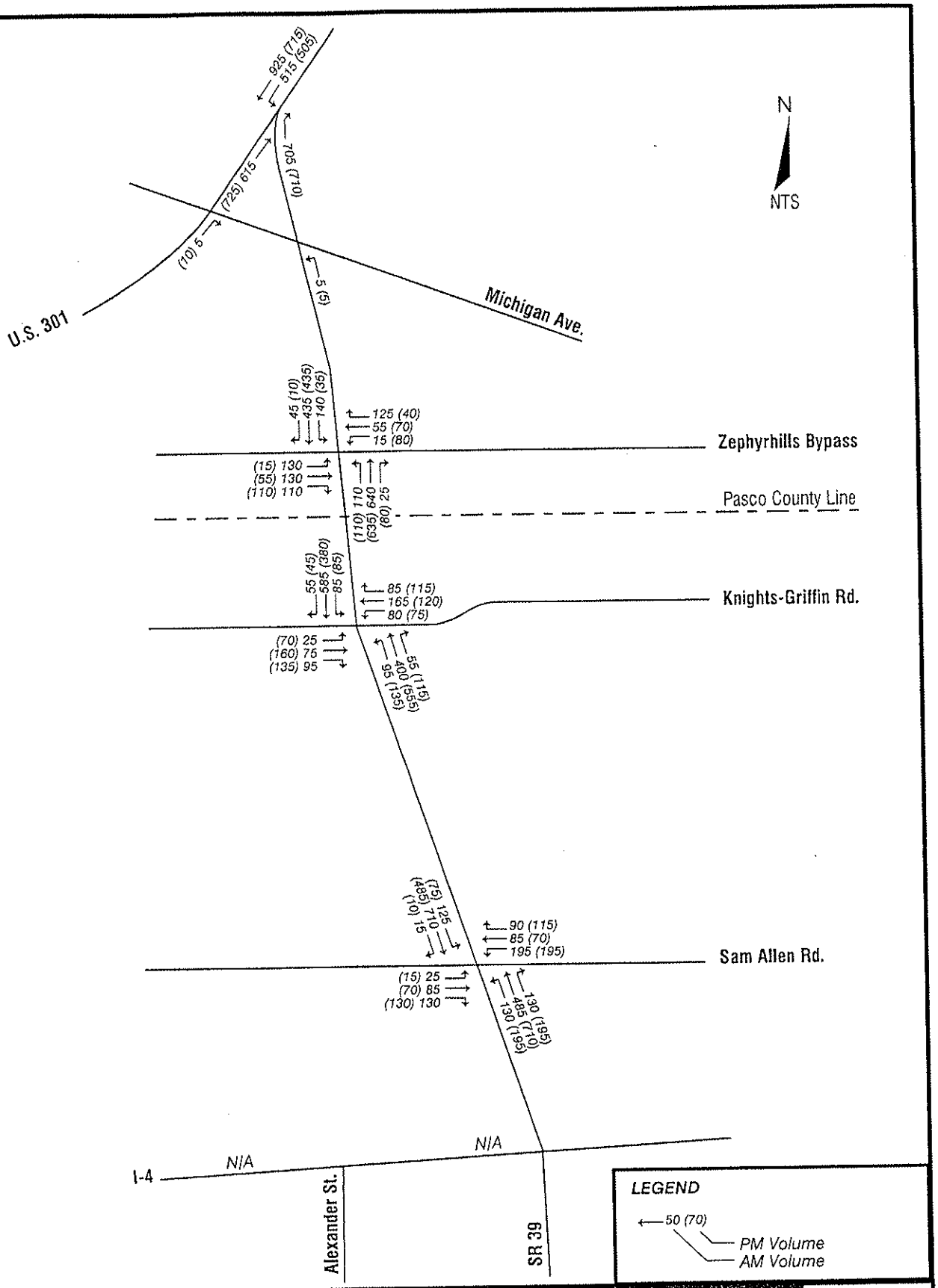
BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-9

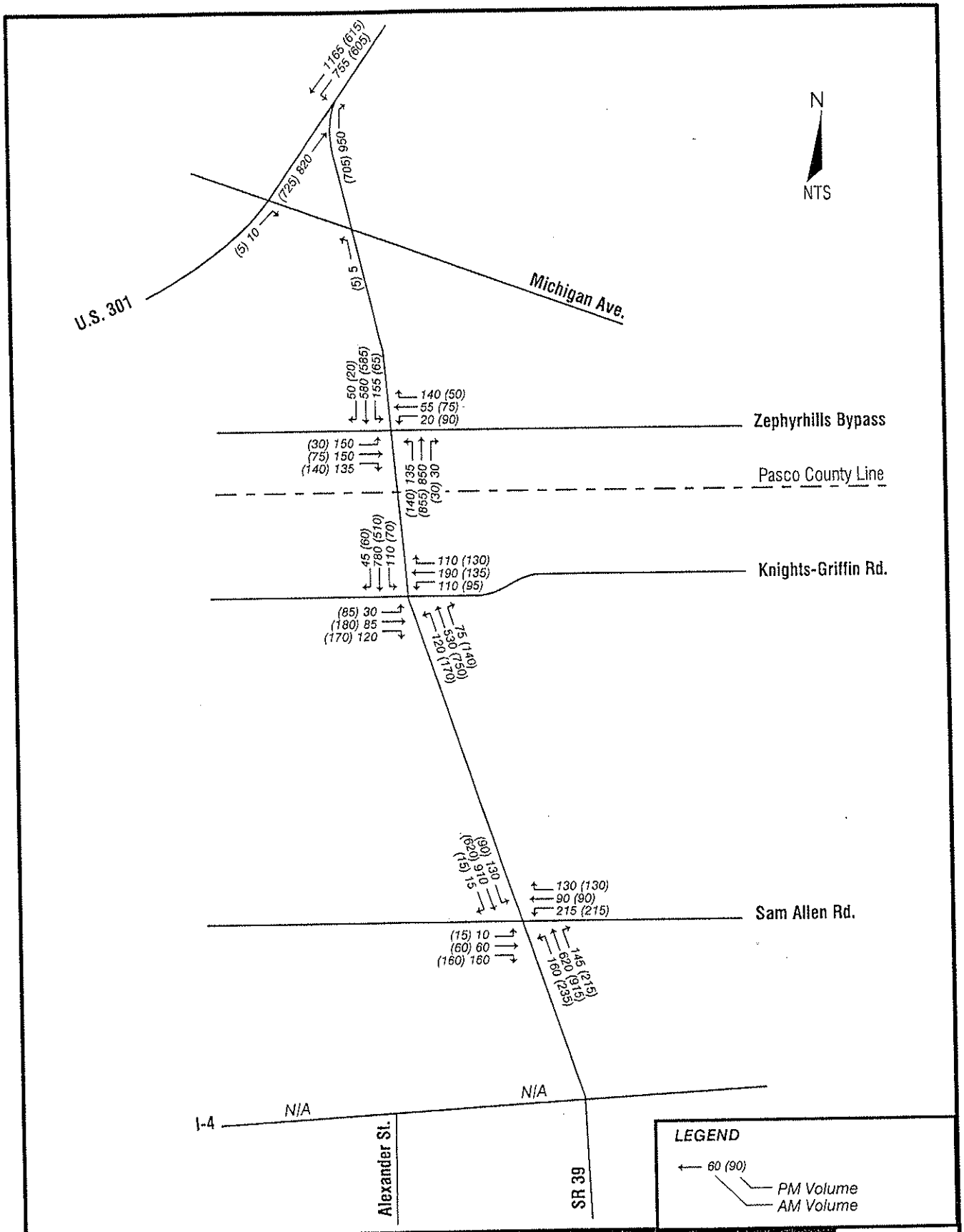


YEAR 2010 NO BUILD TURNING MOVEMENT VOLUMES

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-10



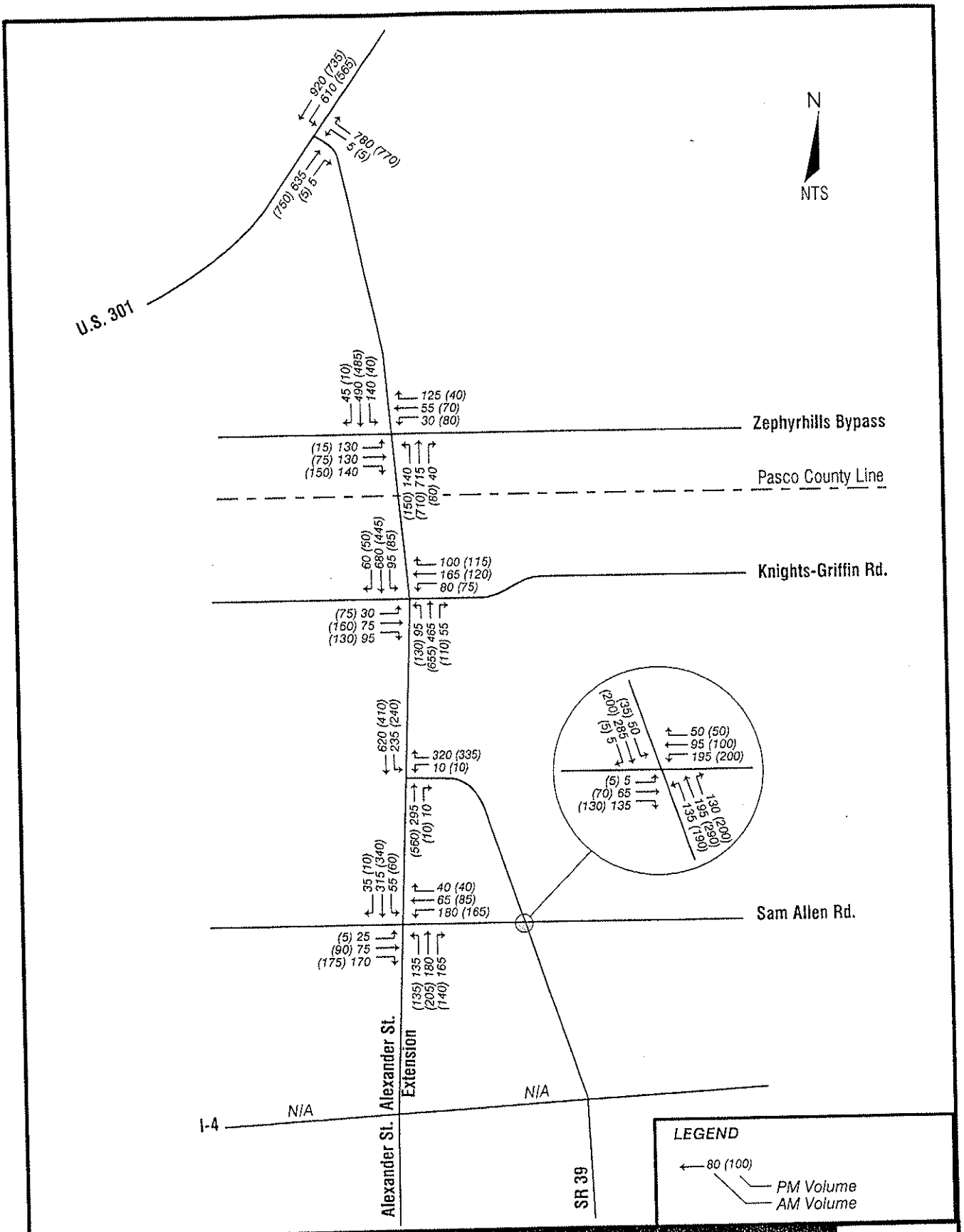
YEAR 2020 NO BUILD TURNING MOVEMENT VOLUMES

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-11

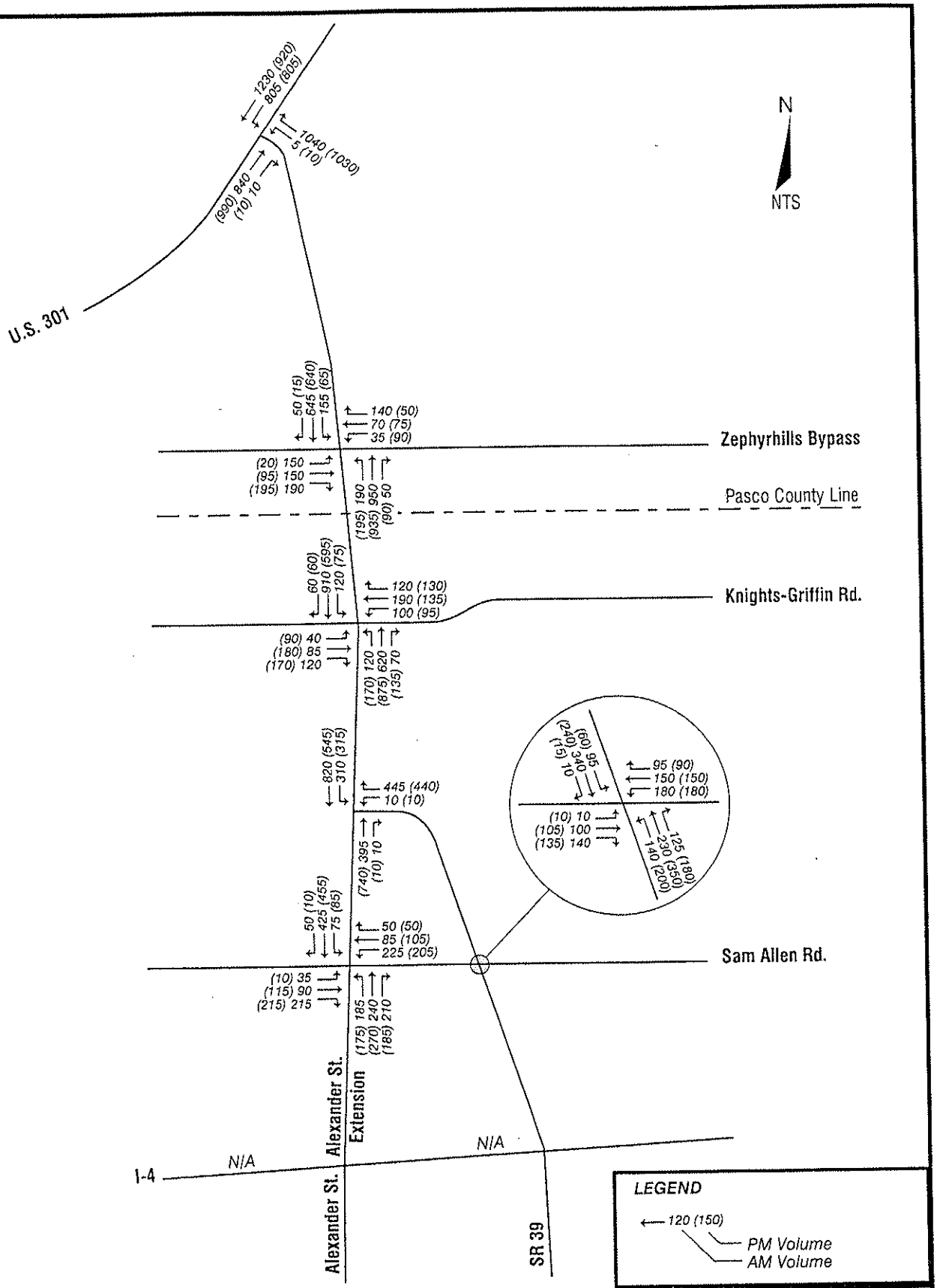


YEAR 2010 BUILD TURNING MOVEMENT VOLUMES

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-12



YEAR 2020 BUILD TURNING MOVEMENT VOLUMES

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT No. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure 3-13

The roadway segment LOS analyses were conducted using the years 2010 and 2020 AADT volumes for the No-Build and the Build Alternatives, and Florida - Level of Service Standards and Guidelines Manual for Planning, 1995.

The results of the roadway segment LOS analysis for the years 2010 and 2020 for the No-Build Alternative are summarized in Table 3-2. The results of the roadway segment LOS analysis for the years 2010 and 2020 for the Build Alternative are summarized in Table 3-3.

Table 3-2
Results of Year 2010 And 2020 Roadway Segment LOS Analysis
No-build Alternative

Roadway Segment S.R. 39	Number of Lanes	AADT Volume		Level of Service	
		2010	2020	2010	2020
I-4 to Sam Allen Road	2	19,200	24,000	F	F
Sam Allen Road to Knights-Griffin Road	2	14,200	18,800	D	F
Knights-Griffin Road to Pasco County Line	2	12,400	16,500	C	F
Pasco County Line to Chancey Road	2	13,700	18,000	C	F
Chancey Road to U.S. 301	2	12,600	16,800	C	F

Table 3-3
Results of Year 2010 And 2020 Roadway Segment LOS Analysis
Build Alternative

Roadway Segment	Number of Lanes	AADT Volume		Level of Service	
		2010	2020	2010	2020
S.R. 39					
I-4 to Sam Allen Road	2	11,900	13,000	C	C
Sam Allen Road to Alexander Street Bypass	2	6,000	8,000	B	B
Alexander Street Bypass to Knights-Griffin Road	4	15,800	20,900	B	B
Knights-Griffin Road to Pasco County Line	4	14,300	19,000	B	B
Pasco County Line to Chancey Road	4	15,800	21,000	B	B
Chancey Road to U.S. 301	4	13,900	18,400	B	B
Alexander Street Bypass					
I-4 to Sam Allen Road	4	8,400	11,100	B	B
Sam Allen Road to S.R. 39	4	9,800	13,000	B	B

The results of the intersection LOS analysis for the years 2010 and 2020 for the No-Build Alternative are summarized in Table 3-4. The results of the intersection LOS analysis for the years 2010 and 2020 for the Build Alternative are summarized in Table 3-5.

Table 3-4
Results of Year 2010 And 2020 Intersection LOS Analysis
No-build Alternative

Intersection		2010		2020	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
S.R. 39/Sam Allen Road	AM	22.0	C	*	F
	PM	19.2	C	*	F
S.R. 39/Knights-Griffin Road	AM	12.3	B	*	F
	PM	14.5	B	*	F
S.R. 39/Chancey Road	AM	15.7	C	24.8	C
	PM	13.3	B	12.5	B
S.R. 39/U.S. 301	AM	116.2	F	999.9	F
	PM	200.7	F	207.7	F

Table 3-5
Results of Year 2010 And 2020 Intersection LOS Analysis

Intersection		2010		2020	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
S.R. 39/Sam Allen Road	AM	12.7	B	13.6	B
	PM	12.7	B	13.5	B
S.R. 39/Alexander Street Bypass	AM	13.7	B	18.5	C
	PM	16.7	C	21.0	C
S.R. 39/Knights-Griffin Road	AM	13.9	B	16.3	C
	PM	15.2	C	20.0	C
S.R. 39/Chancey Road	AM	8.4	B	16.3	C
	PM	7.4	B	16.2	C
S.R. 39/U.S. 301	AM	17.7	C	14.3	B
	PM	18.6	C	15.8	C
Alexander Street Bypass/Sam Allen Road	AM	19.8	C	21.9	C
	PM	19.7	C	21.4	C

3.6.5 Intersection Queue Length Analysis

A queue length analysis was conducted for the Build Alternative for the AM and PM peak hours in the years 2010 and 2020. The analysis used the FDOT Plans Preparation Manual (PPM) formula for computing queue lengths and the intersection traffic volumes illustrated on Figures 3-12 and 3-13. A 90-second traffic signal cycle, or 40 cycles per hour, was assumed for this analysis.

3.7 RECOMMENDED "BUILD" ALTERNATIVE REFINEMENT

The traffic analyses were used to identify the number and type of lanes required to achieve the LOS required for the proposed project by Hillsborough and Pasco Counties for projected year 2020 design hour traffic volumes. The results indicate the need for a four-lane facility on S.R. 39, including the

Alexander Street Bypass, from north of I-4 to U.S. 301. Additional analyses will be conducted during design to determine the traffic signal locations and to refine lane requirements at major intersections.

3.8 SUMMARY OF ALTERNATIVES ANALYSIS

The alternatives analysis that was conducted in order to select a recommended alternative involved consideration of the No-Action Alternative, TSM, Multi-modal Alternatives, and "Build" Alternatives. The No-Action Alternative will remain under consideration as a viable alternative through the Public Hearing phase of the Study. It was determined that TSM activities alone are not considered a viable alternative to roadway improvements. Multi-modal alternatives are not considered a viable alternative since the area is not served by bus and light rail transit service. It was determined that a "Build" Alternative would provide the desired LOS. Early in the study process, a number of "Build" Alternatives were considered (described in Appendix B) and rejected due to impacts that the project would have on the Shiloh community. Additional "Build" Alternatives were developed and evaluated and two alignment alternatives are currently under evaluation.

3.9 REFERENCES

1. Florida Department of Transportation's Plans Preparation Manual, Florida Department of Transportation, Tallahassee, Florida, January 1998.

2. National Register of Historic Places, Division of Archives, History and Records Management, Tallahassee, Florida, 1972.

SECTION 4.0

IMPACTS

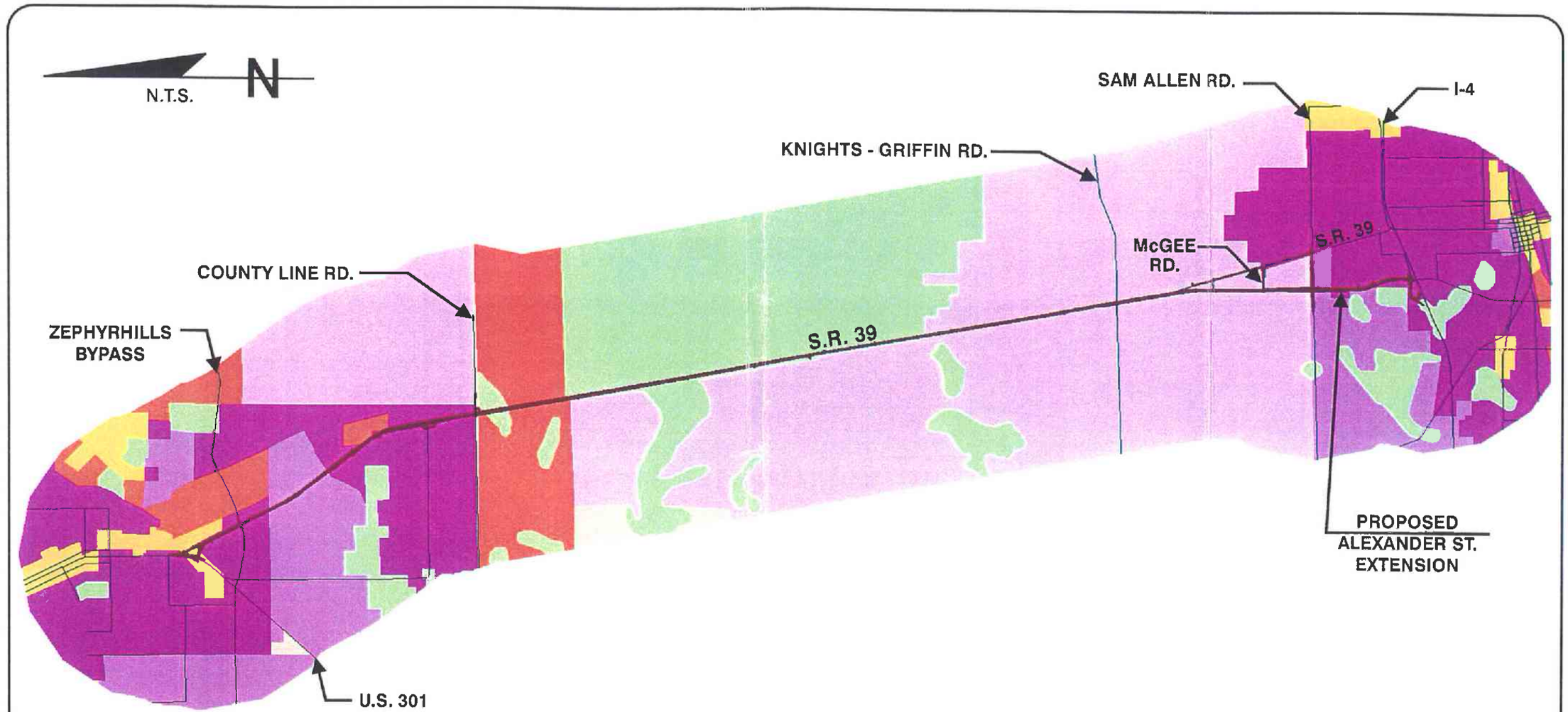
4.1 SOCIAL IMPACTS

4.1.1 Land Uses

The existing land use patterns along the S.R. 39 corridor are both urban and rural in character (see Figure 4-1, Existing Land Use). At the southern terminus, the Plant City urban district extends northward from I-4 to the vicinity of Sam Allen Road. This area is primarily residential in nature with minor commercial development. The Memorial Park Cemetery is located in the northwest quadrant of I-4 and S.R. 39. Land uses in the central portion of the study area from Sam Allen Road north to the vicinity of Zephyrhills consist of agricultural uses, rural residential development, vacant parcels, and a few commercial/industrial uses. Based on the Hillsborough County and Pasco County Comprehensive Plans, development activity adjacent to, and in the vicinity of, the S.R. 39 corridor is converting from agricultural land use to residential, commercial, and industrial land use. At the northern portion of the project in Zephyrhills, the land uses are primarily residential development. The existing land use is consistent with the future land use designations and the project is not expected to have a negative effect on land use (see Figure 4-2, Future Land Use).

