

Federal Highway Administration  
Region Four

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FILE # 259

ADMINISTRATIVE ACTION  
FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation  
Federal Highway Administration  
and  
Florida Department of Transportation

State Project Numbers 10340-1501 & 1502  
Federal Aid Project Numbers M-1870-(2) & F-208-1(1)  
Work Program Item Numbers 1113197 & 1113257  
State Road 574 (Buffalo Avenue) from  
S.R. 599 to C.R. 574  
Hillsborough County, Florida

The proposed action includes the multi-laning of Buffalo Avenue including geometric improvements at major intersections and the provision of an interchange at S.R. 43 (U.S. 301).

Submitted pursuant to 42 U.S.C. 4332(2)(c) and 23 U.S.C. 128

Date

4/5/85

P. E. Carpenter  
Division Administrator  
Federal Highway Administration

The 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 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 content of the attached environmental assessment.

*[Handwritten signature]*

April 5, 1985

HEC-FL

RECEIVED

APR 8 1985

Division of Preconstruction and Design  
Florida Department of Transportation  
Tallahassee, Florida

Attention: Mr. J. C. Kraft

Gentlemen:

Subject: Florida - Project Nos. M-1870(2) & F-208-1(1)  
State Nos. 10340-1501 & 10340-1502  
Hillsborough County  
Finding of No Significant Impact

We have reviewed the Environmental Assessment (EA) and Finding of No Significant Impact for the subject projects which you submitted in compliance with the requirements of the National Environmental Policy Act of 1969 and 23 CFR 771.

We have reviewed the EA and Public Hearing Transcript and are familiar with the proposed improvement and project sites. We find that the construction of these projects will have no significant adverse impact on the quality of the human environment. Therefore, the Finding of No Significant Impact is considered appropriate and is adopted.

Since these projects have been developed following the guidelines of the Action Plan, your request for location and design approval is also approved.

Two signed copies of the Finding of No Significant Impact are returned.

Sincerely yours,

P. E. Carpenter

P. E. Carpenter  
Division Administrator

Enclosures

April 5, 1985

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Enclosures

The attached environmental assessment was approved for public availability by FHWA on September 5, 1984. The proposed action involves S.R. 574 (Buffalo Avenue) from of 40th Street (S.R. 599) in Tampa, Florida, to C.R. 574 in Manqo, Florida, a distance of approximately seven (7) miles. Proposed improvements involve the multi-laning of Buffalo Avenue, including geometric improvements at major intersections, an interchange at S.R. 43 (U.S. 301), and an additional bridge crossing the Tampa Bypass Canal. The purpose of this proposed action is to provide a transportation facility capable of providing improved levels of service for the present and future traffic volumes anticipated to occur within the study location.

Bicycle traffic will be accommodated through the use of wide curb lanes on both sides of the project. The provision of bikeways in this project is in compliance with requests from the city of Tampa and the local Bike Path Advisory Committee. In addition, the design feature is the result of Florida Department of Transportation (FDOT) policy which warrants the consideration of bicycle facilities for roadway sections lying within urbanized areas.

The proposed action will have a minor community impact. Twenty businesses, eighteen residences and two non-profit organizations would be displaced by this project. It is anticipated that all residential displacees and most displaced businesses and non-profit organizations would be able to relocate within their respective neighborhood study areas, if they so desire. Accessibility to public facilities for area residents should be improved and emergency service response times minimized.

No Section 4(f) properties, as defined by the Department of Transportation Act, will be affected by this project.

One property, as defined by Section 106 of the National Historic Preservation Act, would be adversely impacted as a result of this

project. As mitigation for this impact, a Memorandum of Agreement has been executed by the Advisory Council on Historic Preservation, State Historic Preservation Officer (SHPO), Florida Department of Transportation (FDOT), and Federal Highway Administration (FHWA) which provides for mitigative measures to minimize the adverse effect. This archeological resource is important chiefly for the information it contains and has minimal value for the preservation in place. Therefore, Section 4(f) of the Department of Transportation Act does not apply. The Memorandum of Agreement is appended for reference.