4.1.2 Community Cohesion

The recommended alignment for the Alexander Street Bypass was developed utilizing citizen input from the Shiloh community after the Public Workshop. This alignment extends along the western side of Shiloh thereby minimizing affects on the Shiloh community. No communities are divided or bisected by the recommended alignments. The Colonial Park and Shady Oaks in Segment 3 are situated totally on the west side of S.R. 39.



P.B.S. & J., INC.

LEGEND

Future Land Use (2010)

- New S.R. 39 Alignment
- Existing, Major Road
- Agriculture
- Commercial
- Industrial
- Residential, Estate
- Residential, Multi Family
- Residential, Single Family
- Preserve
- Water

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39
ENVIRONMENTAL ASSESSMENT
From I-4 to U.S. 301
Hillsborough and Pasco Counties, Florida

FUTURE LAND USE

Work Program Item Segment #: 255099 1 & 256289 1
FAP #: F-321-1(4)

FIGURE 4-2

COREL:\DIST_7\S.R. 39\NOISE\REPORT\EA\FIG_4-2.CDR 12-11-00

N.T.S.

N

SAM ALLEN RD.

I-4

KNIGHTS - GRIFFIN RD.

McGEE RD.

S.R. 39

COUNTY LINE RD.

ZEPHYRHILLS BYPASS

S.R. 39

PROPOSED ALEXANDER ST. EXTENSION

U.S. 301

P.B.S. & J., INC.

LEGEND

1990 Land Use

- New Alignment
- Existing, Major Road
- Residential, Low Density
- Residential, Medium Density
- Residential, High Density
- Commercial
- Industrial
- Institutional
- Extractive
- Recreational
- Agriculture, Barren Land, Rangeland, Upland Forest
- Water
- Wetlands
- Transportation / Utility

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39
ENVIRONMENTAL ASSESSMENT
From I-4 to U.S. 301
Hillsborough and Pasco Counties, Florida

EXISTING LAND USE

Work Program Item Segment #: 255099 1 & 256289 1
FAP #: F-321-1(4)

FIGURE 4-1

COREL:\DIST_7\S.R. 39\NOISE\REPORT\EA\FIG_4-1.CDR 12-011-00

4.1.3 Relocation Potential

A Conceptual Stage Relocation Plan (CSRP) was prepared as part of the PD&E Study. The alternative using Segment B would require eight business relocations, one non-profit relocation (i.e., church), and 82 residential relocations. The alternative using Segment D would require seven business relocations, one non-profit organization relocation (i.e., church), and 59 residential relocations.

At the current time, sufficient resources are available to accommodate the business relocations associated with this project without discrimination. Based upon extensive field reviews it was concluded that if necessary, adequate replacement single family homes, multi-family units, and vacant lots for construction are available within 8 km (5 mi) of the displaced units and are available to all displacees without discrimination. No last resort housing is anticipated. Comparable replacement housing was found through local real estate agents and field reviews.

No handicapped or disabled facilities were observed during the field surveys. It is not anticipated that special assistance services will be necessary. Should these special assistance services be necessary, ample organizations are in the area to assist the relocation specialist. The project will not separate special populations from community services.

There is a large migrant worker population during certain times of the year (i.e., citrus harvest time, strawberry planting and harvesting times). Also, there is a migrant resources center located in the project area, but the center will not be affected by the proposed project.

In order to minimize the unavoidable effects of ROW acquisition and displacement of people, the FDOT will carry out a ROW and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The FDOT provides advance notification of impending ROW acquisition. Before acquiring ROW, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; (4) moving owner - occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;

2. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;

3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;

4. Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to $22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed $5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's relocation assistance program and ROW acquisition program are "Your Relocation: Residential", "Your Relocation: Businesses, Farms and Nonprofit Organizations", "Your Relocation: Signs" and "The Real Estate Acquisition Process." All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

4.1.4 Community Services

Community facilities provide a focal point for adjacent neighborhoods and communities, as well as serving the needs of surrounding areas. For the purpose of this Study, community facilities include churches and other religious institutions, parks and recreation areas, other neighborhood gathering places, public and private schools, cemeteries, and public buildings and facilities. The following community service facilities are located within the S.R. 39 study area.

Churches

Several churches exist along the project corridor. One church, Knights Baptist Church, is located at the southwest corner of S.R. 39 and Knights-Griffin Road. The Shiloh Baptist Church is located on West Terrace Drive to the west of S.R. 39, and the Crystal Springs First Assembly of God is located west of S.R. 39 and south of Jerry Road.

Schools

One inactive school (the Knights School) lies within the study area. The Knights School has been converted to another type of public facility and is described below in the Public Facilities section.

Public Facilities

Three public facilities are located along the project corridor. The Plant City Memorial Park is located at the northwest corner of I-4 and S.R. 39. This cemetery has a significant number of occupied graves in close proximity to the existing S.R. 39 ROW. The Hillsborough County Community Center (former Knights School), which is located at the northwest corner of S.R. 39 and Knights-Griffin Road, is currently being used as a Head Start Center for migrant families. The Crystal Springs Community Association building is located north of Bay Avenue and west of S.R. 39.

4.1.5 Environmental Justice and Titles VI and VIII Considerations

In February 1994, the President of the United States issued Executive Order 12898 (Environmental Justice) requiring federal agencies to analyze and address, as appropriate, disproportionately high adverse human health and environmental effects of federal actions on ethnic and cultural minority populations and low income populations, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA). An adverse effect on minority and/or low-income populations occurs when: 1) the adverse effect occurs primarily to a minority and/or low income population; or 2) the adverse effect suffered by the minority and/or low-income population is more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income populations. An evaluation of environmental, public health, and interrelated social and economic effects of proposed projects on minority and/or low income populations is required. All proposed projects should include measures to avoid, minimize, and/or mitigate disproportionately high and adverse impacts and provide offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by these activities.

The 17 environmental justice criteria identified in Executive Order 12898 are: 1) air pollution; 2) noise; 3) water pollution; 4) soil contamination; 5) destruction of manmade resources; 6) destruction

of natural resources; 7) diminution of aesthetic values; 8) detriment to community cohesion; 9) diminution of economic viability; 10) detriment to facilities access - public and private; 11) detriment to services access - public and private; 12) vibration; 13) diminution of employment opportunities; 14) displacement; 15) traffic congestion and impairment to mobility; 16) exclusion, isolation, or separation; and 17) diminution of Department of Transportation benefits.

In addition to compliance with Executive Order 12898, any proposed federal project must comply with the provisions of Title VI of the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968. Title VI of the 1964 Civil Rights Act provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State, or local government. Title VIII of the 1968 Civil Rights Act guarantees each person equal opportunity in housing.

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, and in accordance with Executive Order 12898. The proposed project will not result in any disproportionate adverse impacts to minority and/or low-income families. Title VI information will be made available at the Public Hearing.

4.1.6 Controversy Potential

As a result of the alignments shown at a Public Workshop held in 1993, additional alternatives for the Alexander Street Bypass were developed to reduce the Shiloh neighborhood concerns. By developing these new alternatives, the controversy potential associated with neighborhood impacts has been reduced.

Any widening which causes relocations may result in concerns to those opposed to relocation. However, it appears that many of the relocatees' could re-build on the same site.

4.1.7 Pedestrian/Bicycle Facilities

There are currently no existing pedestrian facilities along the S.R. 39 corridor. Under the FDOT's current design policies, the paved shoulder adjacent to the existing travel lanes from I-4 to the Hillsborough/Pasco County line is considered an undesignated bicycle lane.

Five proposed typical sections were presented to the public at the 1993 Public Workshop. Since that time, the FDOT's Plans Preparation Manual was updated. The preferred typical sections were updated to reflect these changes.

Four typical sections are proposed for the portion of the project from I-4 to Shady Oaks Drive, including the Alexander Street Bypass. These typical sections will have 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved. The typical section proposed for S.R. 39 from Shady Oaks Drive to U.S. 301, a distance of approximately of 0.35 km (0.2 mi), will include 1.2 m (4 ft) bicycle lanes and 1.5 m (5 ft) sidewalks. Therefore, the proposed project will improve bicycle and pedestrian facilities.

4.1.8 Visual/Aesthetics

The topography of the area is flat and provides open vistas. The proposed roadway will be raised slightly to correct drainage problems. However, it provides for wider, grassed borders which are visually pleasing. During the design phase, coordination will be conducted with Hillsborough and Pasco Counties and City of Plant City regarding aesthetic treatment opportunities within the Study corridor.

4.1.9 Utilities and Railroads

The CSX Railroad runs adjacent and parallel to the eastern side of S.R. 39 for approximately 18 km (11 mi). Due to the proximity of the railroad and S.R. 39, improvements and subsequent effects will take place primarily on the western side of the existing roadway to a point 4 km (2.5 mi) south of Zephyrhills. At Blackwater Creek, the CSX Railroad runs east of and parallel to S. R. 39. Because of ROW issues and potential drainage problems associated with the railroad, road and bridge

improvements must occur to the west. The existing utilities are summarized in Table 4-1. The CSX Railroad will not be adversely affected by the proposed project.

Table 4-1
Existing Utilities along S.R. 39

Owner	Utility Type	Aerial (A) Buried (B)	Side	Location
City of Plant City	30" reclaimed waterline, 24" reclaimed waterline, 12" water main (WM), 6" WM with a 2" blow off valve	B	E	30" reclaimed WM and 12" WM cross I-4 and run east on North Frontage lane, 12" WM crossed S.R. 39 and the 30" reclaimed WM runs north on S.R. 39 until it changes into a 24" WM just south of Knights-Griffin Road, then the 24" line runs north on S.R. 39 until it ends at CF Industries. The 6" WM starts just west of Alexander Street Bypass with a 2" blow off valve and runs east on Cason Street and crosses S.R. 39.
Tampa Electric Company	Electrical distribution and transmission lines	A		Throughout entire length of project.
AT&T Communications	Telephone communication cable	B		3-2" PVC conduit pipes run east and west along Sam Allen Road on the south side of the street.
MCI World Communications	fiber optic communication cable	B		Crossing S.R. 39 at Knights-Griffin Road.
GTE Florida, Inc.	Communication cable	A & B		Throughout entire project length on S.R. 39 from I-4 to U.S. 301

Table 4-1
Existing Utilities along S.R. 39 (cont.)

Owner	Utility Type	Aerial (A) Buried (B)	Side	Location
Florida Gas Transmission	1) 16" O.D. x 0.219" W.T. & 14" O.D. x 0.250" W.T. steel high pressure natural gas line. 2) 6.625" O.D. x 0.188" W.T. steel high pressure natural gas line	B	E	1) The 16" & 14" gas lines cross S.R. 39 a half mile north of Knights-Griffin Road going east and west. 2) The 6.625" gas line runs north paralleling S.R. 39 from a half mile north of Knights-Griffin Road to about an eighth of a mile north of CF Industries gate #6, then turns east going away from S.R. 39. The #2 gas line also runs parallel to the CSX Railroad tracks.
Adelphia Cable	Cable TV coaxial transmission line	A & B	W	Cable lines start about 1 mile south of McLin Road.
FSN Cable Inc.	Cable TV coaxial transmission line			
Time Warner Communications	Cable TV coaxial transmission line			

4.2 CULTURAL IMPACTS

Cultural resources include archaeological and historical resources and recreational facilities. The cultural resources associated with the project and their potential for Section 4(f) involvement are discussed in the following sections.

4.2.1 Archaeological and Historical Resources

In accordance with the procedures contained in 36 CFR, Part 800, a Cultural Resources Assessment Survey (CRAS) was conducted to locate and identify any prehistoric and historic period archaeological sites and historic structures associated with the project, and to assess the significance of the resources in terms of eligibility for listing on the NRHP. A CRAS Report prepared in April 1992 determined three historic structures to be potentially eligible for the NRHP. These historic properties include the Dr. T.C. Maguire Estate (8HI5025) at 3849 S.R. 39, the Knights School (8HI5031) at 1402 Knights-Griffin Road, and the Blackwater Creek Overflow Bridge (8HI5042), now known as the Blackwater Creek Relief Structure.

In May 1995, the State Historic Preservation Officer (SHPO) concurred with the FHWA in the determination that the three resources were eligible for the NRHP. A Section 106 Consultation Case Report was prepared to address the potential impacts to the three NRHP-eligible historic properties. In June 1995, FHWA, in consultation with the Florida SHPO, determined that the proposed project would have no effect on the Dr. T.C. Maguire Estate or the Knights School, and an adverse effect on the Blackwater Creek Relief Structure. (See SHPO letter in Appendix C.)

In 1999, a Cultural Resource Assessment Survey Update, Technical Memorandum was performed to resurvey the project area, including 15 potential pond sites. This survey resulted in the updated evaluation of 52 previously recorded extant historic structures (two additional structures have been demolished) and 12 previously recorded archaeological sites. The survey also identified and evaluated 10 additional historic buildings. There were no new archaeological sites identified. No new structures were considered NRHP-eligible. The SHPO concurred with these findings. (See SHPO letter in Appendix C.)

In February 2000, a Section 106 Consultation Technical Memorandum was prepared to document the evaluation of the proposed project's effects to the Knights School and the Dr. T.C. Maguire Estate. In accordance with the provisions of the National Historic Preservation Act of 1966, as

amended, and Chapter 267, Florida Statutes, potential project impacts to these two NRHP-eligible properties have been evaluated. The examples of adverse effect, as contained in 36 CFR 800.5(a)(1) and (2) were applied and found to be not applicable for this proposed project. The proposed improvements will not alter the historic associations or architectural integrity of the Knights School or Dr. T.C. Maguire Estate which qualify them for inclusion in the NRHP. There will be no physical destruction or damage to all or part of either property; no removal of the properties from their historic location; or change in the character of use or of physical features within the properties' settings that contribute to their historic significance; no introduction of visual, atmospheric, or audible elements that diminish the integrity of the properties' significant historic features; and no neglect of the properties which causes their deterioration. Further, the project will not result in the transfer, lease or sale of either property. The FHWA, in consultation with the SHPO, has determined that the project will have no effect on the Dr. T.C. Maguire Estate and the Knights School. (See SHPO letter in Appendix C.)

The Blackwater Creek Relief Structure has been addressed in a separate Section 106 Consultation Technical Memorandum. Because of its projected structural deficiency (and that of the Blackwater Creek Bridge), the structures need to be improved ahead of the proposed S.R. 39 project. The Blackwater Creek bridges and approaches project is being evaluated separately.

4.2.2 Recreation Areas

Recreational opportunities within the S.R. 39 study area include resource based activities such as canoeing. This portion of the Hillsborough River has recently been designated as part of the State Canoe Trail and use of motorized watercraft is restricted. Also, as indicated in Section 4.2.1, providing resource based recreational opportunities is one of the purposes identified in the Blackwater Creek Preserve Resource Management Plan. These recreational activities will not be adversely affected by the proposed project.

The Blackwater Creek Preserve, containing approximately 790 hectares (ha) [1,950 acres (ac)], was acquired by Hillsborough County through the Environmental Lands Acquisition and Protection Program (ELAPP) and is classified by the County as a wildlife management/recreation area.

According to the Blackwater Creek Preserve Resource Management Plan, there were several purposes for the acquisition and protection of the Blackwater Creek Preserve including: to secure an important link in a multi-county greenway; to improve the water quality of Blackwater Creek; to protect potable water supplies; to provide resource based recreational opportunities; and to preserve a large area of natural habitat for listed species, as well as other wildlife.

The proposed S.R. 39 improvements will not adversely affect the Blackwater Creek Preserve, since the County has stated that their purchase of the Blackwater Creek Preserve considered the proposed plan to widen S.R. 39 (See Appendix G).

4.2.3 Section 4(f) Lands

The anticipated need for ROW to widen S.R. 39 within the Blackwater Creek Preserve does not require evaluation under Section 4(f) (49 U.S.C. 303) since Hillsborough County and the FDOT have jointly and concurrently planned to develop the Preserve and the proposed S.R. 39 project.

4.3 NATURAL ENVIRONMENT

4.3.1 Wetlands

The S.R. 39 project corridor is located entirely within the Hillsborough River Basin. The corridor crosses four drainage basins: Pemberton Creek, Hillsborough River, Blackwater Creek, and Big Ditch (also called Heron Branch Creek). There are bottomland hardwood swamps, marshes cypress domes, creeks, and sloughs adjacent to the existing roadway, most of which have already been impacted. Other wetland areas along the corridor include seasonal and semi-permanent marshes, shrub swamps, and farm ponds.

The CSX Railroad runs adjacent and parallel to the eastern side of S.R. 39 for approximately 18 km (11 mi). Due to the proximity of the railroad and S.R. 39, improvements and subsequent effects will take place primarily on the western side of the existing roadway to a point 4 km (2.5 mi) south of Zephyrhills. At Blackwater Creek, the CSX Railroad runs east of and parallel to S. R. 39. Because of ROW issues and potential drainage problems associated with the railroad, road and bridge improvements must occur to the west. On this western side, Blackwater Creek's floodplain lies predominantly to the north of the main channel.

In September 1995, the FDOT prepared a Wetland Evaluation Report and Biological Assessment. Potential wetland impacts were identified for the two recommended alternatives and a WET 2.0 Analysis was performed. However, the changes in typical sections resulted in additional wetland impacts from the original study. An addendum to the Wetland Evaluation Report and Biological Assessment was prepared in January 2000. The increase from 63 m [206 feet (ft)] to 82 m (268 ft) of ROW for the new alignment (I-4 to Cason Street) will be required due to the amount of fill necessary for the Pemberton Creek floodplain. The following table quantifies the estimated impacts to wetland areas along the corridor. The estimated wetland impacts were generated from the conceptual design uncontrolled aerials.

Table 4-2
Wetland Impact Areas

Segment	Classification		Total Hectares/Acres
	Emergent (PEM)	Forested (PFO)	
Alternative 1 - Segment 3 West Shift			
1	4.0 (10.0)	3.0 (7.5)	7.0 (17.5)
2	2.6 (6.5)	4.8 (11.8)	7.4 (18.3)
3	2.2 (5.4)	1.4 (3.4)	3.6 (8.8)
Alternative 2 - Segment 3 East Shift			
1	4.0 (10.0)	3.0 (7.5)	7.0 (17.5)
2	2.6 (6.5)	4.8 (11.8)	7.4 (18.3)
3	0.7 (1.7)	1.5 (3.7)	2.2 (5.4)

For the recommended alternatives, it has been determined that there are no practical alternatives to construction in wetlands. All practicable measures will be used to reduce harm to wetlands during subsequent project phases. Short-term construction-related impacts will be minimized by the adherence to the FDOT's Standard Specifications for Road and Bridge Construction. Mitigation will be required for wetland impacts that result from roadway construction. Mitigative actions are defined by the National Environmental Policy Act and subsequent regulations as actions to avoid, minimize, rectify over time or compensate for impacts by providing substitute resources.

For wetland impacts which cannot be avoided, the FDOT will utilize wetland mitigation through Senate Bill 1986. Through this bill, Chapter 373.4137 Mitigation Requirements was created. This Chapter states, in part, "... mitigation for the impact of transportation projects proposed by the Department of Transportation can be more effectively achieved by regional, long-range mitigation planning rather than on a project-by-project basis. It is the intent of the Legislation that mitigation to offset the adverse effects of these transportation projects be funded by the Department of Transportation and carried out by the Department of Environmental Protection (FDEP) and the water

management districts, ...". as a result of this bill, the FDOT will provide funding to the SWFWMD for the construction of the new wetlands of equal or better function and value. The current funding is $75,000 per acre of impact. The FDOT may also mitigate project impacts without the use of this legislation.

4.3.2 Aquatic Preserves

There are no designated aquatic preserves in the S.R. 39 study area.

4.3.3 Water Quality

The impact of the proposed project on the surface water quality will be limited to the adverse effects of erosion during construction. These construction impacts are considered temporary and will be minimized by strict adherence to temporary erosion control features as provided in FDOT's Standard Specifications for Road and Bridge Construction, Section 104, and the EPA's NPDES Permit requirements. Therefore, no further mitigation for water quality impacts will be needed.

4.3.4 Outstanding Florida Waters

The S.R. 39 project corridor is located within the Hillsborough River Basin. The S.R. 39 corridor crosses Pemberton Creek, Hillsborough River, Blackwater Creek, and Big Ditch. The ultimate receiver of all stormwater is the Hillsborough River. Effective April 12, 1995, portions of the Hillsborough River and Blackwater Creek were designated as Outstanding Florida Waters. These waters are classified by FDEP as Class III Waters and receive special protection.

The proposed roadway improvements will include installation of a stormwater management system consisting of retention/detention ponds to treat stormwater runoff. The proposed stormwater facility will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Chapters 40D-4, 40D-40, and 40D-400 of the Florida Administrative Code.

4.3.5 Wild and Scenic Rivers

A portion of the Hillsborough River is listed in the National Park Service Southeastern Rivers Inventory for Wild and Scenic Rivers. It has been determined that the project will not have an effect on the Hillsborough River. The designated limits are: the Hillsborough River from river mile 20 (S.R. 582A Bridge) to river mile 60 (the Hillsborough River headwaters) in Hillsborough and Pasco Counties. The existing S.R. 39 crosses this portion of the Hillsborough River and the proposed project will require additional ROW in this area. The Hillsborough River from Crystal Springs in Pasco County to Riverhills Park in Temple Terrace, a distance of 31 river miles, has been designated as the Hillsborough Canoe Trail and is part of the official Florida Canoe Trail.

Land located along the Hillsborough River and Blackwater Creek from U.S. 301 and S.R. 39 has been acquired by Hillsborough County under the ELAPP. The applicability of Section 4(f) to the ELAPP land is addressed in Section 4.2.1.

4.3.6 Floodplains

The floodplain limits associated with the project were derived from the Flood Insurance Rate Maps (FIRM), Community Panel Numbers 120113 0005B (Plant City, April 29, 1983); 120112 0270D (Hillsborough County, August 3, 1992); 120112 0260C (Hillsborough County, April 17, 1984); 120112 0120C (Hillsborough County, April 17, 1984); 120230 0470B (Pasco County, November 11, 1981); and 120230 0460D (Pasco County, September 30, 1992) as published by the Federal Emergency Management Agency (FEMA).

Base floodplain, or 100-year floodplain, impacts will occur at ten locations and all ten will be transverse in nature; no longitudinal floodplain encroachments will occur within the project area. This information is summarized below and is documented in the Final Location Hydraulic Report (October 1999) prepared for this project. This report is available in the District office files.

Stormwater runoff for the project is currently conveyed through roadside ditches with outfalls to the following basins: Pemberton Creek, Holloman's Branch, East Canal, Itchepackesassa Creek, Two Hole Branch, Blackwater Creek, Big Ditch (also known as Heron Branch), Hillsborough River, and Zephyr Creek. The Hillsborough River is a FEMA designated floodway immediately downstream of S.R. 39. The proposed improvements to S.R. 39 along the existing alignment would transversely cross FEMA-designated 100-year floodplains at six existing cross drains: D-6, D-8, B-1, B-2, D-14, and B-3.

The 100-year floodplain is adjacent to the existing alignment south of existing cross drain D-6, near Bruton Road, and the proposed widening would minimally affect the floodplain at that location. The floodplain encroachment at this location is unavoidable in this area because the existing alignment is adjacent to the floodplain and widening of S.R. 39 will not encroach into it. Realignment of S.R. 39 would not create greater floodplain encroachment. The realignment of S.R. 39 at the north terminus will create a transverse floodplain effect near U.S. 301.

The modifications to drainage structures included in this portion of the project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases to flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

The Alexander Street Bypass, which is on new alignment, will include crossings of the upper tributaries of Pemberton Creek. Of the cross drains proposed for the Alexander Street Bypass, two would transversely encroach onto 100-year floodplains. These proposed transverse floodplain crossings would occur at structures AB-1 and AB-2 over tributaries of Pemberton Creek. The proposed alignment will also encroach onto a 100-year floodplain at proposed structure AB-4 where there is an existing ditch.

The proposed structures along the Alexander Street Bypass which are not in the 100-year flood elevation will be classified as Category 1. They are proposed structures AB-3 and AB-5, although this involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and, as a result, this project does not encroach upon the base floodplain.

The proposed Alexander Street Bypass drainage structures which will be classified as Category 6 are AB-1, AB-2, and AB-4. The construction of the drainage structure(s) proposed for this project will cause changes in flood stage and flood limits. These changes will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant changes in flood risk or damage. These changes have been reviewed by the appropriate regulatory authorities who have concurred with the determination that there will be no significant impacts. There will not be significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

The Hillsborough River is FEMA-regulated from S.R. 39 downstream. Upstream, the bridge design must meet Pasco County criteria requiring no increase in head loss above existing conditions.

It is proposed to replace the existing bridge, in kind, with a parallel bridge of the same length constructed for the two new lanes. Preliminary Water Surface Profile Computational Model (WSPRO) analyses show that the water surface elevations will not vary upstream or downstream from the existing conditions. This will also meet the Pasco County requirement of no increase in head loss for new structures.

The proposed structures will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values, there will be no significant change in flood risks, and there will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

The proposed drainage improvements consist of extending existing culverts and adding or replacing existing bridges to accommodate improvements within the S.R. 39 study corridor. These drainage improvements should not adversely affect the surrounding area. The existing flood zones fit the surrounding flat lowland terrain and should not change because of the widening. The area surrounding the corridor is both urban and rural in nature with numerous wetlands. This improvement to existing facilities should have minimal effect on development in flood zones. At the south end of the corridor, new drainage structures for the Alexander Street Bypass would have minor impacts, but such impacts are limited to 0.03 m (0.1 ft) of backwater in a 50-year event.

All floodplain impacts will require 1:1 volume compensation via excavation in the corresponding floodplain.

4.3.7 Coastal Zone Consistency

On October 17, 1997, the Department of Community Affairs determined that this project is consistent with the Florida Coastal Management Program. (See letter in Appendix D.)

4.3.8 Wildlife and Habitat

Natural habitats identified in the project area include freshwater marshes, cypress domes, creek and slough systems, mixed hardwood swamps, pine flatwoods, palmetto scrub, mesic oak forest, and dry prairie. Significant wetland systems are associated with the Hillsborough River, Blackwater Creek, Bid Ditch (Heron Branch Creek), and Pemberton Creek. There are also significant upland habitats associated with these riverine corridors, particularly the Hillsborough River and Blackwater Creek. These systems are contiguous with the Hillsborough River State Park to the west and the Green Swamp to the northeast.

The habitat found within the S.R. 39 project area is important to a wide variety of wildlife including a small population of black bears residing within the Hillsborough River floodplain region. This is also an area of ongoing land acquisition for protection purposes by Hillsborough County's ELAPP and SWFWMD's Save Our Rivers Program. Roughly 790 ha (1,950 ac) along the study corridor has been recently acquired under ELAPP.

Suitable habitat for federally listed species was investigated for presence or absence by qualified biologists in 1989, 1992, 1994, and 1995. In September 1995, the FDOT prepared a Wetland Evaluation Report and Biological Assessment. It was noted that no federally threatened or endangered floral species were observed or were known to occur within the project corridor. The entire corridor was surveyed on numerous occasions and no listed were species were observed, strongly indicating the absence of these species. Faunal species that are federally classified as threatened or endangered that are present or have the potential to be present include the bald eagle (*Haliaeetus leucocephalus*) and eastern indigo snake (*Drymarchon corais couperi*). The report was submitted to the United States Fish and Wildlife Service (USFWS) for review and concurrence. Since this report was submitted to the USFWS, an addendum to the Wetland Evaluation Report and Biological Assessment was prepared in January 2000. It was again noted that no federally threatened or endangered floral species were observed or are known to occur with the project corridor. New territory for a bald eagle has been identified since the 1995/1996 USFWS coordination. The nesting pair is located 1,561 m (5,121 ft) east of S.R. 39 in the vicinity of the Knights-Griffin intersection. The Florida Fish and Wildlife Conservation Commission has not assigned a nest designation to this territory at this time. Based on the nest's distance from the project, the proposed improvements will not affect the nest.

This project has been evaluated for impacts on threatened and endangered species. A literature review was conducted to determine those possible threatened or endangered species which may inhabit the project area. This search resulted in findings that no listed species would be affected by the proposed action. This determination was made after review of the advance notification responses and field survey of the project area by a biologist. Furthermore, the potential for impacts to critical habitat was assessed as to the relationship of the project to the USFWS's designated "Critical

Habitat." The USFWS concurred with this determination on February 9, 2000 (see letter in Appendix E).

4.3.9 Farmlands

Future adopted land use plans for the Hillsborough County portion of the project indicate that the planned uses are rural to low-density residential in most of the area with commercial development concentrated at intersections. In Pasco County a future development pattern of low-density residential is planned for the area west of S.R. 39 and light industrial uses are planned for the area to the east.

There are scattered patches of farmland throughout the project length. It is anticipated that in Segment 1 approximately 179,375 square meters (m^2) (44.32 ac) of farmland will be necessary for the project. This amount includes 36,250 m^2 (8.96 ac) necessary for retention ponds. Of the total farmland necessary in Segment 1, approximately 116,875 m^2 (28.88 ac) is strawberry lands and 62,500 m^2 (15.44 ac) is rangeland. The decision to move Segment 1 westward off of the existing roadway reduced relocations, Section 4(f) and 106 issues, and community cohesion concerns. Consequently, the new alignment affects more farmlands than if on the existing alignment.

In Segment 2, approximately 39,375 m^2 (9.73 ac) will be necessary for ROW. Of this total amount 35,000 m^2 (8.65 ac) is rangeland and 4,375 m^2 (1.08 ac) is citrus land.

The western alternative in Segment 3 would not require farmland acquisition. The eastern alternative would require approximately 60,000 m^2 (14.83 ac) of rangeland.

Development has been occurring along the existing roadway and loss of farmland adjacent to the roadway is inevitable, with or without the project. The acquisition of strips of land adjacent to the existing roadway should not interrupt the operation of the farmland.

4.4 PHYSICAL IMPACTS

4.4.1 Air Quality

In accordance with the Clean Air Act Amendments (CAAA) of 1990 and FDOT's PD&E Manual, an air quality impact analysis was conducted to determine the effect of the proposed improvements. A separate Air Quality Report was prepared as part of the PD&E Study. Based on the FDOT's air quality screening test (COSCREEN98), the proposed project will not cause violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide. Therefore, this project will not have an impact on air quality.

4.4.2 Noise

As part of the PD&E Study, a separate Noise Study Report was prepared. The objective of the noise study was to identify noise sensitive sites adjacent to the project corridor, compare and evaluate the effects of traffic noise on these sites with and without the project, and evaluate the need for and the effectiveness of noise abatement measures. Additional objectives included the evaluation of construction noise and the prediction of future noise level contours adjacent to the corridor.

Results for the Design Year (2020) Build Alternative, using Segment 3 Alignment B, indicate that 75 residences may experience outdoor traffic noise levels that approach or exceed the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) for Activity Category B. For the Build Alternative using Segment 3 Alignment D, the number of noise sensitive sites predicted to approach or exceed the NAC is also 75. Noise levels at the affected sites are predicted to range from 65 to 71 dBA. Predicted increases above existing noise levels range from 1 to 13 dBA. No noise sensitive sites are predicted to experience interior noise levels which approach or exceed the FHWA Noise Abatement Criteria for Activity Category E.

Noise abatement measures were evaluated for affected noise sensitive sites. Abatement measures considered include traffic system management, alignment modifications, property acquisition, land use controls, and noise barriers.

Noise barriers reduce noise levels by blocking the sound path between a roadway and noise sensitive sites. To be effective in reducing traffic induced noise, a noise barrier must be relatively long, continuous (with no intermittent openings), and sufficiently tall to provide the necessary reduction in noise levels. Noise barriers are most often used on high speed, limited access facilities where noise levels are high and there is adequate space for continuously long and sufficiently high barriers.

In order for a barrier to be considered feasible and economically reasonable it must meet the following minimum conditions:

1. Provide a minimum insertion loss (I.L.) or noise reduction of at least 5 dBA with a design goal of 8 to 12 dBA or more being desirable.

2. Cost not to exceed $30,000 per benefitted receiver unless a higher level of expenditure can be justified by other circumstances.

However, other important factors such as community desires, adjacent land uses, safety and barrier constructability and maintenance also play important roles. These criteria are evaluated more closely during the engineering design phase.

In order to analyze the effectiveness of noise barriers, the STAMINA companion computer program, OPTIMA, was utilized. The following discusses the feasibility and reasonableness of providing noise barriers at noise sensitive sites approaching or exceeding the NAC and describes the modeling results where applicable.

Within the new alignment portion of the project, Alexander Street Bypass from I-4 to S.R. 39 just south of Knights-Griffin Road, a total of 11 noise sensitive sites approaching or exceeding the NAC are isolated residences. Typically, noise barriers are not a reasonable abatement measure for isolated receivers because of the high cost per benefitted site. A noise barrier was analyzed for a representative receiver (R13W). At a predicted noise level of 65.0 dBA and a predicted increase above existing levels of 10.5 dBA, this receiver approaches the NAC and has one of the highest predicted increases. The lowest cost that could be achieved for a barrier that provided at least a 5 dBA reduction is $33,880. The barrier, located on the proposed ROW line, is 47 m (154 ft) long and 3.4 m (11 ft) high. The cost per benefitted receiver exceeds the FDOT guideline of $30,000. Based on these results, a noise barrier for receiver R13W, or any other isolated residence, would not be a cost reasonable abatement measure.

Within Segment 2, 45 noise sensitive sites exceed NAC. In Segment 3, 19 noise sensitive sites exceed NAC for both the western shift and the eastern shift alternative. Alignment B removes the front row of receivers at Colonial Park but opens up the rows behind them to the noise affects.

For the portion of the project following the existing S.R. 39 alignment, most noise sensitive sites have access drives which connect directly to S.R. 39. The access drives would require gaps in a noise barrier which would greatly reduce the amount of noise reduction. Therefore, noise barriers were not a feasible abatement measure for many of the sensitive sites affected by traffic noise. However, two areas were identified where the number of required gaps in a noise barrier would be limited. These areas include Colonial Park and Shady Oaks.

Colonial Park is a residential area (mobile home park) with only one access drive to S.R. 39. A noise barrier could be designed for this area with only one gap to accommodate the drive. For Segment 3 Alignment B, a noise barrier was modeled along the proposed ROW line. Wall heights from 3 m (10 ft) to 4.6 m (15 ft) meet the minimum insertion loss of 5 dBA and are below the cost reasonable criteria of $30,000 per benefitted receiver. This alternative eliminates the front row of mobile homes, however, the noise wall is effective for the newly exposed second row of mobile homes.

For Segment 3 Alignment D, a noise barrier was also modeled along the proposed ROW line. Wall heights from 4 m (13 ft) to 4.6 m (15 ft) meet the minimum insertion loss of 5 dBA and are below the cost reasonable criteria of $30,000 per benefitted receiver. This alternative does not eliminate any of the mobile homes and the noise wall is effective for the existing front row of mobile homes.

Shady Oaks is a residential area (mobile home park) with only one access drive to S.R. 39. A barrier designed to abate traffic noise at the affected residences would not require any gaps for access drives. For Segment 3 Alignment B, a noise barrier was modeled along the proposed ROW line. Wall heights from 3.7 m (12 ft) to 4.6 m (15 ft) meet the minimum insertion loss of 5 dBA but exceed the cost reasonable criteria of $30,000 per benefitted receiver.

Based upon the noise analyses performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at the locations identified in the Noise Study Report with the exception of the Colonial Park effects.

The Florida Department of Transportation is committed to the construction of feasible noise abatement measures at the noise-effected locations at the Colonial Park residential area contingent upon the following conditions:

1. Detailed noise analyses during the final design process supports the need for abatement;
2. Reasonable cost analyses indicates that the economic cost of the barrier will not exceed the guidelines;
3. Community input regarding desires, types, heights, and locations of barriers has been solicited by the District Office;
4. Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses has been noted;
5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed; and
6. Any other mitigating circumstances found in Section 17-4. 6.1 of the PD&E Manual have been analyzed.

Land use controls were identified as a measure to limit the effects of traffic noise in areas of future development. A copy of the final Noise Study Report will be furnished to local officials to assist them in the development of compatible land uses for future development.

4.4.3 Construction

Construction activities for the project may have air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Engineer.

Noise and vibrations effects will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction. Specific noise level problems that may arise during construction of the project will be addressed by the FDOT's Construction Engineer in cooperation with the appropriate District Environmental specialist.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could

excessively inconvenience the community so that motorists, residents, and business persons can plan travel routes in advance.

A sign providing the name, address, and telephone of a Department contact person will be displayed on-site to assist the public in obtaining immediate answers to questions and logging complaints about project activity. Because of its evacuation route status, maintenance of traffic plans must include provisions for maintaining current level of service and number of lanes, especially during hurricane season.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction of S.R. 39 at all times and to comply with the Best Management Practices of FDOT.

For the residents living along S.R. 39, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the roadway and bridges requires excavation of unsuitable material (muck), and placement of embankments, and use of materials, such as limerock, asphaltic concrete, and portland cement concrete. Demucking is anticipated at most of the wetland sites and will be controlled by Section 120 of the FDOT Standard Specifications for Road and Bridge Construction. Disposal will be on-site in detention areas or off-site. The removal of structures and debris will be in accordance with local and State regulation agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

4.4.4 Contamination

The State of Florida has evaluated the proposed ROW and has identified potentially contaminated sites for the various proposed alternatives. Results of this evaluation will be utilized in the selection of a preferred alternative. When a specific alternative is selected for implementation, a site assessment will be performed during the design phase to the degree necessary to determine levels of contamination and, if necessary, evaluate the options to remediate along with the associated costs. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies and, prior to ROW acquisition, appropriate action will be taken, where applicable.

A Contamination Screening Evaluation Report dated June 1993 and revised November 1998 was prepared for the project. Three addenda to this report were prepared this year and included an evaluation of potential pond sites. Twenty-six sites were evaluated for potential contamination involvement. Of the 26 sites, six received "None" or "Low" risk ratings, 13 received "Medium" risk ratings, and seven received "High" risk ratings. Further environmental assessment is recommended for the 20 sites that received "Medium" or "High" risk ratings.

In Segment 1, 11 potential contamination sites will be avoided by constructing Alexander Street Bypass instead of widening existing S.R. 39 from I-4 to the vicinity of Joe McIntosh Road. A former pistol range with the potential for lead contamination is adjacent to the preferred alternative for the Alexander Street Bypass, which was selected because it minimizes neighborhood impacts to the Shiloh community. The former pistol range is located west of Shiloh and, therefore, the alternatives that minimize residential relocations are also the alternatives which place the alignment closer to the former pistol range. The site was evaluated as part of the update process for the PD&E Study and it was determined that the recommended alternative will not likely have contamination involvement associated with the former pistol range. The pistol range site is currently being renovated as part of a City of Plant City stormwater facility.

In Segment 2, the alternatives that were developed involve ROW acquisition from properties to the west of the existing S.R. 39 because the east is constrained by the railroad which parallels existing S.R. 39. Both alternatives that were evaluated would involve the same number of potential contamination sites. The difference would be the areal extent of potential contamination involvement which would affect remediation costs. The recommended alternative minimizes the ROW requirements and, as a result, also minimizes potential contamination involvement.

In Segment 3, two alternatives are currently being evaluated. Alternative 3B is a westerly alignment and Alternative 3D is an easterly alignment. The five potential contamination sites that lie within Segment 3 would be a potential source of contamination involving either alternative. However, all five sites are on the west side of S.R. 39. Therefore, Alternative 3B would have a greater areal extent of potential contamination and, as a result, a greater potential remediation cost.

Table 4-3 summarizes environmental information as well as project costs identified in the project Preliminary Engineering Report dated September 2000.

Table 4-3
Alternatives Matrix

Factors	Segment			
	1	2	3	
	Alternative R-H	Alternative B	Alternative B	Alternative D
Length (mi)	2.58	8.54	2.37	2.37
Design Speed (mph)	65	65	65/50	65/50
Relocations				
Business	2	5	1	0
Residential	30	23	29	6
Environmental				
Wetlands (ac)	17.5	18.3	8.8	5.4
Noise Sensitive Sites	11	45	19	19
Contamination Sites	11	2	13	13
Farmlands (ac)	44.3	9.7	0	14.8
Preliminary Estimated Costs x 1000				
R/W	$14,759	$14,212	$7,558	$5,380
Drainage	$1,089	*TBD	*TBD	*TBD
Construction	$7,841	$17,141	$7,281	$7,281
PE & CEI	$1,568	$3,428	$1,456	$1,456
Total	$25,257	$34,781	$16,295	$14,117

***TBD - To be Determined**

4.5 REFERENCES

1. Florida Department of Transportation's Plans Preparation Manual, Florida Department of Transportation, Tallahassee, Florida, January 1998.

2. National Register of Historic Places, Division of Archives, History and Records Management, Tallahassee, Florida, 1972.

3. Wetland Evaluation Report and Biological Assessment, Florida Department of Transportation, Tampa, Florida, September 1995, and Addendum, January 2000.

4. Florida Department of Transportation's Standard Specifications for Road and Bridge Construction 2000, Florida Department of Transportation, Tallahassee, Florida.

5. Final Location Hydraulic Report, S.R. 39 from I-4 to U.S. 301, URS Greiner Woodward Clyde, October, 1999.

6. Project Development and Environment Manual, Florida Department of Transportation, Tallahassee, Florida, Volume 2, Chapter 22, February, 1994.

7. Air Quality Report, Florida Department of Transportation, Tampa, Florida, January 2000.

8. Noise Study Report, Florida Department of Transportation, Tampa, Florida, January 2000.

9. Level I Update, Hazardous Material Investigation, S.R. 39 from I-4 (S.R. 400) at Alexander Street to U.S. 301, Pasco and Hillsborough Counties, Florida, OHM Remediation Services Corp., November, 1998.

SECTION 5.0
COMMENTS AND COORDINATION

5.1 INTRODUCTION

Coordination with other agencies and the public is an important element in the PD&E Study process. Section 4.0 included references to the agency coordination that took place relevant to specific issues. The following sections describe the agency coordination that occurred through the Advance Notification process and the public involvement efforts.

5.2 ADVANCE NOTIFICATIONS

Four Advance Notification (AN) packages were prepared for this project. The first AN package was submitted to the State Planning and Development Clearinghouse on November 18, 1988. The second AN was submitted to the Florida State Clearinghouse (FSC) on March 3, 1992. The third AN was submitted to the FSC on August 8, 1997; this submittal indicated that the project purpose had changed from alleviation of projected traffic congestion to the diversion of traffic from downtown Plant City. The 1997 AN also stated that the Blackwater Creek Bridge and overflow structure which was part of the previous AN submittal was being evaluated separately and would be subject to its own AN process. The fourth AN was submitted to the FSC on August 8, 1997, and addressed the Blackwater Creek Bridge and overflow structure. Only the two most recent AN packages are discussed in the following sections.

5.2.1 Agencies on Mailing List

In addition to the State agencies that receive the AN directly from the FSC, the following agencies received AN packages directly from FDOT. Agencies that responded to the AN are preceded by an asterisk:

- Federal Highway Administration, Division Administrator
- Federal Emergency Management Agency - Natural Hazards Branch, Chief
- Federal Railroad Administration Office of Economic Analysis, Director
- U.S. Department of Interior - Bureau of Land Management, Eastern States Office
- U.S. Department of Housing and Urban Development, Regional Environmental Office
- U.S. Department of Interior - U.S. Geological Survey Chief
- *U.S. Environmental Protection Agency - Region IV, Regional Administrator
- U.S. Department of Interior - Fish and Wildlife Service, Field Supervisor, Jacksonville
- U.S. Army Corps of Engineers - Regulatory Branch, District Engineer
- *U.S. Department of Commerce - National Marine Fisheries Service (NMFS) - Habitat Conservation Division
- U.S. Department of Agriculture - Southern Region, Regional Forester
- U.S. Department of Interior - National Park Service - Southeast Regional Office
- U.S. Department of Commerce - National Oceanic and Atmospheric Administration
- *Federal Aviation Administration - Airports District Office
- U.S. Department of Health and Human Services - Center for Environmental Health and Injury Control
- U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities
- Florida Game and Fresh Water Fish Commission - Office of Environmental Services, Director
- Tampa Bay Regional Planning Council, Executive Director
- SWFWMD - Executive Director
- Federal-Aid Program Coordinator
- Manager, Environmental Management Office

5.2.2 Summary of Responses

Comment: The National Marine Fisheries Service indicated that the resources affected are not ones for which they are responsible and, therefore, they have no comments to provide regarding the

Alexander Street Bypass/S.R. 39 project and the Blackwater Creek Bridge and Overflow Structure project.

Response: No response necessary.

Comment: FAA had no objection to the S.R. 39 project.

Response: No response necessary.

Comment: The Florida Department of Community Affairs (DCA) determined that the Blackwater Creek Bridge and Overflow Structure project is consistent with its Florida Coastal Management Program (FCMP). It was noted that S.R. 39 is a designated evacuation route for Hillsborough County and the statewide hurricane evacuation road network; project construction must not degrade or reduce the current level of service or number of lanes, especially during hurricane season. The bridge and approaches should also be built above the base flood elevation to prevent flooding. It was also noted that FDOT should coordinate the project design and construction activities with Hillsborough County to ensure compliance with the County's floodplain, wildlife, water quality, and wetland protection requirements.

Response: The bridge and approaches will be built above the base flood elevation. Because of its evacuation route status, the Environmental Assessment includes a commitment that maintenance of traffic plans must include provisions for maintaining current level of service and number of lanes, especially during hurricane season.

Comment: In responding to both of the 1997 AN submittals, Florida Department of Environmental Protection (FDEP) indicated that the project will impact Blackwater Creek's littoral zone. FDEP recommended that a binding wetland jurisdictional determination be obtained. Wetland impacts, especially to forested areas, should be minimized. An Environmental Resource Permit (ERP), issued by the SWFWMD will be required for any wetland alteration and for impervious surface, stormwater, and surface water management activity.

Response: Permitting will take place during the design phase. Appropriate permits will be obtained.

Comment: In responding to both of the 1997 AN submittals, the FGFWFC indicated that the area includes significant wildlife and freshwater fish habitat. Natural habitats include freshwater marsh, cypress dome, creek and slough systems, mixed hardwood swamp forest, pine flatwoods, scrub, mesic oak forest, and dry prairie. Several state-listed endangered, threatened, and species of special concern are present, or have the potential to be present in the proposed road corridor.

Response: Additional coordination will take place during the permitting and design phase.

Comment: The Florida Department of State indicates that the Blackwater Creek overflow structure is eligible for listing in the NRHP.

Response: The Blackwater Creek Relief Structure was addressed in a Section 106 Consultation Technical Memorandum.

Comment: The Florida Department of Agriculture indicated that they had no comments regarding the Blackwater Creek Bridge and Overflow Structure.

Response: No response necessary.

Comment: Florida's Office of Tourism, Trade, and Economic Development indicated that they have no comments regarding the two projects.