The probable unavoidable environmental effects of the proposed action will be minimal. Measures to minimize harm have been considered where necessary to control adverse environmental effects.

Based upon various worst case assumptions, a graphical Screening Test indicates that the proposed action will not have a significant impact on air quality.

In terms of noise impacts, only one site would have an exterior noise level increase of more than 5 dBA. However, usage of the building at this site is limited to indoor activities. The site was found to remain below FHWA interior design noise levels. As a result the noise level increases at this location are acceptable. The proposed project would also result in violations of FHWA design noise levels at four sites which include twenty-one residences, and range from one to four dBAs. An analysis of noise mitigation options was prepared in association with these violations, addressing traffic management, changes in proposed alignment, land use control, zoning controls, and vegetation and structural barriers. It was concluded that land use controls offered the only practical measure to reduce these potentially adverse noise impacts. Without land use controls these violations would be unavoidable.

The impacts of the proposed project on surface water quality of the site environs will essentially be limited to the effects of erosion during construction. These effects will be minimized by

strict adherence to the Florida Department of Transportation Standard Specifications for Road and Bridge Construction. In addition, the Best Management Practices will be used during the construction phase for erosion control and water quality consideration.

Because the proposed action will not displace any habitat, or adversely impact any waterways, it will not have a significant impact upon fish and wildlife species. Since no threatened or endangered species of wildlife were observed in the study area, and because no habitats will be disrupted, the effect of the proposed project on species of special concern is considered negligible.

In accordance with Executive Order 11990, "Protection of Wetlands", wetlands were given special consideration during the development and evaluation of alternatives. There are no practicable alternatives to the proposed action which would avoid impacting wetlands. The proposed action would unavoidably remove approximately 7.17 acres of wetlands vegetation. All practicable measures will be taken to minimize harm to wetland areas.

Pursuant to Executive Order 11988, "Floodplain Management" the proposed action was determined to be within the base floodplain. Impacts associated with the encroachment have been evaluated and determined to be minimal. Therefore, the proposed action will not constitute a significant encroachment.

The proposed action was determined to be consistent with Florida's Coastal Zone Management Program.

A Community Involvement Program was conducted in accordance with Council on Environmental Quality regulations, Federal Highway Administration regulations, and Florida Statutes during the course of the study. In addition, a public hearing was held on October 30, 1984.

In light of these considerations and in consultation with the Florida Department of Transportation, the Federal Highway Administration has found that the proposed action constitutes a Federal Action which will not significantly affect the quality of the human or natural environment. ✓ The finding has been substantiated by an in-depth analysis of the anticipated social, economic and environmental impacts of the proposed transportation improvement.

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## I. DESCRIPTION OF THE PROPOSED ACTION

It is proposed that approximately seven (7) miles of State Road 574 (Buffalo Avenue) be multi-laned from the vicinity of 40th Street (S.R. 599) in Tampa, Florida, to the vicinity of County Road 579 in Mango, Florida (Figure 1). Within these general limits the proposed action is to construct an ultimate six-lane roadway to replace the existing two-lane facility. General design features associated with the proposed action include: multi-laning, urban design roadway sections, operational improvements at major intersections, a grade separated interchange at U.S. 301, an additional bridge crossing the Tampa Bypass Canal, additional through lanes on Buffalo Avenue through the I-75 interchange, and vehicular circulation and access considerations.

The proposed six-laning of Buffalo Avenue within the general limits described above excludes that section of Buffalo Avenue through the I-4 interchange. Design concepts for this section will be developed in the ongoing High Occupancy Vehicle (HOV) study for I-4 and will be compatible with the improvements proposed herein.