Response: No response necessary.

Comment: Tampa Bay Regional Planning Council stated that an initial in-house review does not indicate the necessity for action by the Council and no further review will be required by the agency.

Response: No response necessary.

Comment: The Hillsborough County Planning Commission acknowledged receipt of the Blackwater Creek AN and indicated that they have no comments.

Response: No response necessary.

Comment: SWFWMD indicated that the project may require an ERP.

Response: Permitting will take place during the design phase. Appropriate permits will be obtained.

5.3 COORDINATION AND CONSULTATION

Coordination and consultation were accomplished through a series of meetings and correspondence over the course of the study to ensure all appropriate parties were apprised of the project status and provided ample opportunity to submit comments.

Through the MPO and PD&E coordination process, government agencies and departments (local, state, and federal) were contacted through correspondence and/or meetings to solicit their comments regarding the proposed project. Additionally, coordination activities with non-profit organizations, utility providers, and rail transport were conducted. To date, no adverse comments have been received from these entities regarding implementation of the proposed project.

5.3.1 Public Meetings and Community Coordination

A Public Workshop was held on February 18, 1993 and 184 persons attended. Based on input received from the Shiloh community, a focus meeting was held with the Shiloh Community Group on April 15, 1993. The public input from these meetings resulted in the development of new alternatives (R-E, R-F, R-G, and R-H) for Segment 1.

Following the April 15, 1993 meeting with the Shiloh Community Group, the Hillsborough County MPO and the City of Plant City met with FDOT to discuss the Shiloh Community Group issues.

A Public Hearing was held on Monday, April 10, 2000, from 4:30 to 7:30 p.m. at Shiloh Baptist Church. Three hundred fourteen persons attended the public hearing. Jeraldo Comellas, Jr., P.E., the Environmental Management Office Engineer, presided at the Hearing. The Hearing was advertised in the Tampa Tribune and the Florida Administrative Weekly. In addition, meeting notices were mailed to elected and appointed officials and property owners whose property lies within 91.44 meters (300 feet) of the centerline of any of the alternatives under consideration.

Conceptual alignments and project reports were available for public review prior to and after the Hearing beginning March 20, 2000, through April 20, 2000, at the Bruton Memorial Public Library in Plant City. The study materials were also available for public review at the Hearing. Information brochures/handouts were offered to those in attendance at the Public Hearing. The brochures included a description of the proposed improvements, the right of way acquisition and relocation program, an evaluation matrix, the status of the project in the Work Program, and a comment form.

The informal portion of the Hearing was from 4:30 p.m. to 6:00 p.m. Throughout the informal portion, a project video ran continuously and FDOT representatives were available for one-on-one questions and answers. The formal portion began at 6:00 p.m. and consisted of a presentation by FDOT on the proposed improvements followed by a public comment period. The proceedings of the formal portion were recorded by a court reporter. Nine persons either spoke or had written statements read into the record during the formal portion. The court reporter was also available to take one-on-one oral statements during the informal portion. Four people made oral statements to

the court reporter during the informal portion. Twenty-eight written statements were received during the comment period.

The FDOT has responded to those written or oral statements that required a response. The FDOT has committed to additional evaluation when the northern segments are advanced to the design phase. Specific commitments are stated in Section 6.0 of this Comments and Coordination Report.

5.3.2 Utility and Railroad Coordination

To evaluate potential utility conflicts associated with the most feasible improvement alternative, all available information was obtained concerning the location and characteristics of major existing or proposed utilities within the boundaries of the project. As a first step in the process, a preliminary list of utility owners to contact was developed. Candidate owners for this contact list were those known to operate facilities within the project area. The FDOT's utility department and the FDOT's Tampa maintenance staff were contacted to verify the completeness of the list. The resulting contact list is shown below:

- Tampa Electric Company
- GTE Florida, Inc.
- City of Plant City
- AT&T Communications
- MCI World Communications
- FSN Cable Inc., LTD
- Time Warner Communications
- Adelphia Cable
- Florida Gas Transmission

Each utility owner listed above was then contacted and asked to verify ownership or operation of any utility facilities, existing or proposed, within the S.R. 39 corridor from I-4 to U.S. 301 in Hillsborough and Pasco Counties. The companies on the contact list confirmed ownership of utility facilities within the project corridor. These owners were then provided with two sets of aerial

photography based on plans depicting existing drainage structures, ROW lines, highway stationing numbers, and the conceptual layout of the most feasible roadway improvement alternative. The owners were asked to mark and return one set with an indication of existing facilities and proposed adjustments.

On September 16, 1988, FDOT representatives met with CSX Transportation, which maintains the rail line that parallels the eastern side of existing S.R. 39 throughout most of the project area. FDOT requested information from CSX Transportation regarding type and character of train traffic, schedule of train traffic, and future plans through the year 2010 for additional lines, realignment, increased traffic, etc.

SECTION 6.0

RECOMMENDATIONS AND COMMITMENTS

6.1 DESIGN COMMITMENTS

- I-4 to Knights-Griffin Road, Hillsborough County, and Central Avenue to Chancey Road in Pasco County.

  1. Evaluate median opening at STA. 63+47 to align with nearby driveway.

  2. Re-initiate coordination with the Natural Resources Conservation Service when ROW requirements are more accurately defined in the latter stages of the design/ROW phase.

  3. Coordinate with the City of Plant City staff to consider an alternate truck route using Sam Allen Road and Park Road to provide more efficient truck routing around the city.

- Knights-Griffin Road, Hillsborough County to Chancey Road, Pasco County, and Central Avenue, Pasco County, to U.S. 301 in Pasco County.

  1. At STA. 128+30 (a driveway), the property owner suggests that the median opening proposed for STA. 126+75 be moved to STA. 128+50 to accommodate his large trucks.

  2. At STA. 195 (Fig Street), the owner desires a full or left-out northbound median opening.

  3. At STA. 118+25, it is suggested that the median opening be relocated southward to STA. 117+85 to align with the existing driveway on the west side to accommodate large trucks and school buses.

  4. A frontage road concept will be evaluated between Lightning Rod Lane and Moriezville Road.

  5. Construction of a noise wall at the Colonial Park residential area contingent upon the conditions outlined in Section 4.4.2 of this EA.

  6. Re-initiate coordination with the Natural Resources Conservation Service when ROW requirements are more accurately defined in the latter stages of the design/ROW phase.

6.2 CONSTRUCTION COMMITMENTS

Construction noise and vibrations will be controlled by adherence to the controls listed in the most recent available edition of the FDOT's Standard Specifications for Road and Bridge Construction.

Short-term air quality effects will be minimized by adherence to all State and local regulations and to the latest version of the FDOT's Standard Specifications for Road and Bridge Construction.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the most current version of the FDOT's Standard Specifications for Road and Bridge Construction, and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Signs will be used as appropriate to provide notice of road closures and other pertinent information. A sign providing the name, address, and telephone of a Department contact person will be displayed on-site.

Construction of the roadway and bridges requires excavation of unsuitable material (muck), and placement of embankments, and use of materials, such as limerick, asphaltic concrete, and portland cement concrete. Demucking is anticipated at most of the wetland sites and will be controlled by Section 120 of the FDOT Standard Specifications for Road and Bridge Construction. Disposal will be on-site in detention areas or off-site. The removal of structures and debris will be in accordance with local and State regulation agencies permitting this operation. The contractor is responsible for his methods of controlling pollution and haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

Because of its evacuation route status, maintenance of traffic plans must include provisions for maintaining current level of service and number of lanes, especially during hurricane season.

6.3 REFERENCES

1. Florida Department of Transportation's Standard Specifications for Road and Bridge Construction 2000, Florida Department of Transportation, Tallahassee, Florida.

APPENDIX A

Support Letters

7/23639.5

RECEIVED
DISTRICT PLANNING & PROGRAMS
DISTRICT SEVEN
96 JAN 16 AM 10:40

CITY OF PLANT CITY

(Mrs.) NETTIE M. DRAUGHON
City Manager
P. O. Box C
Plant City, Florida 33564
Telephone (813) 757-9281

January 5, 1996

RECEIVED
DISTRICT SECRETARY
DISTRICT SEVEN
96 JAN -9 AM 10:49

Mr. Bill McDaniel
District Secretary
Florida Department of Transportation
District 7
11201 Malcolm McKinley Drive
Tampa, Florida 33612

RE: North Alexander Street
Proposed West Bound Ramp at I-4
Widening - Victoria N to I-4
Extension North of I-4 (SR 39)

Dear Mr. McDaniel:

The City Commission of the City of Plant City has gone on record authorizing and directing city staff to begin negotiations with your office for the implementation of the above referenced road improvements. For the past several weeks we have been in contact with staff of the district office in regard to the total package and wish to offer the city's firm commitment in the most effective and appropriate manner to comply with D.O.T. guidelines and regulations.

We would appreciate meeting with you in regard to the city's serious desire to effectuate these projects which are of utmost importance to the city and greater Plant City area.

Sincerely,

Nettie M. Draughon
Nettie M. Draughon
City Manager

NMD:eb

NAME	TO	INT
HARMONY		
HARTMANN		
TEMPLE		
TWIDDY	✓	
TABANO		
SCORZA		
FOLSOM		
McDONALD		

APPENDIX B

1993 Build Alternatives Evaluation

1993 "BUILD" ALTERNATIVES EVALUATION

The following paragraphs provide a description of the typical section options and their alignments as well as the reasons for their selection and refinement for evaluation in the previous study. All of the typical roadway sections provide for a four-lane divided section.

1993 Typical Section Options

Typical Section 1

Typical Section 1 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 13.8 m (46 ft) depressed median, 3.0 m (10 ft) outside shoulders, 1.8 m (6 ft) inside shoulders, and 13.8 m (46 ft) borders. The proposed design speed for this typical section is 110 km/h (70 mph). This typical section will require 61.8 m (206 ft) of right-of-way. This typical section was developed for the new alignment of the Alexander Street Bypass.

Typical Section 2

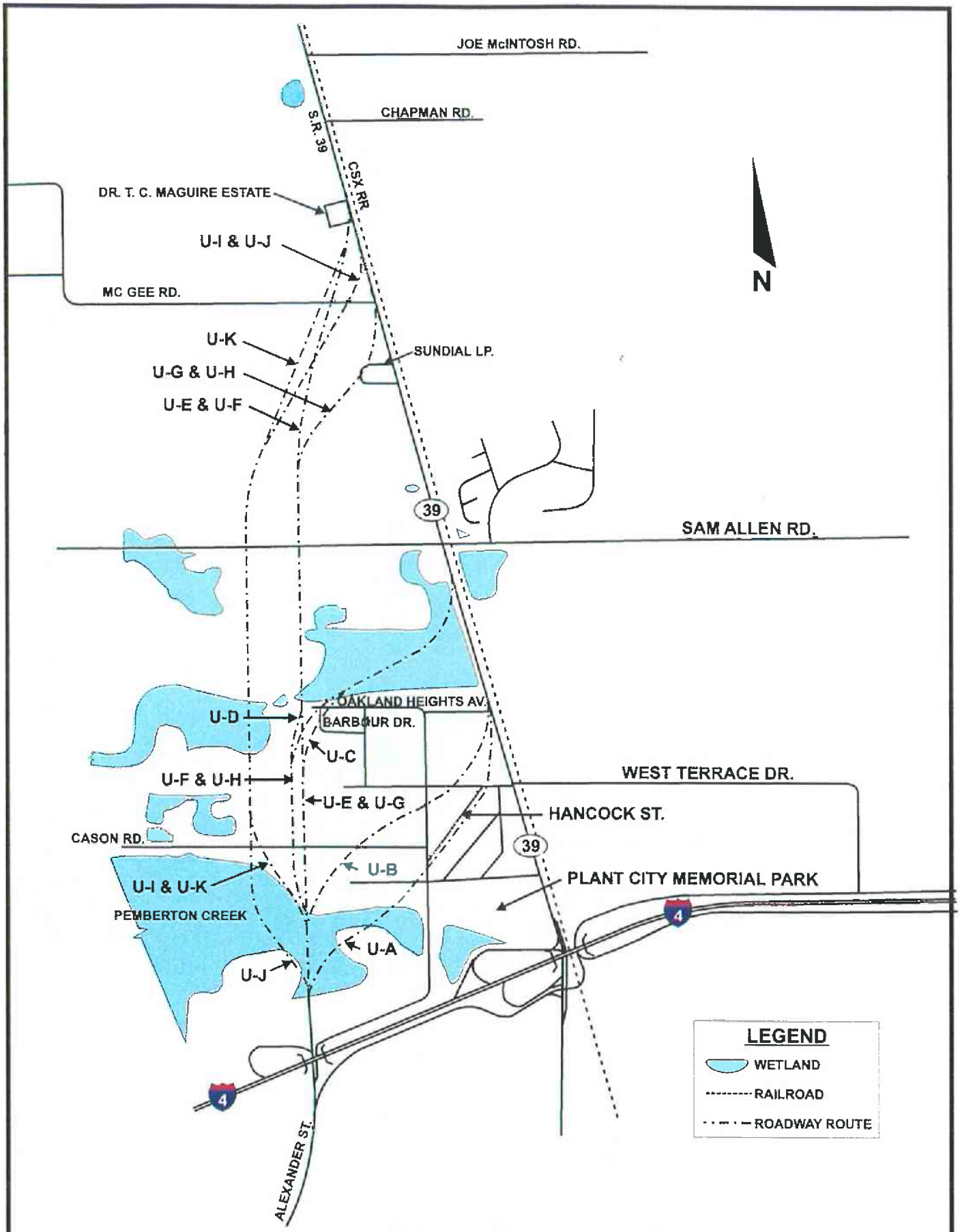
Typical Section 2 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 13.8 m (46 ft) depressed median, 3.0 m (10 ft) outside shoulders, and 13.8 m (46 ft) borders. The proposed design speed for this typical section is 110 km/h (70 mph). This typical section will require 61.8 m (206 ft) of right-of-way. This typical section was developed to utilize the existing two lanes of S.R. 39 as northbound lanes.

Typical Section 3

Typical Section 3 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 13.8 m (46 ft) depressed median, 3.0 m (10 ft) outside shoulders, and 13.8 m (46 ft) borders. The proposed design speed for this typical section is 110 km/h (70 mph). This typical section will require 61.8 m (206 ft) of right-of way. This typical section was developed to utilize the existing two lanes of S.R. 39 as southbound lanes.

Typical Section 4

Typical Section 4 is a four-lane divided facility, with 3.6 m (12 ft) wide inside travel lanes; 4.2 m (14 ft) wide outside travel lanes; a 13.8 m (46 ft) depressed median, curb, and gutter; and 1.5 m (5



SEGMENT 1 - URBAN ALIGNMENTS

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-1

ft) sidewalks within the 3.6 m (12 ft) borders. The proposed design speed for this typical section is 80 km/h (50 mph). This typical section will require 36.6 m (122 ft) of right-of-way. This typical section was also developed for the new alignment of the Alexander Street Bypass and portions of S.R. 39 in the area of Knights-Griffin Road and U.S. 301.

Typical Section 5

Typical Section 5 is a five-lane facility, with 3.6 m (12 ft) wide inside travel lanes; 4.2 m (14 ft) wide outside travel lanes; a 4.2 m (14 ft) continuous two-way left-turn lane, curb, and gutter; and 1.5 m (5 ft) sidewalks within the 3.6 m (12 ft) borders. The proposed design speed for this typical section is 60 km/h (40 mph). This typical section will require 27.0 m (90 ft) of right-of-way. This typical section was developed to be utilized in the constrained area along existing S.R. 39 immediately north of I-4.

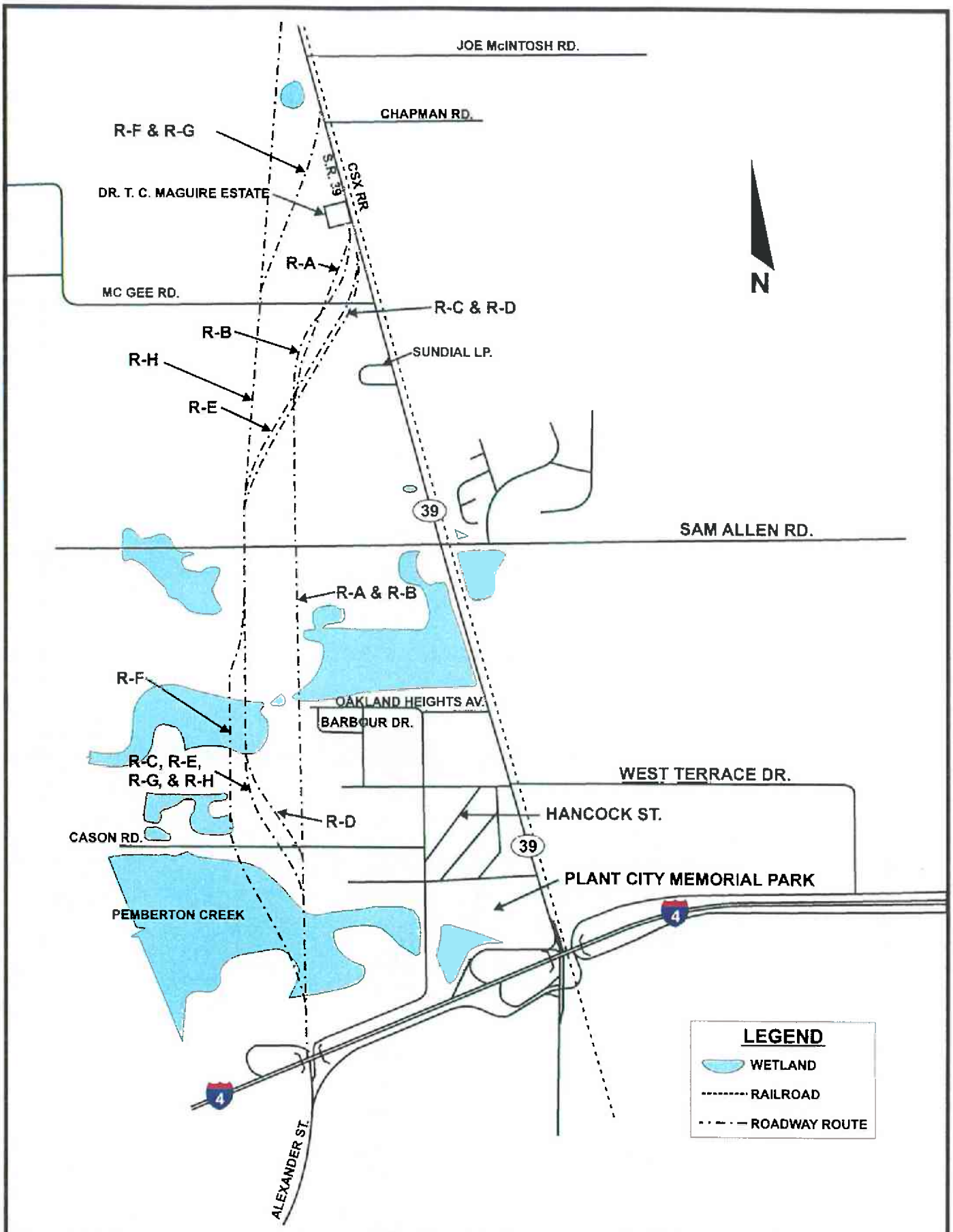
1993 Urban and Rural Typical Section Options and Their Alignments

Segment 1 Urban Alignments

The following urban typical sections and their alignments were developed for Segment 1 and are shown in Figure B-1.

S.R. 39 Alignment

This consists of widening the existing facility from I-4 to Joe McIntosh Road. From north of I-4 to 76.2 m (250 ft) north of Oakland Heights Avenue, Typical Section 5 would be utilized to minimize impacts within the constrained area adjacent to the Memorial Park Cemetery and developed areas. North of Oakland Heights Avenue to 365.8 m (1,200 ft) north of Sam Allen Road, Typical Section 4 was recommended to minimize impacts while providing a standard four-lane facility with a raised median. From north of Sam Allen Road to Joe McIntosh Road, Typical Section 2 is recommended, which utilizes the existing two lanes of pavement.



SEGMENT 1 - RURAL ALIGNMENTS

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-2

Alignment U-A

U-A was developed for the Alexander Street Bypass from the I-4 interchange and immediately turns northeast towards S.R. 39. It was developed to reduce encroachment into the Pemberton Creek wetland area and is situated southwest of Hancock Street. It would use Typical Section 4 from I-4 to S.R. 39 in the area of Oakland Heights. North of Oakland Heights Avenue to Joe McIntosh Road, Typical Sections 2 and 4 would be utilized as described for the S.R. 39 Alignment.

Alignment U-B

U-B was developed for the Alexander Street Bypass from the I-4 interchange northward to the area south of Cason Road where it turns northeast and connects to S.R. 39 in the area north of Oakland Heights Avenue. It utilizes Typical Section 4 and was developed to minimize impacts to the residential areas south of West Terrace Drive. North of Oakland Heights Avenue to Joe McIntosh Road, Typical Sections 2 and 4 would be utilized as described in the S.R. 39 Alignment.

Alignment U-C

U-C was developed for the Alexander Street Bypass from the proposed I-4 interchange and continues north to an area south of Oakland Heights Avenue where it turns northeast and connects to S.R. 39 in the area south of Sam Allen Road. It was developed to minimize impacts to much of the community south of Oakland Heights Avenue and provides a direct north-south route for a distance of about 914.4 m (3,000 ft) north of I-4. Typical Section 4 would be used for it. From south of Sam Allen Road to Joe McIntosh Road, a combination of Typical Sections 2 and 4 would be utilized as described in the S.R. 39 Alignment.

Alignment U-D

U-D is the same as U-C in the area south of Cason Road and north of Oakland Heights Avenue. However, between those two areas, it is situated to the west of homes located northwest of the end of Cason Road. U-D was developed to place the roadway in the rear of homes that may be displaced by U-C. The typical sections are the same for U-D as described for U-C.

Alignment U-E

U-E begins at the proposed Alexander Street interchange with I-4 and would proceed to an area north of Sam Allen Road where it would turn to the northeast and connect to S.R. 39 about 426.7 m (1,400 ft) north of McGee Road. It was developed to provide a bypass that extends north of McGee Road and allows the intersection of the Bypass and Sam Allen Road to be about 487.7 m (1,600 ft) west of S.R. 39. Typical Section 4 would be used for the new alignment portion, and Typical Section 2 would be used for S.R. 39 from the Bypass to Joe McIntosh Road.

Alignment U-F

U-F is the same as U-E except for the area between Cason Road and Oakland Heights Avenue. In that area, it is situated to the west of residences located in the area. The typical sections for U-F would be the same as U-E.

Alignment U-G

U-G is the same as U-E up to an area north of Sam Allen Road. From this location, it turns to the northeast and connects to S.R. 39 south of McGee Road. It was developed to provide the benefits of U-E, but connects to S.R. 39 before McGee Road to avoid a business at the intersection. The typical sections for U-G are the same as described for U-E.

Alignment U-H

U-H is the same as U-G except in the area between Cason Road and Oakland Heights Avenue. In that area, it is situated to the west of residences located in the area. The typical sections for U-H are the same as described for U-G.

Alignment U-I

U-I begins at the I-4 interchange and continues north through the Pemberton Creek wetland area and then turns northwest to an orientation that would place the roadway to the west of most of the residences in the area. It continues northward past Sam Allen Road where it would turn northeast and connect to S.R. 39 north of McGee Road. Typical Section 4 would be used for the new alignment portion, and Typical Section 2 would be used for S.R. 39 between the Alexander Street Bypass and Joe McIntosh Road.

Alignment U-J

U-J is the same as U-I except in the area of Pemberton Creek. In that area, it turns northwest before the wetland area and crosses the wetland for a longer distance. It was developed to compare the larger wetland impact to U-I that has less wetland impact but additional upland forest impacts. The typical sections are the same as described for U-I.

Alignment U-K

U-K is the same as U-I up to an area north of Sam Allen Road. From that point, U-K turns northeast and connects to S.R. 39 farther north of McGee Road. It was developed to have the benefits of U-I, but was situated to miss the business at the northwest corner of McGee Road and S.R. 39. The typical sections for U-K would be the same as described for U-I.

Segment 1 Rural Alignments

The following rural typical sections and their alignments were developed for Segment 1 and are shown in Figure B-2.

Alignment R-A

R-A was developed for the Alexander Street Bypass and begins at the I-4 interchange and continues northward to an area south of McGee Road. At that point, it turns northeast and connects to S.R. 39 north of McGee Road. It was developed to provide a bypass with minimum horizontal curvature and to miss the existing business at the northwest corner of McGee Road and S.R. 39. Typical Section 1 would be utilized for the new alignment portion, and Typical Section 2 would be used for S.R. 39 between the Bypass and Joe McIntosh Road.

Alignment R-B

R-B is the same as R-A to south of McGee Road. At that point, it provides flatter curves as it turns northeast to connect to S.R. 39. The typical sections would be the same as for R-A.

Alignment R-C

R-C begins at the I-4 interchange and continues north through the Pemberton Creek wetland area to Cason Road. From this location, it turns northwest to place the roadway to the west of most of the residences in this area. North of Sam Allen Road, it turns northeast and connects to S.R. 39 in the area immediately north of McGee Road. The typical sections for R-C would be the same as for R-A.

Alignment R-D

R-D is the same as R-C except in the area north of Cason Road. In that area, it is west of a large residence that is located at the end of Cason Road. The typical sections for R-D are the same as described for R-A.

Alignment R-E

R-E is the same as R-C up to the area south of McGee Road. From this location, R-E provides flatter curves to connect to S.R. 39 than R-C. The typical sections of R-E are the same as for R-A.

Alignment R-F

R-F was developed at the request of area residents to place the new roadway west of their community. It turns westward in the area immediately north of I-4 and crosses the Pemberton Creek wetland area at an angle. It then turns northward in the vicinity of Cason Road. It continues northward past McGee Road to avoid impacts at the intersection of McGee Road and SR 39. R-F connects to SR 39 in the area south of Joe McIntosh Road. Because of the length of encroachment into the Pemberton Creek wetland, Typical Section 4 is recommended south of Cason Road. To the north of Cason Road, it is recommended that R-F be constructed with Typical Section 1.

Alignment R-G

R-G is the same as R-C and R-E up to the area north of Sam Allen Road. At this location, R-G continues northward of McGee Road and connects to SR 39 in the area south of Joe McIntosh Road. The roadway typical section includes Typical Section 4 at I-4 and Typical Section 1 from north of I-4 to SR 39.

Alignment R-H

R-H is the same as R-G up to the area of McGee Road. North of McGee Road, R-H continues northward past Joe McIntosh Road to avoid a design problem of the Alexander Street Bypass intersecting SR 39 at an intersection. The typical sections for R-H are the same as for R-G.

Dr. T.C. Maguire Estate Avoidance/Minimization Options

The previously prepared Cultural Resource Survey indicated that the Dr. T.C. Maguire Estate is potentially eligible for the National Register of Historic Places (NRHP). This site is located west of S.R. 39 north of McGee Road. To minimize impacts to the Estate, three avoidance/minimization typical section options were developed for the rural typical section alignments that would be located east of the property. These options are as follows and are shown in a plan view on Figures B-3, B-4, and B-5.

Option A

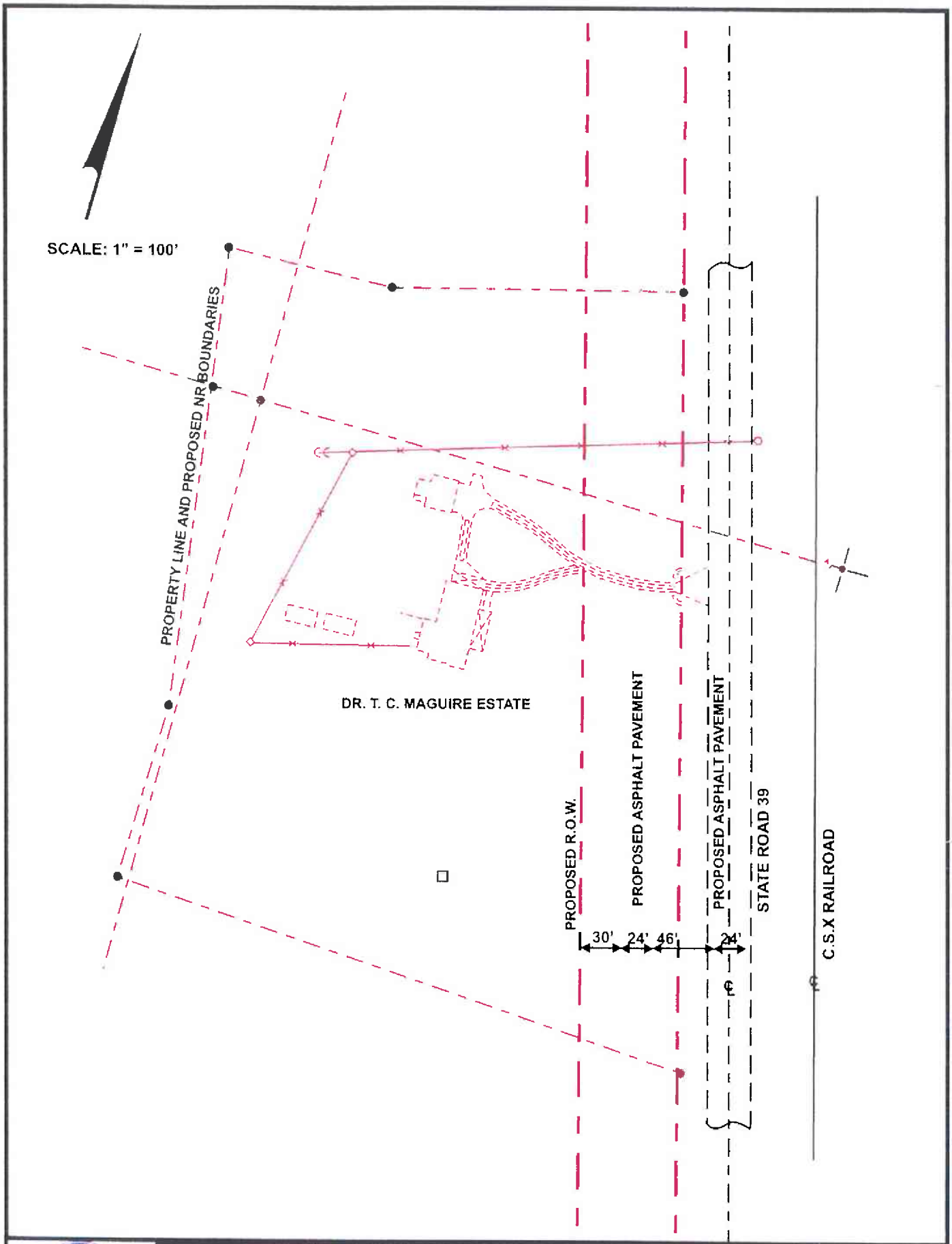
This typical section option utilizes the existing S.R. 39 as two northbound lanes and provides a 13.8 m (46 ft) grassed median and two southbound lanes to the west. The new right-of-way would be 9.0 m (30 ft) west of the two new lanes, providing a 9.0 m (30 ft) clear zone with underground drainage, if necessary. A design variance would be required for a 9.0 m (30 ft) clear zone instead of the required 10.8 m (36 ft).

Option B

B is identical to Option A except that 10.8 m (36 ft) would be provided from the southbound lanes to the new right-of-way. This would provide the required 10.8 m (36 ft) clear zone with underground drainage, if necessary.

Option C

C is identical to Option A except that 16.8 m (56 ft) would be provided between the southbound lanes and the new right-of-way. This typical section would allow a drainage swale to be constructed and would be consistent with the proposed roadway design within Segment 2.



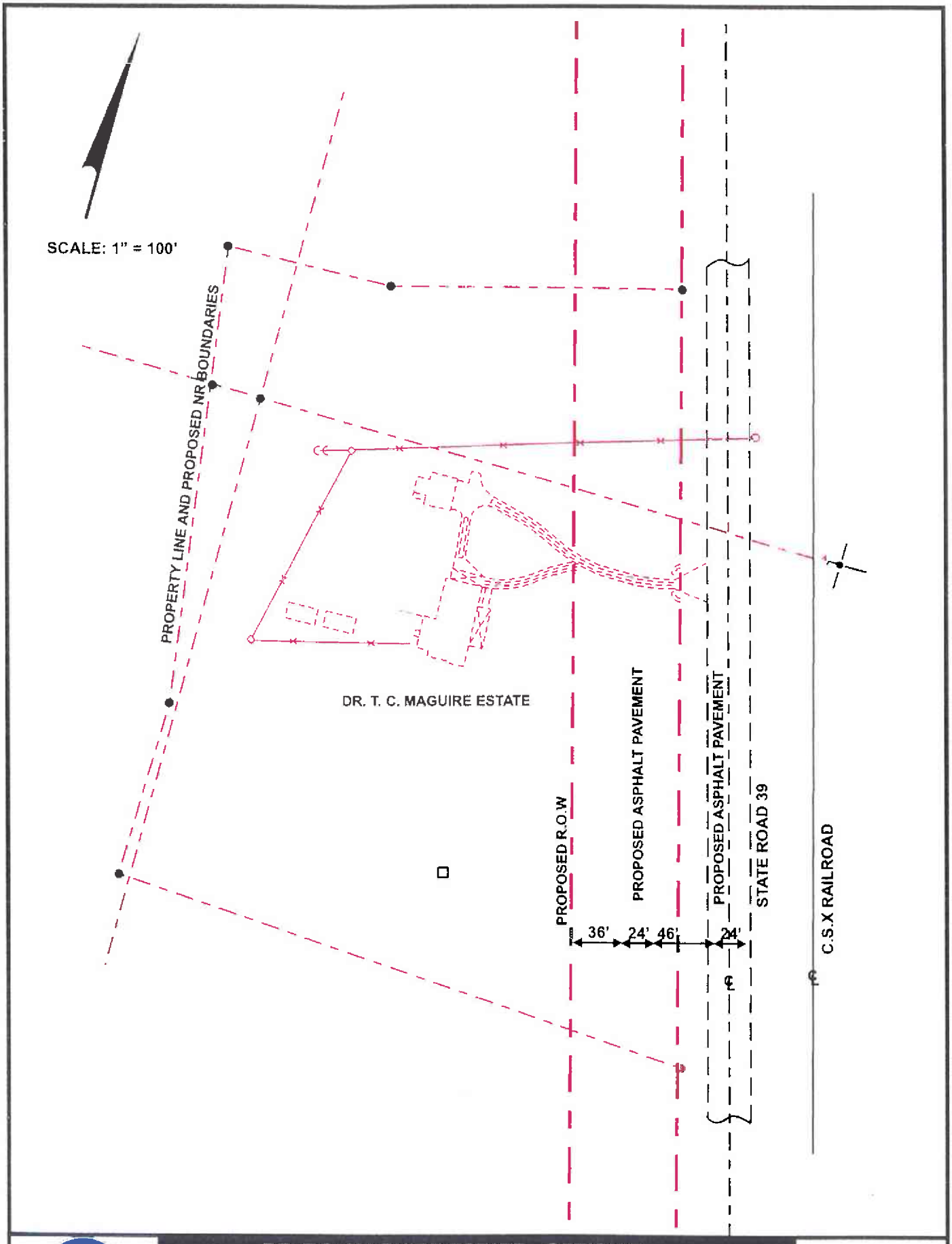
DR. T.C. MAGUIRE ESTATE - OPTION A

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-3



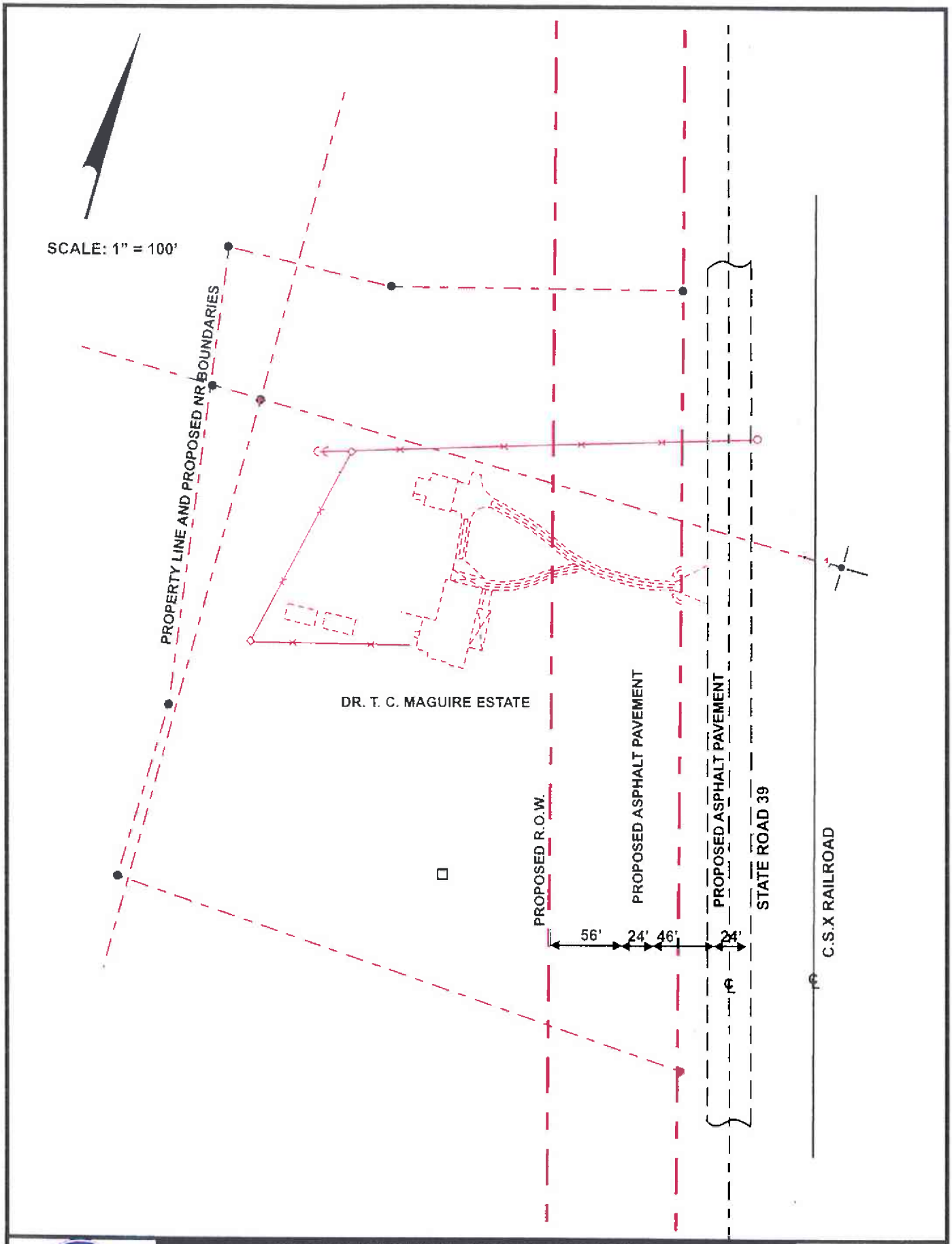
DR. T.C. MAGUIRE ESTATE - OPTION B

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-4



DR. T.C. MAGUIRE ESTATE - OPTION C

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-5

Segment 2 Alignments

Segment 2 begins at Joe McIntosh Road and continues northward following S.R. 39 to the vicinity of Date Avenue (Note: Date Avenue is not shown on any current maps but it was located in the vicinity of Blount Avenue) in Crystal Springs (see Figure 1-1). This segment is approximately 13.7 km (8.5 mi) in length and represents the area between the Alexander Street Bypass and the point where S.R. 39 diverges from the CSX Railroad. The following Build Alternatives were developed for this segment.

Alignment A

A would provide four new travel lanes for S.R. 39 within a total 62.8 m (206 ft) of right-of-way. The roadway would be a rural design utilizing Typical Section 1. The existing eastern right-of-way line adjacent to the railroad would be maintained, and all new right-of-way would be acquired from the west. Alignment A was developed to provide 16.8 m (56 ft) from the edge of pavement to the right-of-way line for drainage and clear zones.

Alignment B

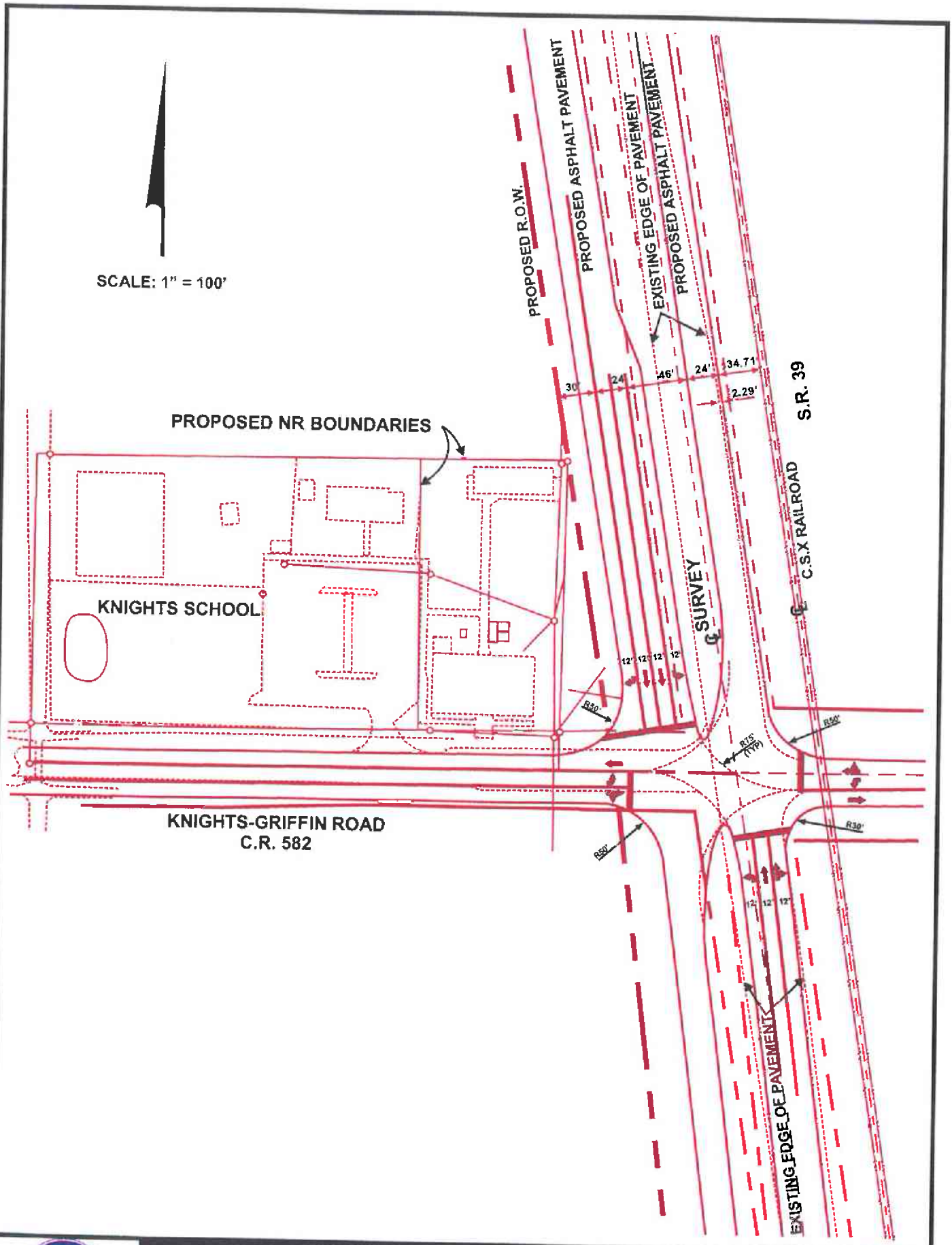
B would utilize the existing two lanes of S.R. 39 for northbound traffic and construct two new lanes for southbound traffic. The eastern right-of-way line adjacent to the railroad would be maintained and a new right-of-way line would be established 16.8 m (56 ft) west of the new travel lanes. B was developed to make maximum use of the existing two lanes of S.R. 39 and to minimize right-of-way requirements. Typical Section 2 would be used for B.

Knights School Avoidance/Minimization Options

A previous Cultural Resources Survey has been conducted for the project and it indicated that the Knights School is potentially eligible for the NRHP. To minimize impacts to the Knights School, located at the northwest corner of S.R. 39 and Knights-Griffin Road, five intersection design alternatives were developed as described below and shown on Figures B-6 through B-10.

Option A

This option would provide a 9.0 m (30 ft) clear zone from the edge of the proposed southbound through lane to the existing property line of the Knight School. This recovery area would require



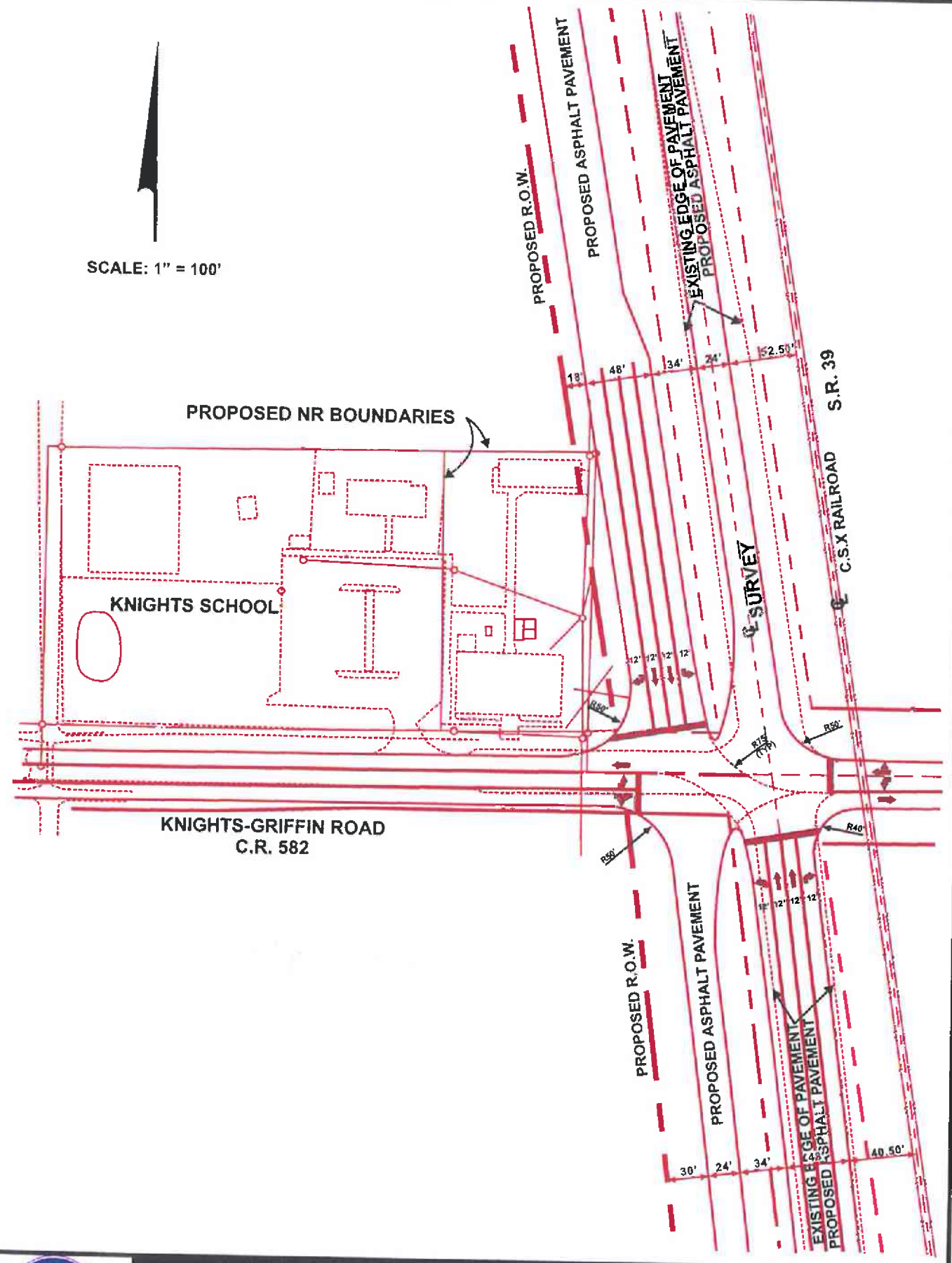
KNIGHTS SCHOOL - OPTION A

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-6

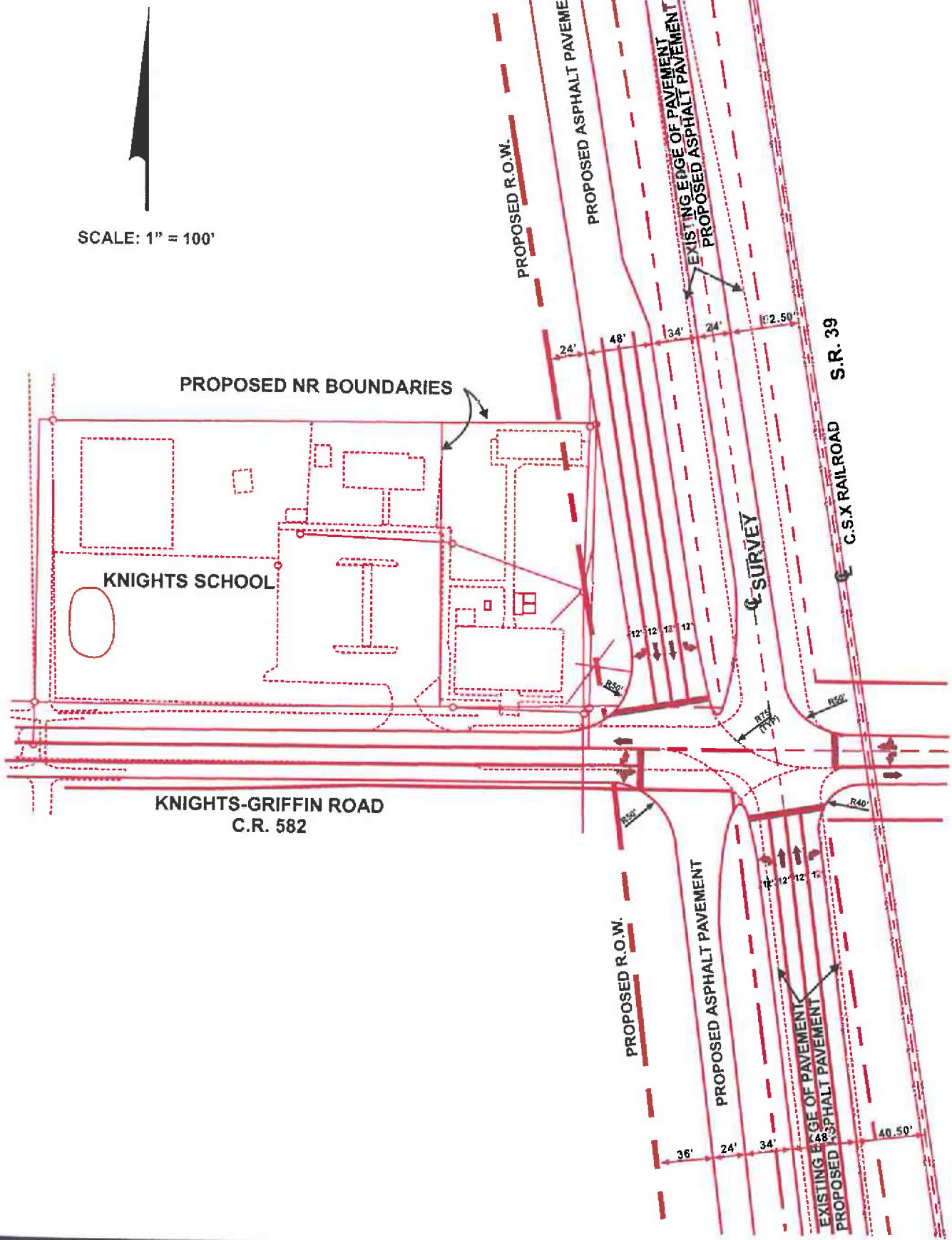


KNIGHTS SCHOOL - OPTION B

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-7



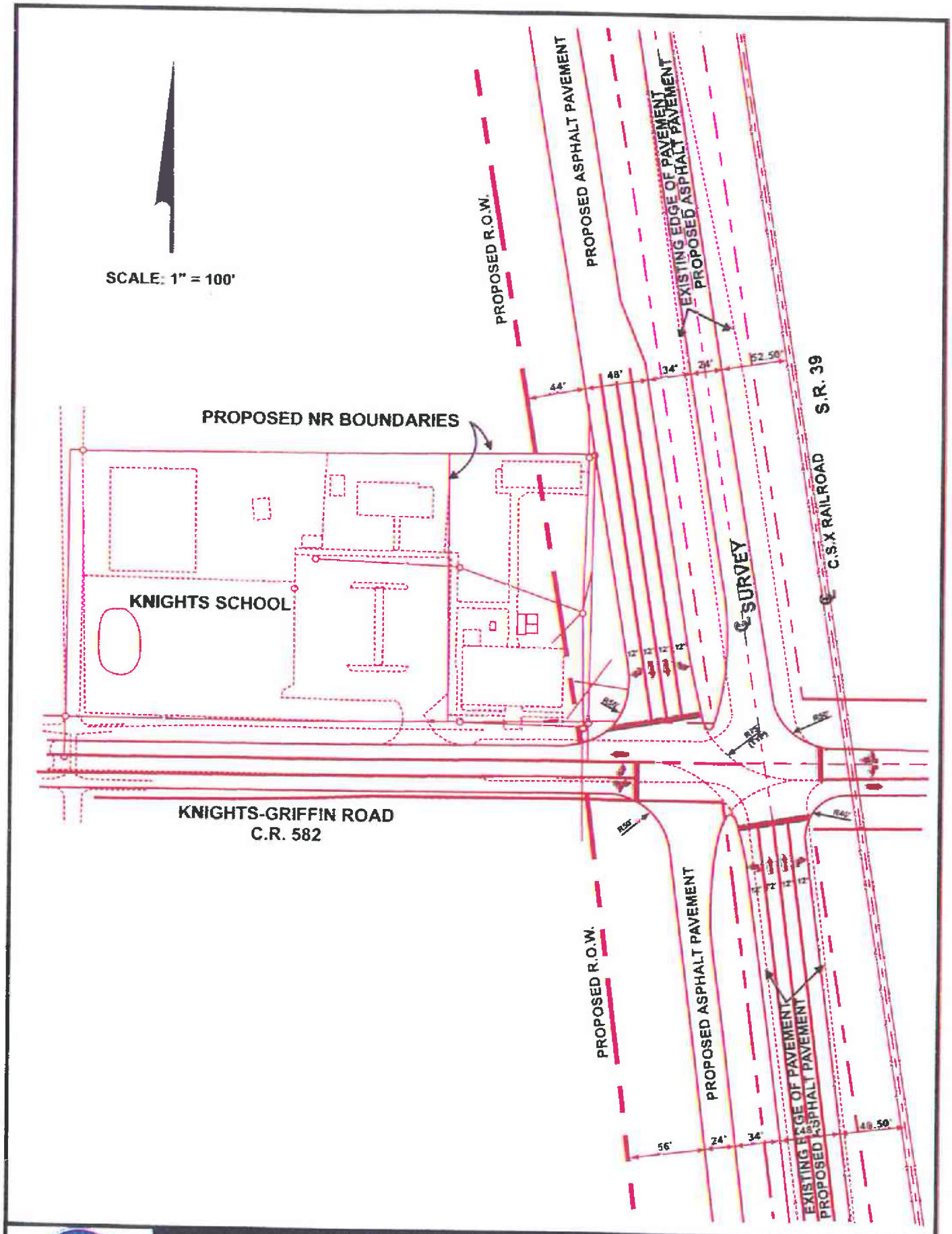
KNIGHTS SCHOOL - OPTION C

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-8

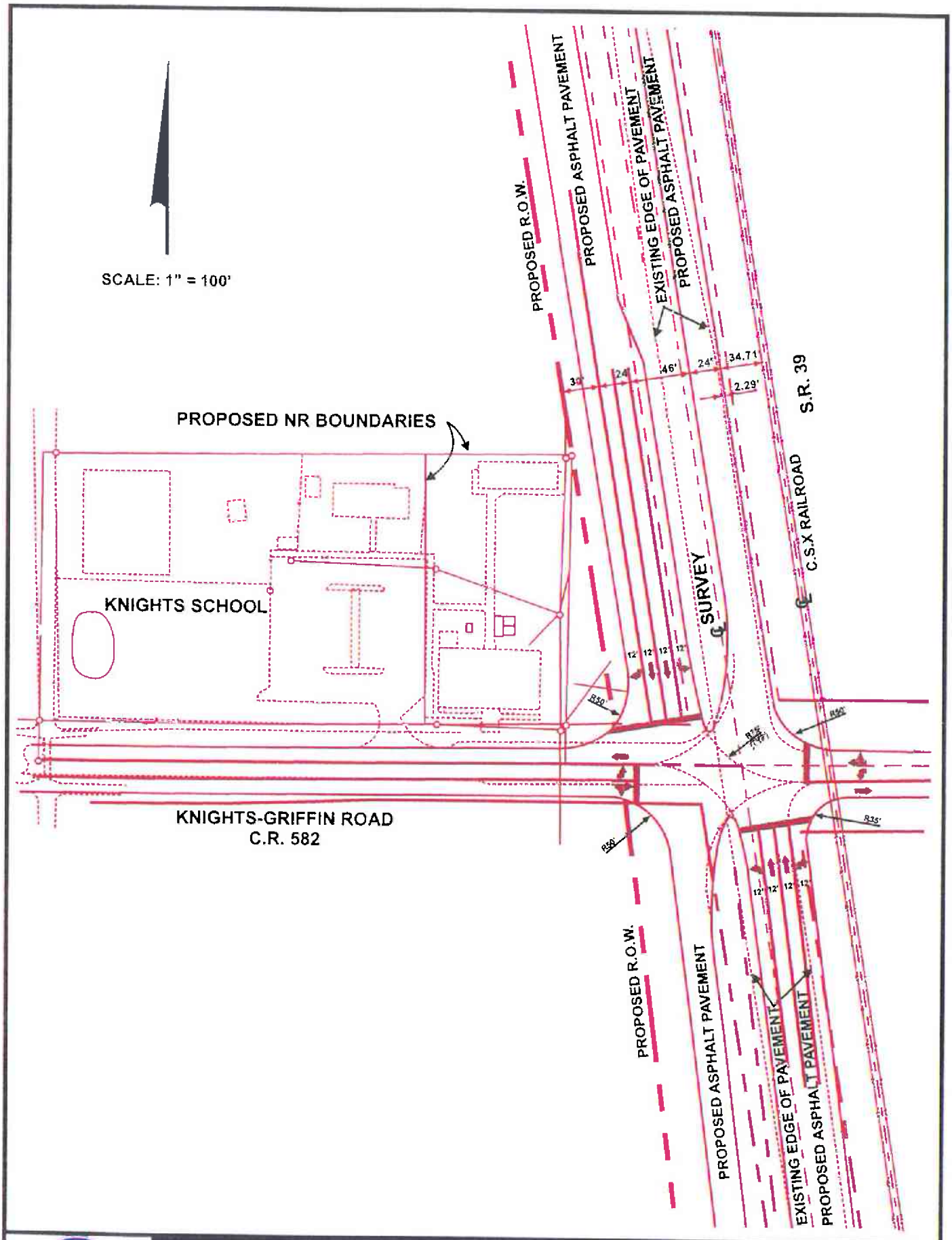


KNIGHTS SCHOOL - OPTION D

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-9



KNIGHTS SCHOOL - OPTION E

S.R. 39 FROM I-4 TO U.S. 301

WPI SEGMENT Nos. 255099 1 & 256289 1 FAP No. F-321-1(4)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Figure B-10

a design exception since it is less that the required 10.8 m (36 ft). No encroachment would occur into the Knights School property with this option. A closed drainage system may be required adjacent to the school property.

To avoid encroachment into the railroad right-of-way, no northbound left-turn lane would be provided. Widening of Knights-Griffin Road in front of the school would occur within the existing right-of-way and would provide an eastbound left-turn lane for added intersection capacity and safety.

Option B

This option provides a northbound right turn lane within S.R. 39's right-of-way and provides a 9.0 m (30 ft) clear zone from the new southbound lane to the new right-of-way line. Approximately 5.4 m (18 ft) of encroachment into the northeast corner of the school property would occur. A closed drainage system may be required adjacent to the school property.

Option C

This option is identical to B except that a 10.8 m (36 ft) clear zone would be provided for the southbound through lane. It would encroach approximately 7.2 m (24 ft) into the northeast corner of the school property.

Option D

This option is identical to Alternative B except that 16.8 m (56 ft) would be provided between the new southbound lanes and the new right-of-way. A closed drainage system would not be required and the roadside design would be consistent with the remaining roadway within Segment 2. Approximately 13.2 m (44 ft) of encroachment would occur with this option.

Option E

Option E is identical to A except that a northbound right-turn lane would be provided and would encroach into the railroad right-of-way. No encroachment would occur into the Knights School property, but a design exception would be required for the proposed 9.0 m (30 ft) recovery area. A closed drainage system adjacent to the school could also be required with this option.

Segment 3 Alignments

Segment 3 follows S.R. 39 from Date Avenue in Crystal Springs to U.S. 301, a distance of approximately 4.0 km (2.5 mi) (See Figure 1-1). This segment represents the area of S.R. 39 north of where it diverges from the railroad. Segment 3 has five rural alternate alignments that parallel S.R. 39 with various right-of-way scenarios required for construction. All five alignments transition to an urban typical section approximately 304.8 m (1,000 ft) south of U.S. 301.

Alignment A

Alignment A will provide four new travel lanes for S.R. 39 with all new right-of-way being acquired from the west side of existing S.R. 39. The total right-of-way would be 61.8 m (206 ft) which would require approximately 32.3 m (106 ft) of additional right-of-way to the west. Typical Section 1 would be used for Alternative A for 3.46 km (2.15 mi). The remaining 0.35 km (0.22 mi) section south of U.S. 301 would use urban Typical Section 4.

Alignment B

Alignment B would utilize the existing two lanes of S.R. 39 for northbound traffic and would maintain the existing eastern right-of-way line. Total right-of-way would be approximately 57.3 m (188 ft) and would require approximately 26.8 m (88 ft) of additional right-of-way to the west. It was developed to utilize the existing two lanes while avoiding right-of-way taken from the east. Typical Section 2 would be used for B for 3.46 km (2.15 mi). The last 0.35 km (0.22 mi) section south of U.S. 301 would use urban Typical Section 4.

Alignment C

Alignment C would obtain 16.8 m (56 ft) of additional right-of-way on the east and west of the existing 100 feet. It was developed to evaluate a centered widening of the existing facility. Typical Section 1 would be used for C for 3.46 km (2.15 mi). South of U.S. 301 Typical Section 4 would be utilized.

Alignment D

Alignment D would use the existing two lanes of S.R. 39 as southbound lanes and would hold the existing western right-of-way line. Approximately 26.8 m (88 ft) of new right-of-way would be acquired from the east. It was developed to utilize the existing roadway and to avoid taking right-of-way on the west side. Typical Section 3 would be used for D for 3.46 km (2.15 mi). The last 0.35 km (0.22 mi) section south of U.S. 301 would use urban Typical Section 4.

Alignment E

Alignment E would provide four new lanes while holding the west right-of-way line. Approximately 32.3 m (106 ft) of right-of-way would be acquired to the east of the existing right-of-way. It was developed to provide 16.8 m (56 ft) between the edge of pavement and the right-of-way lines for drainage and recovery areas. Typical Section 1 would be used for E for 3.46 km (2.15 mi). The last 0.35 km (0.22 mi) section south of U.S. 301 would use urban Typical Section 4.

1993 Alignments Evaluation

Sixteen preliminary alignments for the Alexander Street Bypass were developed for initial consideration in Segment 1. Based on further evaluation, the following alignments were eliminated from further consideration.

U-A: Eliminated due to 18 residences and 2 businesses being impacted. It would create the most community impact of the alignments considered.

U-C: Eliminated because of impacts to residences on Barbour Drive and Oakland Heights Avenue and major wetland impacts that can be avoided by other alignments.

U-D: Eliminated due to major impact on wetlands south of Sam Allen Road that can be reduced by other alignments.

U-G & U-H: Eliminated due to impacts to area at Sundial Loop that can be avoided by other alignments.

U-I & U-J: Eliminated due to business impacts at northwest corner of McGee Road and S.R. 39 that can be avoided by other alignments.

R-A: Eliminated because of sharp curves in area of McGee Road.

R-C: Eliminated because of sharp curves in area of McGee Road.

R-D: Eliminated because of separation of community that can be avoided with other alignments.

All remaining alignments were developed and evaluated in additional detail.

Detailed Evaluation of 1993 Build Alignments

The following sections provide quantitative data that compares the detailed project alignments.

Segment 1 Evaluation Matrix

The Table B-1 provides quantitative data for the detailed Alexander Street Bypass alignments and for the S.R. 39 alignment which represents widening the existing S.R. 39 roadway within Segment 1.

TABLE B-1
SEGMENT 1 EVALUATION MATRIX

Alternative	Typical Section	Lanes	Length (mi)	Design Speed (mph)	Relocations		Wetlands (ac.)	Wetland Mitigation (ac.)	Preliminary Estimated Costs x 1,000					
					Business	Residential			ROW	Wetland Mitigation	Drainage	Construction	PE& CEI	Total
S.R. 39	5	5 New U	0.59	45	4	13	2.46	9.84	$3,564	$541	$744	$4,365	$873	$10,087
	4	4 New U	0.47	45										
	2	2 New U	1.56	65										
U-B	4	4 New U	1.47	45	4	19	4.96	19.84	$4,960	$1,091	$841	$4,709	$942	$12,543
	2	2 New R	1.15	65										
U-E	4	4 New U	2.04	45	0	11	3.68	14.72	$3,290	$810	$976	$5,319	$1,064	$11,459
	2	2 New R	0.58	65										
U-F	4	4 New U	2.04	45	0	10	4.31	17.24	$3,305	$948	$976	$5,319	$1,064	$11,612
	2	2 New R	0.58	65										
U-K	4	4 New U	2.20	45	0	13	3.42	13.68	$3,112	$752	$980	$5,340	$1,068	$11,252
	2	2 New R	0.56	65										
R-B	4	4 New U	0.08	45	0	13	5.27	21.08	$4,295	$1,159	$873	$4,127	$825	$11,279
	1	4 New R	1.71	65										
	2	2 New R	0.78	65										
R-E	4	4 New U	0.08	45	3	14	5.33	21.32	$5,577	$1,173	$872	$4,153	$831	$12,606
	1	4 New R	1.69	65										
	2	2 New R	0.86	65										
R-F	4	4 New U	0.44	45	0	14	10.48	41.92	$3,977	$2,306	$960	$4,544	$909	$12,696
	1	4 New R	1.70	65										
	2	2 New R	0.49	65										
R-G	4	4 New U	0.08	45	0	18	6.61	20.44	$3,383	$1,454	$949	$4,343	$869	$10,998
	1	4 New R	2.06	65										
	2	2 New R	0.48	65										
R-H	4	4 New U	0.08	45	0	21	7.35	29.36	$4,345	$1,617	$1,003	$4,453	$891	$12,309
	1	4 New R	2.35	65										
	2	2 New R	0.15	65										

(1) In addition to the business and residential relocations, if S.R. 39 is widened within Segment 1, an estimated 42 occupied graves and 35 unoccupied grave sites will be displaced.

S.R. 39 Alignment

If S.R. 39 is widened within Segment 1, the following advantages can be provided:

- Total costs can be minimized by making use of the existing facility.
- Wetland affects can be minimized.
- Wetlands to be affected have previously been disturbed by construction the existing roadway.
- Maximum use of existing right-of-way will occur.
- Indirect effect to the adjacent residential community of Shiloh will not occur.
- Existing businesses on S.R. 39 will continue to be served by traffic.

The disadvantages of widening S.R. 39 within Segment 1 are as follows:

- An estimated 42 occupied graves and 35 unoccupied grave sites would be displaced.
- Thirteen residences and four businesses would be estimated to be displaced.
- Access to I-4 in the future would be via a frontage road to Park Street or to Alexander Street.
- Use of the frontage road to Alexander Street would significantly increase traffic adjacent to the residences at the southeast corner of I-4 and Alexander Street.
- Widening of S.R. 39 may not be feasible south of I-4 due to Oaklawn Cemetery graves being on both sides of the existing two-lane roadway. Therefore, system continuity of providing four lanes to Plant City may not be possible.
- This alignment would have a direct effect on the Dr. T.C. Maguire Estate.

Alignment U-B

If U-B is constructed, the advantages would be as follows:

- The proposed alignment would be consistent with the Hillsborough County MPO Long Range Transportation Plans.

- Its length would be minimized.
- Businesses at Sam Allen Road would continue to be served by traffic on S.R. 39.

The disadvantages of constructing U-B would be as follows:

- Nineteen residences and four businesses would be estimated to be displaced.
- Wetland affects would total almost 2.03 ha (5 ac).
- Total project cost would be the highest of the detailed urban alignments analyzed due to the high right-of-way and wetland mitigation costs.
- An established community would be separated.
- The urban design would place the edge of roadway approximately 3.6 m (12 ft) from the right-of-way.
- It would have a direct effect on the Dr. T.C. Maguire Estate.
- The curb and gutter urban roadway would provide a design speed of 70 km/h (45 mph). Because of its orientation and rural nature of the area, it is expected that motorists would travel at a higher, unsafe speed.

Alignment U-E

The advantages of U-E are as follows:

- The estimated displacement of 11 residences and no businesses would be the second- lowest of the alternatives that were studied.
- It would be tangent from I-4 northward to the area south of McGee Road.
- Two relatively flat curves would be provided to connect U-E to S.R. 39.

- Wetland affects would be approximately 1.62 ha (4 ac) and would be the second-lowest for the alignments studied in detail.

The disadvantages of U-E are as follows:

- The curb and gutter urban roadway would provide a design speed of 70 km/h (45 mph). Because of its orientation and rural nature of the area, it is expected that motorists would travel at a higher, unsafe speed.

- It would separate a portion of the western part of the Shiloh community.

- The urban design would place the edge of the roadway approximately 3.6 m (12 ft) from the right-of-way.

- It would have a direct effect on the Dr. T.C. Maguire Estate.

U-F

The advantages of constructing U-F are as follows:

- It would displace an estimated 10 homes and 0 businesses. This displacement would be the lowest of the alignments considered in detail.

- Except for the area near Cason Road, it would be relatively straight.

The disadvantages of U-F are as follows:

- The curb and gutter urban roadway would provide a design speed of 70 km/h (45 mph). It is expected that the motorists would travel at a higher, unsafe speed.

- It would separate a portion of the western part of the Shiloh community.

- It would introduce additional curves in order to place the roadway to the west of homes in the area of Cason Road.

- The urban design would place the edge of the roadway approximately 3.6 m (12 ft) from the right-of-way.

- It would have a direct effect on the Dr. T.C. Maguire Estate.

U-K

The advantages of U-K are as follows:

- Approximately 1.38 ha (3.4 ac) of wetlands would be displaced. This would be the lowest acreage of the Alexander Street alignments that were studied in detail.

- The alignment would place the roadway to the west of most of the Shiloh community.

The disadvantages of U-K are as follows:

- Thirteen residences would be displaced.

- The curb and gutter urban roadway would provide a design speed of 70 km/h (45 mph). It is expected that motorists would travel at a higher unsafe speed.

- It would introduce additional curves to place the roadway to the west side of the Shiloh community.

- The urban roadway would place the edge of roadway approximately 3.6 m (12 ft) from the right-of-way.

- It would have a direct effect on the Dr. T.C. Maguire Estate.

R-B

The advantages of R-B are as follows:

- The rural roadway can be designed to provide a safe recovery area and horizontal and vertical design to allow the facility to be posted for a speed of 90 km/h (55 mph). Because of its orientation and rural nature of the area, it is believed that motorists would travel at this speed.

- The estimated project cost would be the second-lowest of the rural alignments studied in detail.

- It would be tangent from I-4 to south of McGee Road. Two relatively flat curves would be provided to connect R-B to S.R. 39.

- The rural typical section would place the edge of the roadway on the new alignment portions approximately 16.8 m (56 ft) from the right-of-way.

The disadvantages of R-B are as follows:

- It would separate a portion of the western part of the Shiloh community.

- The wider right-of-way for the rural roadway would displace approximately 2.15 ha (5.3 ac) of wetlands. This would be approximately 0.65 ha (1.6 ac) more than the wetland affects estimated for U-E.

- The wider right-of-way for the rural roadway would displace an estimated 13 residences.

- It would have a direct effect on the Dr. T.C. Maguire Estate.

R-E

The advantages of R-E are as follows:

- The rural roadway can be designed to provide safe recovery areas and horizontal and vertical design to allow this facility to be posted for a speed of 90 km/h (55 mph). Because of its orientation and rural nature of the area, it is believed that the motorists would travel at this speed.

- It would place the roadway to the west of most of the Shiloh community.

- The rural typical section would place the edge of the roadway on the new alignment portion approximately 16.8 m (56 ft) from the right-of-way.

The disadvantages of R-E are as follows:

- The wider right-of-way for the rural roadway would displace approximately 2.15 ha (5.3 ac) of wetlands. This would be approximately 0.77 ha (1.9 ac) more than U-K.
- Three businesses and fourteen residences would be estimated to be displaced.
- Because of the business affects, it would have the highest right-of-way cost of the alignments studied in detail.
- It would introduce additional curves to place the roadway to the west side of the Shiloh community.
- It would have a direct impact on the Dr. T.C. Maguire Estate.

R-F

The advantages of R-F are as follows:

- It would avoid four residential displacements in the Shiloh community by introducing additional roadway curves.
- The rural roadway can be designed to provide safe recovery areas and horizontal and vertical design to allow this facility to be posted for a speed of 90 km/h (55 mph). Because of its orientation and rural nature of the area, it is believed that motorists would travel at this speed.
- It would place the roadway to the west of most of the Shiloh community.
- The rural typical section would place the roadway on the new alignment portion approximately 16.8 m (56 ft) from the right-of-way.
- It would avoid any direct effect on the Dr. T.C. Maguire Estate.

The disadvantages of R-F are as follows:

- Fourteen residences would be displaced. However, this number includes seven mobile homes used by migrant workers that can be relocated within the same farm property.

- It has the maximum amount of wetland affects due to the encroachments within the Pemberton Creek area.

- An urban roadway section with a design speed of 70 km/h (45 mph) was used for approximately 0.71 km (0.44 mi) north of I-4 through the Pemberton Creek area to reduce wetland affects. The resulting design speed is believed to be too low to serve expected operating speeds.

- It would be about 45.72 m (150 ft) from the western property line of the Dr. T.C. Maguire Estate.

- Its project cost would be the highest of the alignments studied in detail.

- It would be superelevated at Joe McIntosh Road, creating an undesirable grade difference at the intersection.

R-G

The advantages of R-G are as follows:

- The rural roadway can be designed to provide safe recovery areas and horizontal and vertical design to allow this facility to be posted for a speed of 90 km/h (55 mph). Because of its orientation and rural nature of the area, it is believed that the motorists would travel at this speed.

- It would place the roadway to the west of most of the Shiloh community.

- The rural typical section would place the roadway on the new alignment portion approximately 16.8 m (56 ft) from the right-of-way.

- It would avoid any direct effect on the Dr. T.C. Maguire Estate.

- The project cost would be the second-lowest of the alignments studied in detail.

The disadvantages of R-G are as follows:

- Eighteen residences would be displaced. However, this number includes seven mobile homes used by migrant workers that can be relocated within the same farm property.

- It would be about 45.72 m (150 ft) from the west property line of the Dr. T.C. Maguire Estate.

- It would be superelevated at Joe McIntosh Road, creating an undesirable grade difference at the intersection.

R-H

The advantages of R-H are as follows:

- The rural roadway can be designed to provide safe recovery areas and horizontal and vertical design to allow this facility to be posted for a speed of 90 km/h (55 mph). Because of its orientation and rural nature of the area, it is believed that motorists would travel at this speed.

- It would place the roadway to the west of most of the Shiloh community.

- The rural typical section would place the roadway on the new alignment portion approximately 16.8 m (56 ft) from the right-of-way.

- It would place approximately 121.9 m (400 ft) of separation between the roadway right-of-way and the Dr. T.C. Maguire Estate.

- It would connect to S.R. 39 north of Joe McIntosh Road, providing the most desirable traffic operational design at the terminus of the Alexander Street Bypass of any of the rural alignments that were studied.

The disadvantages of R-H are as follows:

- Twenty-one residences would be displaced. However, this number includes seven mobile homes used by migrant workers that can be relocated within the same farm property.

- Because of the increased length of roadway on new alignment to avoid the Dr. T.C. Maguire Estate and to avoid intersection problems at Joe McIntosh Road, it would have the second-highest wetland affects and the third- highest project costs of the rural alignments.

Dr. T.C. Maguire Estate Avoidance Options Matrix

Table B-2 provides quantitative data for evaluating the project options developed to minimize impacts if S.R. 39 is widened in front of the Dr. T.C. Maguire Estate. For the purpose of this analysis, only that roadway segment in the immediate vicinity of the site has been considered.

Option A

The advantages of A are as follows:

- Minimizes right-of-way requirements from the Dr. T.C. Maguire Estate.

The disadvantages of A are as follows:

- Encroaches approximately 23.2 m (76 ft) into the estate.
- Provides only a 9.0 m (30 ft) recovery area instead of the desired 10.8 m (36 ft).
- Could require a closed drainage system in front of the Dr. T.C. Maguire Estate.

TABLE B-2

DR. T.C. MAGUIRE ESTATE AVOIDANCE/MINIMIZATION OPTIONS MATRIX

Factors	Option		
	A	B	C
Length (mi)	1.59	1.59	1.59
Design Speed (mph)	65	65	65
Relocations			
Business	6	6	6
Residential	3	3	3
Environmental			
Wetlands (ac)	3.54	3.54	3.54
Wetland Mitigation (ac)	14.16	14.16	14.16
Preliminary Estimated Costs x 1000			
ROW	$3,230	$3,232	$3,238
Wetland Mitigation	$779	$779	$779
Drainage	$543	$543	$498
Construction	$2,415	$2,415	$2,415
PE & CEI	$362	$362	$362
Total	$7,329	$7,331	$7,292

Option B

The advantages of B are as follows:

- Encroaches approximately 25.0 m (82 ft) into the Dr. T.C. Maguire Estate.
- Has the second least effect on the Dr. T.C. Maguire Estate.
- Provides a desirable 10.8 m (36 ft) recovery area.

The disadvantages of B are as follows:

- Could require a closed drainage system in front of the Dr. T.C. Maguire Estate.
- Has the highest estimated project cost due to right-of-way requirements and drainage.

Option C

The advantages of C are as follows:

- Has the lowest estimated project cost due to use of an open drainage system.
- Provides a desirable 10.8 m (36 ft) recovery area.

The disadvantages of C are as follows:

- Has the most effect on the Dr. T.C. Maguire Estate.
- Encroaches approximately 31.1 m (102 ft) into the Dr. T.C. Maguire Estate.

Segments 2 and 3 Evaluation Matrix

Table B-3 provides quantitative data for evaluating the project alignments within Segment 2 and Segment 3.

TABLE B-3

SEGMENTS 2 AND 3 EVALUATION MATRIX

Alignment	Typical Section	Lanes	Length (mi)	Design Speed (mph)	Relocations		Wetlands (ac.)	Wetland Mitigation (ac.)	Preliminary Estimated Costs x 1,000					
					Business	Residential			ROW	Wetland Mitigation	Drainage	Construction	PE& CEI	Total
SEGMENT 2														
A	1	4 New R	8.54	65	8	44	23.56	94.24	$11,245	$5,183	$2,974	$14,870	$2,974	$37,690
B	2	2 New R	8.54	65	4	28	18.87	75.48	$8,704	$4,151	$1,608	$10,221	$2,044	$26,728
SEGMENT 3														
A	1	4 New R	2.15	65	4	13	5.45	21.80	$4,685	$1,199	$954	$4,243	$849	$11,930
	4	4 New U	0.22	45										
B	2	2 New R	2.15	65	4	9	3.98	15.92	$4,012	$876	$498	$3,072	$614	$9.072
	4	4 New U	0.22	45										
C	1	4 New R	2.15	65	1	5	6.41	25.64	$2,638	$1,410	$954	$4,243	$849	$10,094
	4	4 New U	0.22	45										
D	3	2 New R	2.15	65	1	3	7.02	28.08	$2,116	$1,544	$498	$3,072	$614	$7,844
	4	4 New U	0.22	45										
E	1	4 New R	2.15	65	1	4	7.79	31.16	$3,582	$1,174	$954	$4,243	$849	$11,342
	4	4 New U	0.22	45										

Segment 2

Within Segment 2, Alignments A and B would provide a design speed of 110 km/h (65 mph). This design should allow the roadway to be posted at a speed of 90 km/h (55 mph), which would be appropriate for this rural area.

Alignment A would displace an estimated 44 homes and 8 businesses compared to 28 homes and 4 businesses for B. Wetland affects are estimated to be about 25 percent higher for A and total costs are expected to be about 41 percent higher for A.

Segment 3

Within Segment 3, each alignment will provide a rural roadway design to a point approximately 304.8 m (1,000 ft) south of U.S. 301. This will permit the adjacent undeveloped areas to have a design speed of 110 km/h (65 mph) with a posted speed limit of 90 km/h (55 mph).

Alignment A would require about 32.3 m (106 ft) of right-of-way on the west side of the existing roadway. This design would displace an estimated 13 homes and 4 businesses. It would have the highest total project cost of the five alignments developed for Segment 3. The higher project cost results from the construction of four new lanes and the higher right-of-way costs.

Alignment B would also require right-of-way to the west of the existing roadway, but would utilize the existing two lanes and, therefore, would require only about 26.8 m (88 ft) of right-of-way. It is estimated that 9 homes and 4 businesses would be displaced with B. The total wetland displacement, right-of-way costs and total project costs are the second lowest. The lower project cost is due to only constructing two new lanes and a lower wetland mitigation requirement.

Alignment C would take approximately 16.8 m (56 ft) of right-of-way on both sides of the existing roadway and would require construction of four new lanes. One business and five homes are estimated to be displaced. Because of the cost of construction of four new lanes, C is estimated to have the third-highest total project cost of the five alignments developed for Segment 3.

Alignment D would utilize the existing two lanes and would acquire approximately 26.8 m (88 ft) of right-of-way to the east. Three homes and one business are estimated to be displaced with this alignment. The total project cost is the lowest of the five alignments developed for Segment 3 due to low right-of-way and low construction cost.

Alignment E would construct four new lanes with approximately 32.3 m (106 ft) of right-of-way acquired from the east of the existing roadway. Four homes and one business are expected to be displaced. It would displace the maximum amount of wetlands and is estimated to be the second most costly to construct of the five alignments developed for this segment. The high cost is due to the construction of four new lanes, high right-of-way costs, and high wetland mitigation costs.

Knights School Avoidance/Minimization Options

Table B-4 provides quantitative data for evaluating the project options developed to minimize affects to Knights School. For the purpose of this analysis, only that roadway segment in the immediate vicinity of the site has been considered.

Option A

The advantages of A are as follows:

- No direct effect on Knights School.
- Minimum number of displacements.
- Lowest total project cost due to minimum right-of-way and construction costs.

The disadvantages of A are as follows:

- Provides a 9.0 m (30 ft) recovery area instead of the desirable 10.8 m (36 ft).
- No northbound right turn lane.
- Could require a closed drainage system adjacent to Knights School.

TABLE B-4

KNIGHTS SCHOOL AVOIDANCE/MINIMIZATION OPTIONS MATRIX

Factors	Option				
	A	B	C	D	E
Length (mi)	0.30	0.30	0.30	0.30	0.30
Design Speed (mph)	65	65	65	65	65
Relocations					
Business	3	3	3	4	3
Residential	1	2	2	2	1
Environmental					
Wetlands (ac)	0	0	0	0	0
Wetland Mitigation (ac)	0	0	0	0	0
Preliminary Estimated Costs x 1000					
ROW	$768	$788	$795	$980	$768
Wetland Mitigation	$0	$0	$0	$0	$0
Drainage	$118	$118	$118	$56	$128
Construction	$337	$359	$359	$359	$359
PE & CEI	$51	$54	$54	$54	$54
Total	$1,274	$1,319	$1,326	$1,449	$1,309

Option B

The advantages of B are as follows:

- Provides a northbound right turn lane.
- Provides a 10.8 m (36 ft) recovery area.
- Has minimal effect to Knights School.

The disadvantages of B are as follows:

- Could require a closed drainage system adjacent to Knights School.
- Encroaches approximately 5.4 m (18 ft) into the northeast corner of Knights School.

Option C

The advantages of C are as follows:

- Provides a 10.8 m (36 ft) recovery area.
- Provides a northbound right turn lane.

The disadvantages of C are as follows:

- Could require a closed drainage system adjacent to Knights School.
- Encroaches approximately 7.2 m (24 ft) into the northeast corner of the school property.

Option D

The advantages of D are as follows:

- Maintains an open drainage system and same typical section as remaining roadway in area.
- Provides a northbound right turn lane.

The disadvantages of D are as follows:

- Approximately 13.2 m (44 ft) of encroachment into the northeast corner of the school property would occur.
- Maximum number of displacements would occur.
- Results in largest project cost.

Option E

The advantages of E are as follows:

- Provides a northbound right turn lane.
- Has no direct impact on Knights School.
- Has the second lowest project cost.
- Has the lowest number of displacements.

The disadvantages of E are as follows:

- Could require a closed drainage system adjacent to Knights School.
- Could require a closed drainage system adjacent to the northbound right turn lane.

- Will require an easement from the CSX Railroad. (Preliminary correspondence from CSX Railroad indicates the easement would be acceptable.)

1993 Recommendation

Subsequent to the Public Workshop, the following recommended "Build" Alternative was selected. They include the following:

- Segment 1: Alignment R-H
- Segment 2: Alignment B
- Knights School: Alignment E
- Segment 3: Alignments B and D

1999 STUDY OF TYPICAL SECTIONS AND ALTERNATIVES

1999 Typical Section Evaluation

Various new alignments were developed using the typical sections described above and presented at the 1993 Public Workshop. Subsequent to the 1993 Public Workshop, the *Florida Department of Transportation's Plans Preparation Manual* was updated, and a detailed profile grade line was developed from I-4 to Knights Griffin Road. Therefore, in order to meet current design standards, the recommended typical sections were updated to reflect these changes and are referred to as Typical Sections 6, 7, 8, 9, and 10, respectively. Using these typical sections, the new recommended "Build" Alternatives were reviewed for geometrics, updated for cost, environmental, and land use impacts.

Typical Section 6

Typical Section 6 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and 21.9 m (73 ft) borders to accommodate a fill height of 1.8 m (6 ft). The proposed design speed for this typical section is 110 km/h (70 mph). This typical section will require 80.4 m (268 ft) of right-of-way. This typical section will be utilized along the Alexander Street Bypass from I-4 to Cason Street, a length of approximately 0.63 km (0.4 miles).

Typical Section 7

Typical Section 7 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and 15.0 m (50 ft) borders to accommodate a fill height of 0.9 m (3 ft). The proposed design speed for this typical section is 110 km/h (70 mph). This typical section will require 66.6 m (222 ft) of right-of-way. This typical section is proposed from Cason Street to S.R. 39, a length of approximately 3.18 km (2.0 miles).

Typical Section 8

Typical Section 8 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and a 13.8 m (46 ft) border on the west side of the roadway to accommodate a fill height of 0.45 m (1.5 ft) and an 8.4 m (28 ft) minimum border on the east side of the roadway. In addition, this typical section would share the ditch on the east side of the roadway with CSX Railroad and would require a design variance since the border width is less than 12.0 m (40 ft). The proposed design speed for this typical section is 110 km/h (70 mph). This typical section will require 58.8 m (196 ft) of right-of-way. This typical section is proposed from S.R. 39 to Blount Street, a length of approximately 13.15 km (8.2 miles).

Typical Section 9

Typical Section 9 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, a 16.2 m (54 ft) depressed median, 3.0 m (10 ft) outside shoulders with 1.5 m (5 ft) of the shoulder paved, 3.0 m (10 ft) inside shoulders, and 13.8 m (46 ft) borders to accommodate a fill height of 0.45 m (1.5 ft). The proposed design speed for this typical section is 110 km/h (70 mph). This typical section will require 64.2 m (214 ft) of right-of-way. This typical section is proposed from Blount Street to Shady Oaks Drive, a length of approximately 3.60 km (2.2 miles).

Typical Section 10

Typical Section 10 is a four-lane divided facility, with 3.6 m (12 ft) wide travel lanes, 1.2 m (4 ft) bicycle lanes, a 16.2 m (54 ft) depressed median, Type E curb and gutter, and 1.5 m(5 ft) sidewalks. The proposed design speed for this typical section is 90 km/h (55 mph). This typical section will require 50.4 m (168 ft) of right-of-way. This typical section will be utilized from Shady Oaks Drive to U.S. 301, since U.S. 301 is currently an urban facility, a length of approximately 0.35 km (0.2 miles).

1999 Alternative Alignment Evaluation

Using the "Build" Alternatives selected from the 1993 Workshop, and the updated typical sections per the Plans Preparation Manual, the recommended "Build" Alternatives were updated. In reviewing the recommended alignment in the area of Knights-Griffin Road, it was further modified in order to avoid affects to the Knights School. The typical section in the area of Knights-Griffin Road will be similar to Typical Section 8 except that the median width will be reduced to 13.8 m (46 ft) in width with a retaining wall along the northwest corner of the intersection in order to avoid affecting the Knights School property. In addition, two "Build" Alternatives and the "No Build" Alternative will be carried forward to the Public Hearing and will be referred to as Alternatives 1 and 2. Alternatives 1 and 2 will consist of the following alignments in each segment, as shown in Table B-5. The only variation between the two Alternatives is in Segment 3.

TABLE B-5

RECOMMENDED ALIGNMENTS

Segment	Alternative 1	Alternative 2
Segment 1	Alignment R-H	Alignment R-H
Segment 2	Alignment B	Alignment B
Segment 3	Alignment B (West)	Alignment D (East)

Table B-6 details the affects associated with the recommended Alternatives.

TABLE B-6

RECOMMENDED ALIGNMENTS MATRIX

Factors	Segment			
	1	2	3	
	Alignment R-H	Alignment B	Alignment B	Alignment D
Length (mi)	2.58	8.54	2.37	2.37
Design Speed (mph)	65	65	65/50	65/50
Relocations				
Business	2	5	1	0
Residential	30	23	29	6
Environmental				
Wetlands (ac)	17.5	18.3	8.8	5.4
Preliminary Estimated Costs x 1000				
ROW	$14,759	$14,212	$7,558	$5,380
Drainage	$0	$0	$0	$0
Construction	$7,841	$17,141	$7,281	$7,281
PE & CEI	$1,568	$3,428	$1,456	$1,456
Total	$24,168	$34,781	$16,295	$14,117

APPENDIX C

SHPO Letter

Hillsborough
A95-DOT1
2000-00650

255536 1.17

U.S. Department
of Transportation
Federal Highway
Administration

Florida Division Office
227 N. Bronough St., Suite 2015
Tallahassee, Florida 32301

January 27, 2000

IN REPLY REFER TO: HPO-FL

Dr. Janet Snyder Matthews
State Historic Preservation Officer
Division of Historical Resources
Department of State
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399-0250

Dear Dr. Matthews:

Subject: State Road 39 Blackwater Creek Bridges and Approaches
Rehabilitation of the Blackwater Creek Relief Structure (8HI5042)
(Original Bridge #100037; New Bridge #100647)
Federal-Aid Project No. F-321-(4)
Financial Project No. 255536 1
State Project No. 10200-1515
Hillsborough County

The Florida Department of Transportation (FDOT) has programmed in its Five-Year Work Program the resurfacing and rehabilitation of a short section of S.R. 39 at Blackwater Creek, including replacement of the non-historic Blackwater Creek Bridge and rehabilitation of the historic Blackwater Creek Relief Structure. Pursuant to the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), as amended, and 36 CFR Part 800, the FDOT, on behalf of the Federal Highway Administration (FHWA), has been consulting with Ms. Laura Kammerer of your office to determine what effect this undertaking may have on historic properties.

The proposed project includes the rehabilitation of the Blackwater Creek Relief Structure at its existing location . Rehabilitation plans will be prepared to visually replicate the existing Blackwater Creek Relief Structure, maintaining the existing span length and height, and reusing the existing concrete rubble and granite facade material on the reconstructed structure to the greatest extent possible. The new structure will be widened from 7.9 m (25.8 ft) to 14.8 m (48.6

-more-

ft) to accommodate wider travel lanes, new shoulders and new crash worthy safety barriers to meet current FDOT design standards. Each lane will be widened from 3.4 m (11 ft) to 3.6 m (12 ft) and a 3.0 m (10 ft) shoulder will be created for both northbound and southbound lanes. To meet drainage requirements, the cross-slope of the bridge travel lanes will be set at 2% so that drainage will flow to the east with a cross-slope of 6% on the east shoulder and a slope of 5% on the west shoulder. This will allow the height and proportion of the east and west facades to remain virtually the same as they are now.

In consultation with Ms. Kammerer and FDOT staff, the FHWA has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 and has determined that the project will have an effect on the Blackwater Creek Relief Structure (8HI5042). This structure has been determined eligible for inclusion in the National Register of Historic Places (NRHP) because of its association with the early 20th century expansion of paved roads to link rural communities in Florida (Criterion A) and because of its unusual construction and materials in a unique rural setting (Criterion C).

We have determined that the effect will not be adverse based on the conclusions noted in the previously submitted document entitled "Section 106 Consultation Technical Memorandum for the State Road 39 Blackwater Creek Bridges and Approaches" provided the following conditions are implemented:

1. The FHWA will ensure that the following documentation measures are carried out prior to any alterations to the existing Blackwater Creek Relief Structure:

   A. Prepare photographic documentation including site and location views from all quarters, exterior elevations (all sides), and photographs of all noteworthy ornamental features. Photographs shall be large format (4" x 5") black and white negatives and prints using appropriate means to correct perspective distortion, in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (48 FR 44730-38) and HABS/HAER photographic guidelines. All negatives and prints shall be processed (indexed, sleeved, and captioned) and stored to meet HABS/HAER and archival standards.

   B. Prepare drawings of the existing bridge in accordance with the Historic American Engineering Record (HAER) Level II standards.

   C. Prepare a written history of the bridge and its use in a manner consistent with the Level II Standards of the Secretary of the Interior's Standards and Guidelines for Historical Documentation (48 FR 44728-30).

D. Documentation outlined in Condition 1.A, B, and C above shall be completed and accepted by the Florida State Historic Preservation Officer (SHPO) prior to any alterations to the historic property.

E. One set of documentation photographs with accompanying identification, one set of drawings, and the written history, all meeting archival standards, shall be provided to the Florida SHPO. A second set of photographs and drawings shall be made available to an appropriate local archive designated by the Florida SHPO. The Florida SHPO shall notify the FDOT Design Project Manager (Mike Mueller at Suncom 512-8032) within five (5) working days of its receipt if documentation is determined to be inadequate or incomplete.

F. During rehabilitation, care will be taken to record, document, preserve, and/or retain for curation all objects, artifacts, and design features that may come to light. A report will be prepared describing and analyzing any such items after the project is "final accepted" by the FDOT.

2. The FHWA will ensure that rehabilitation, which includes replacement of all of the substructure, foundation and paving materials, will use in-kind materials to the greatest extent possible, except for the paving material over the bridge.

The location of the rehabilitated Blackwater Creek Relief Structure will remain in place. It will be widened from 7.9 m (25.8 ft) to 14.8 m (48.6 ft) to provide wider travel lanes, new shoulders, and new concrete barriers for driver safety. To accommodate the increase in width of the bridge, it is proposed that the existing arches be replaced with new and longer arches to minimize the cost of rehabilitation and future repairs. The existing steel plate corrugated arches will be replaced with similar materials. Both the east and west walls of the bridge will be removed and reconstructed approximately 3.5 m (11.4 ft) out from the existing bridge, as described in Conditions 3 and 4 below. Concrete safety barriers and guardrails will be constructed to meet safety requirements. Concrete pavement will be used for the riding surface within the bridge limits due to its durability, superior protection of the arches, and easier attachment to the concrete safety barriers. The existing concrete footings will be replaced to visually match the existing, in materials and dimensions, at the above-ground portions.

3. The FHWA will ensure that the original concrete rubble and granite block veneer facades will be retained and reused to the greatest extent possible.

The existing east and west facades of the bridge consist of random size concrete rubble laid

in horizontal rows. Smaller rough-finished granite blocks, placed in a single row, are used to accentuate the arches and road level. The top of the balustrade is capped by a course of poured-in-place colored concrete. Reconstruction of these facades will consist of the removal and replacement of the original concrete rubble and granite blocks as a facade veneer. It is proposed that the reconstructed facade walls be separated from the main bridge wall by about 2 inches in case future removal of the concrete rubble or stones becomes necessary. Each piece would be removed, cleaned, and stored until the bridge is widened. If needed, any cleaning or repairs to existing materials shall follow the Secretary of the Interior's Standards and Guidelines. As much of the original material will be retained and reused on the widened bridge as possible. After the bridge is widened and new traffic barriers are installed, the original concrete rubble and granite blocks will be placed on the new facade walls to replicate the original design, although it is not intended to place each piece in its original position.

4. The FHWA will ensure that new facade material, as needed, will be replicated in a manner to match the existing facade material to the greatest extent possible.

   Since some of the concrete rubble and granite blocks are already damaged, and it is expected that some more will be damaged beyond use during this process, replicas for any lost pieces will be provided from a product formed and broken on site in order to match the existing material as closely as possible. When placed on the new facade walls, the new material will be mixed with the existing material but will appear slightly different in color in order to differentiate the old from the new. The existing visual appearance and aesthetic qualities of the historic bridge's exterior facades will be retained, to the greatest extent practicable.

5. The FHWA will ensure that the project design for rehabilitation of the Blackwater Creek Relief Structure is compatible with the historic and architectural qualities of the existing structure in terms of scale, massing, color, and materials, and is consistent with the recommended approaches to rehabilitation and reconstruction set forth in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (U.S. Department of the Interior, National Park Service, 1990). The FHWA shall ensure that the design plans and specifications for the project are developed in consultation with the Florida State Historic Preservation Officer (SHPO) and submitted to the Florida SHPO for review and comment at the 90% plan submittal phase and for informational purposes at the 100% plan submittal phase. The SHPO shall have thirty (30) calendar days to conduct their review of the 90% plan submittal phase. Failure to provide comments within this time may be taken by the FDOT to indicate approval of the plans by the SHPO.

6. Interim Protection. The FHWA will not authorize the alteration of the bridge (unless safety

considerations dictate so) and will ensure that it is maintained and protected against damage until the appropriate rehabilitation plans are implemented.

7. Professional Supervision. The FHWA will ensure that all historic documentation work carried out pursuant to this letter of Conditional No Adverse Effect is carried out by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9) for Architectural History or Historic Architecture.

If you agree that the FHWA should carry out the above conditions and that by carrying them out the FHWA will ensure that this FDOT undertaking has no adverse effect on historic properties, please sign the concurrence line below and return this letter to our office. Having received a signed copy of the letter, the FHWA will proceed with our coordination activities with the FDOT regarding this undertaking by implementing the conditions outlined above.

Sincerely yours,

Mark D. Bartlett

For: Mr. James E. St. John
Division Administrator

Enclosures

cc: Messrs. Mike Mueller, Robert Heck, Gabor Farkasfalvy, and Rick Adair, FDOT, District Seven, Tampa, FL

Concurrence: Janet Snyder Matthews Date 2/22/2000

Janet Snyder Matthews
State Historic Preservation Officer

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services

MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State

DIVISION OF HISTORICAL RESOURCES

February 24, 2000

Mr. James E. St. John
Florida Division Office
Federal Highway Administration
U.S. Department of Transportation
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

RECEIVED
2000 MAR -1 9:50
FLORIDA DIVISION
OFFICE

RE: DHR Project File No. 2000-00301
Cultural Resource Assessment Survey Update, Technical Memorandum, S.R. 39 from I-4 to U.S. 301 Project Development and Environmental (PD&E) Study, Hillsborough and Pasco Counties, Florida. By Archaeological Consultants, Inc., November 1999.
FAPN: 255099 1 & 256289 1
FAPN: F-321-1(4)

Dear Mr. St. John:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), as well as the provisions contained in Chapter 267.061, *Florida Statutes*, implemented through 1A-46 *Florida Administrative Code*, we have reviewed the results of the field survey of the above referenced report and find them to be complete and sufficient.

We note the above survey includes an update for the1992 survey of the historic structures for the SR 39 corridor, from I-4 to US 301, including the Alexander Street Bypass. In addition the above survey covers 15 proposed water retention pond locations and an intersection improvement area at SR 39 and Knights-Griffin Road.

We note that the survey addressed 12 previously recorded archaeological sites and one archaeological occurrence. None of these are considered to be eligible. In addition the above survey addressed 52 previously recorded structures and evaluated ten newly recorded ones. We note that of these 62 structures, only three, the Dr. T. C. Maguire Estate (8HI5042), the Knights School (8HI5031) and the Blackwater Creek Relief Structure (8HI5042) were determined to be eligible. The above survey confirms that no new eligible structures are located within the proposed project corridor and that the three structures (8HI5042, 8HI5031 and 8HI5042) are still considered eligible. We concur with the above findings and determinations.

We note that the previous 106 Consultation Case Study Report (1994) addressing the Maguire Estates (8HI5042) and the Knights School (8HI5031) will be revised to evaluate potential impacts of the S.R. 39 project in the vicinity of these buildings. In addition we note that a separate Section 106 Consultation Technical Memorandum is addressing the Blackwater Creek Relief Structure (8HI5042).

The above referenced report mentions that five of the proposed pond locations were not tested. Ponds P2A, P2B, and Pond P3A were not tested because they were in active agricultural cultivation at the time of the survey. In addition, proposed Ponds P3B, and P3C were not tested because landowner permission was denied. It is the opinion of this agency that if any of these five pond locations are selected for construction, they will need to tested for historic properties.

If you have any questions concerning our comments, please contact Ms. Robin Jackson, Historic Sites Specialist at (850) 487-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Laura A. Kammerer

for Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Jrj
xc: C. L. Irwin, FDOT
Rick Adair, FDOT District Seven

FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250
Director's Office (904) 488-1480
Telecopier Number (FAX) (904) 488-3353

May 18, 1995

Mr. J. R. Skinner
Division of Administration
Federal Highways Administration
U.S. Department of Transportation
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32301

In Reply Refer To:
Robin D. Jackson
Historic Sites Specialist
(904) 487-2333
Project File No. 951006

RE: Case Study Report
State Road 39 PD&E Project Corridor
(From I-4 to US 301) in Hillsborough and Pasco Counties, Florida
SPN: 10200-1508, 14110-1503
WPIN: 7113335, 711595
FAPN: F-321-1(4)

Dear Mr. Skinner:

In accordance with this office's responsibilities as outlined in the procedures contained in 36 C.F.R., Part 800, we have reviewed the referenced Case Study Report. Three eligible structures, the Dr. T. C. Maguire Estate (8HI5025), the Knights School 8HI5031), and the Blackwater Creek Overflow Bridge (8HI5042) were located in the project area. As a result of recent consultation with our staff regarding the above structures, we concur with the conclusions and recommendations in the report that the project will have no effect on the Dr. T. C. Maguire Estate (8HI5025), or the Knights School (8HI5031). We further concur that the project will have an adverse effect on the Blackwater Creek Bridge (8HI5042). We look forward to continuing to work with you on mitigations measures for the Blackwater Creek Bridge to be addressed in a Memorandum of Agreement.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

Laura A. Kammerer

for George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Jrj
xc: C. L. Irwin
Rick Adair, FDOT 7

APPENDIX D

Coastal Zone Consistency Letter

Gabor - FYI & F
2550991.13

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

July 2, 1998

Mr. Michael J. Coleman
Florida Department of Transportation
605 Suwanee Street
Tallahassee, Florida 32399-0450

RE: U.S. Department of Transportation - Highway Planning and Construction - Advance Notification Resubmittal - SR39 and Blackwater Creek Bridge and Overflow Structure Improvements - Hillsborough and Pasco Counties, Florida
SAI: FL9805180204C

Dear Mr. Coleman:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, Section 216.212, Florida Statutes, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) indicates that this project was previously submitted and reviewed as two separate projects and that the comments provided during the review of SAI #s 9203110391CR and 9708140657C, enclosed, remain the same as previously stated. Please refer to the enclosed DEP comments and enclosures.

The Florida Game and Fresh Water Fish Commission (GFWFC) notes that, in order to protect regionally significant wildlife resources, the GFWFC recommendations, as stated in the attached letter of September 9, 1997, should be addressed. The proposed project should include provisions for large mammal roadway undercrossings associated with the Hillsborough River and Blackwater Creek floodplains, wildlife surveys for listed species, review of potential restoration of natural hydrology in the flowways crossed by the roadway, and consideration of mitigation alternatives for unavoidable wetland impacts incurred by the project. Please refer to the enclosed GFWFC comments.

The Southwest Florida Water Management District (SWFWMD) requires additional information on proposed impacts to water resources near the proposed construction area to complete its review. The SWFWMD recommends that the applicant complete an environmental assessment that addresses the proposed project impacts on area water resources. The assessment should identify the resources and discuss impacts proposed by the road project. Proposed mitigation activities should also be addressed in the report. Please refer to the enclosed SWFWMD comments.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: http://www.state.fl.us/comaff/dca.html

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022

The Department of State (DOS) notes that the proposed project will have a cultural resource survey performed. Provided that the applicant completes the survey and appropriately avoids, minimizes, or mitigates impacts to any significant archaeological or historic sites identified in the survey, the above project will have no adverse effect. Please refer to the enclosed DOS comments.

Based on the information contained in the advance notification and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the proposed action is consistent with the Florida Coastal Management Program. However, a final decision will be made after the state receives and reviews the requested EA. Comments received from the Tampa Bay Regional Council are also enclosed for your review.

The Department of Community Affairs (Department), pursuant to its role as the state's land planning agency, has reviewed the referenced project for consistency with the relevant local government comprehensive plan. Based on the information contained in the application, the Department has determined that the project is consistent, to the maximum extent feasible, with the applicable comprehensive plan.

If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Chris McCay

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: April Williford, Department of Environmental Protection
George Percy, Department of State
Bradley Hartman, Game and Fresh Water Fish Commission
Trisha Neasman, Southwest Florida Water Management District
John Meyer, Tampa Bay Regional Council

7113335.18

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

EMERGENCY MANAGEMENT • HOUSING AND COMMUNITY DEVELOPMENT • RESOURCE PLANNING AND MANAGEMENT

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

October 17, 1997

Mr. Michael J. Coleman
Florida Department of Transportation
11201 North McKinley Drive
Mail Station 7-500
Tampa, Florida 33612-6403

RE: U.S. Department of Transportation - Highway Planning and Construction - Advance Notification Resubmittal - FY 1997/1999 - Alexander Street Bypass - Hillsborough County, Florida
SAI: FL9203110391CR

Dear Mr. Coleman:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, Section 216.212, Florida Statutes, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of State (DOS) notes that the proposed project will have a cultural resource survey performed. Provided that the applicant completes the survey and appropriately avoids, minimizes, or mitigates impacts to any significant archaeological or historic sites identified in the survey, the above project will have no adverse effect. Please refer to the enclosed DOS comments.

The Department of Environmental Protection (DEP) indicates that the project will impact Blackwater Creek's littoral zone; therefore, the DEP recommends that a binding wetland jurisdictional determination be obtained. Wetland impacts, especially to forested areas, should be minimized. An Environmental Resource Permit, issued by the Southwest Florida Water Management District (SWFWMD) will be required for any wetland alteration and for impervious surface, stormwater, and surface water management activity. The DEP has also enclosed the Florida Natural Areas Inventory's list of threatened and

endangered species which may occur within or adjacent to the project area. Early coordination with the DEP may help to eliminate problems in the permitting process. Please refer to the enclosed DEP comments.

The Florida Game and Fresh Water Fish Commission (FGFWFC) indicates that the area includes significant wildlife and freshwater fish habitat. Natural habitats include freshwater marsh, cypress dome, creek and slough systems, mixed hardwood swamp forest, pine flatwoods, scrub, mesic oak forest, and dry prairie. Several state-listed endangered, threatened, and species of special concern are present, or have the potential to be present in the proposed road corridor. Please refer to the enclosed FGFWFC comments.

The Southwest Florida Water Management District (SWFWMD) recommends the preparation of an environmental assessment that addresses the impact of the proposed project on the area's water resources. The assessment should identify all area resources and evaluate the impacts of the proposed road project. Please refer to the enclosed SWFWMD comments.

The Department of Community Affairs (Department) indicates that SR 39 is a designated hurricane evacuation route; therefore, project construction must not degrade or reduce the current level of service or the number of lanes, especially during hurricane season. The bridge and approaches must be built above the base flood elevation to prevent flooding. The Department recommends that the applicant coordinate with Hillsborough County to ensure compliance with the County's floodplain, wildlife, water quality and wetland protection requirements.

In addition, the Department, pursuant to its role as the state's land planning agency, has reviewed the referenced project for consistency with the relevant local government comprehensive plan. Based on the information contained in the application, the Department has determined that the project is consistent, to the maximum extent feasible, with the applicable comprehensive plan. Please refer to the enclosed Department comments.

Based on the information contained in the advance notification and the enclosed comments provided by our reviewing agencies, the proposed action is consistent with the Florida Coastal Management Program. Comments received by the Tampa Bay Regional Planning Council are also enclosed for your review.

If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

G. Steven Pfeiffer
Assistant Secretary

GSP/ct

Enclosures

cc: Jim Wood, Florida Department of Environmental Protection
Bradley Hartman, Florida Game and Fresh Water Fish Commission
Trisha Neasman, Southwest Florida Water Management District
George W. Percy, Department of State
John M. Meyer, Tampa Bay Regional Planning Council
Leroy Irwin, Florida Department of Transportation

A-61

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

LAWTON CHILES
GOVERNOR

April 15, 1992

Mr. David A. Twiddy, Jr., P.E.
Project Development and
Environmental Engineer
Department of Transportation
4950 West Kennedy Boulevard
Suite 409
Tampa, Florida 33609

RE: Advance Notification - State Project 10200-1508 and 14110-1503 - Work Program Item 7113335 and 7115925 - State Road 39-Interstate 4 to State Road 41 - Hillsborough and Pasco Counties, Florida

SAI: FL9203110391C

Dear Mr. Twiddy:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 83-150, section 216.212, Florida Statutes, the Coastal Zone Management Act Reauthorization Amendments of 1990 and the National Environmental Policy Act, has coordinated a review of the above referenced project.

Pursuant to Presidential Executive Order 12372, the project will be in accord with State plans, programs, procedures and objectives; and approved for submission to the federal funding agency when consideration is given to the enclosed agency comments.

The Department of Environmental Regulation (DER) recommends a Binding Wetland Jurisdictional Determination where roadway improvements are proposed in or near Chapter 403 jurisdictional waters. Please refer to the enclosed DER comments.

The Department of State (DOS) recommends that a cultural resource survey should be conducted to identify significant archaeological and/or historic sites. The proposed project will have no effect on this site, if the Department of Transportation avoids or mitigates the impact on sites identified in the survey.

The Game and Fresh Water Fish Commission (GFWFC) indicates that planning efforts for this proposed project should include wildlife surveys for listed species, review of potential restoration of natural hydrology in the floodplains crossed by the roadway, provision of large mammal (black bear) roadway undercrossings associated with the riverine wildlife corridors, and consideration of mitigation alternatives for unavoidable wetland impacts incurred by the project. Please refer to the enclosed GFWFC comments.

Based on the comments from our reviewing agencies, funding for the proposed action is consistent with the Florida Coastal Management Program (FCMP) advanced notification stage. Subsequent environmental documents will be reviewed to determine continued consistency with the FCMP as provided for in 15 CFR 930.95. These documents should provide thorough information regarding the location and extent of wetlands dredging and filling, borrow sources, dredging or filling associated with bridge construction and stormwater management. Continued concurrence with this project will be based, in part, on adequate resolution of issues identified during earlier reviews. Any environmental assessments prepared for this project should be submitted to the Florida State Clearinghouse for interagency review.

Pursuant to section 215.195, Florida Statutes, State agencies are required, upon federal grant approval, to deposit the amount of reimbursement of allocable statewide overhead into the State-Federal Relations Trust Fund. The deposits should be placed in SAMAS account code 31 20 269001 31100000 00 0015 00 00. If you have any questions regarding this matter, please contact your OPB budget analyst or Jean Whitten at (904)488-8114.

Please attach a copy of this letter and any enclosures to your application facesheet or cover form and forward to the federal funding agency. (If applicable, enter the State Application Identifier (SAI#) number, shown above, in box 3A of Standard Form 424 or where appropriate on other cover form.) This action will assure the federal agency of your compliance with Florida's review requirements, help ensure notification of federal agency

action under the Federal Assistance Award Data System (FAADS) and reduce the chance of unnecessary delays in processing your application by the federal agency.

Sincerely,

Janice L. Alcott

Janice L. Alcott, Director
State Clearinghouse

JLA/bl

Enclosure(s)

cc: Department of Environmental Regulation
Department of State
Game and Fresh Water Fish Commission
Department of Commerce
Mr. C. L. Irwin

APPENDIX E

USFWS Letter

Florida Department of Transportation

11201 N. McKINLEY DRIVE • TAMPA, FL 33612-6456 • (813)975-6080 • 1-800-226-7220
ENVIRONMENTAL MANAGEMENT OFFICE MS 7-300

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.

00-048 (St. Pete)

February 4, 2000

The Proposed action is not likely to adversely affect resources protecte by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

U.S. Fish & Wildlife Service
6620 Southpoint Drive South, Suite 310
Jacksonville, Florida 32216
(904) 232-2580 (FAX) (904) 232-2404

for David L. Hankla
Field Supervisor

2/9/00
Date

RECEIVED ENVIRONMENTAL MANAGEMENT OFFICE
2000 FEB 14 PM 1:50

Ms. Shelley Norton
U.S. Fish and Wildlife Service
9549 Koger Boulevard, Suite 111
St. Petersburg, FL 33702

RE: WPI Seg. No.255099 1/ FAP No. F-321-1(4)
SR 39, from I-4 to US 301, Hillsborough and Pasco Counties

Dear Ms. Norton:

The Florida Department of Transportation coordinated with the US Fish and Wildlife Service regarding the proposed improvements for the above noted corridor in November of 1995. The study was put on hold after the Department received concurrence from the Service in January of 1996. An addendum has been prepared to address the changes that have occurred during this time frame. A copy of the original report and correspondence has been included with this request for your review.

In order to fulfill the requirements of the National Environmental Policy Act (NEPA) process, the Department solicits comments from federal, state, and local agencies. All comments received by the Department will be addressed in the support documents and made available at the public hearing during the public involvement phase.

This proposed project has been evaluated for impacts on federally protected threatened and endangered species. Based on the results of the literature review and field surveys conducted, the Department has concluded that no federally listed threatened or endangered species will be affected by the proposed improvements. Furthermore, the proposed project is not located in an area designated as Critical Habitat by the U.S. Department of Interior. Therefore, the Department on behalf of the Federal Highway Administration, has determined that the proposed actions will have "No Effect" on any federally protected threatened or endangered species.

If your office concurs with this determination, please respond to the Department in writing at your earliest convenience. If your agency would like a site review or any additional information, please feel free to call me at (813) 975-6457.

Sincerely,

Todd Mecklenborg
Biologist

APPENDIX F

MPO/Plant City Letter

ALP —
File 7113335.07

Metropolitan Planning Organization

May 18, 1993

Mr. Steven O. Smith
Mayor
City of Plant City
P. O. Box C
Plant City, FL 33564

Dear Mayor Smith:

Re: Proposed Alexander Street Bypass

Thank you for your recent letter of April 29, 1993 concerning the proposed extension of Alexander Street through the area north of the Interstate-4.

I understand from your letter that the Shiloh Community that is impacted by the proposed alignment would like the road moved to the west at least 100 yards to the westerly point in the proposed alignment and that if this is done, the redesign would partially relieve some of the concerns regarding noise and traffic.

As you know, this road is an important part of being able to relieve traffic congestion on SR 39 which traverses the heart of the city of Plant City. The Hillsborough County MPO, city of Plant City, and the Florida Department of Transportation have been discussing ways of avoiding reconstruction of SR 39 within the center of the city to protect neighborhoods, prevent the need to relocate grave sites and to minimize impacts on other important features of the city. This Bypass was determined in our *2010 Long Range Transportation Plan* to be something that should be studied.

The Florida Department of Transportation has studied several alignments for the Alexander Street Bypass which were presented at a public workshop on February 18, 1993. Since then, the Department has received public input, including concerns from the Shiloh Community.

The Florida Department of Transportation has met with the Shiloh Community to hear their concerns and discuss a possible new alternative that would move the Alexander Street Bypass approximately 206 feet (68 yards) to the west of the proposed alignment. (An alignment more westerly than this increases wetland impacts and is not cost feasible.) The Department has analyzed this new alternative alignment and have the following conclusions:

Hillsborough County
Metropolitan Planning Organization
201 E. Kennedy, Suite 600
Tampa, Florida 33602-5117
813/272-5940
FAX NO: 813/272-6258

1. The new alternative minimizes the number of relocations in the Shiloh Community, but increases the total number of relocations by three residences compared to the rural section alternatives presented at the workshop (the neighborhood to the north of Shiloh would be impacted).

2. The new alternative would approximately double the amount of wetland acreage impacted.

3. The new alternative is more costly by approximately $1 million. This is due to design standards which would require a curb and gutter urban roadway section just north of Interstate-4, and increased right-of-way mitigation costs.

There are several issues that affect the alignment of this roadway. I have suggested and scheduled a meeting with you, the Florida Department of Transportation, and the Plant City Manager to further discuss this issue and available options that best serve the city of Plant City. **The meeting will take place on Thursday, May 27, 1993 at 9:30 AM in Plant City City Hall.**

Should you have any questions or need additional information, please call me at 272-5940.

Sincerely,

Thomas L. Thomson, PE, AICP
Executive Director

cc: Nettie Draughon
Bill McDaniel
Mike Coleman

APPENDIX G

Hillsborough County ELAPP Letter

7113335. HC 15

HILLSBOROUGH COUNTY

Florida

Office of the County Administrator
Daniel A. Kleman

BOARD OF COUNTY COMMISSIONERS
Dottie Berger
Joe Chillura
Chris Hart
Jim Norman
Jan Platt
Thomas Scott
Ed Turanchik

Deputy County Administrator
Patricia Bean

Assistant County Administrators
Edwin Hunzeker
Jimmie Keel

July 31, 1997

RECEIVED
97 AUG -4 PM 1:16

Todd Mecklenborg
Florida Department of Transportation, M.S. 7-500
11202 McKinley Drive, M.S. 7-500
Tampa, Florida 33612-6403

RE: Weiss Property-Blackwater Creek Preserve

Dear Mr. Mecklenborg:

Attached is a copy of the survey for the Weiss property. Please be advised that the majority of this site is restricted by a Grant Award Agreement with the Florida Communities Trust (FCT) but our nomination to FCT did disclose that there was a plan to widen SR 39.

Please advise if you need additional information on this project.

Sincerely,

Kurt G. Gremley
ELAPP Acquisition Manager
(813) 272-5810
(813) 272-5597 FAX

Enclosure
cc: Peter Fowler, Manager, Parks and Recreation Department

G:\ELAPP\BWC2.DIR\DOT.TM1