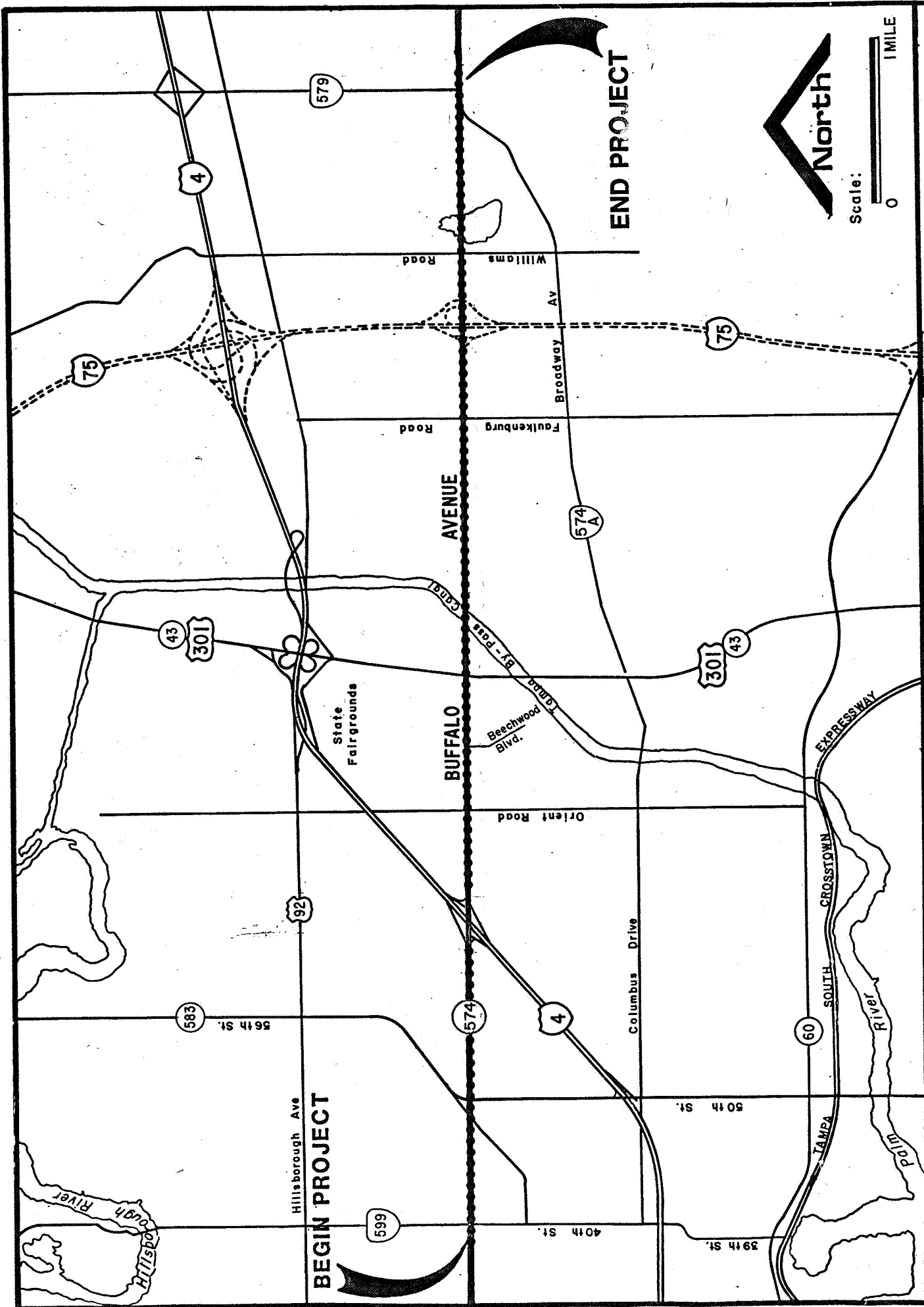


FIGURE 1 - PROJECT LOCATION

STATE ROAD NO. 574

## II. NEED

### PLANNING BASIS FOR THE PROPOSED ACTION

The Federal Aid Highway Act of 1962 requires an ongoing transportation planning process in urbanized areas in order to receive federal funds for transportation improvements. Pursuant to this Act, which calls for a continuing, cooperative, comprehensive transportation planning process, Hillsborough County has completed the Tampa Urban Area Transportation Study (TUATS).<sup>1</sup> This study is periodically reevaluated to determine future travel demands in the County, and to develop highway and transit improvements that will satisfy this demand. The most recent TUATS reevaluation is the Tampa Urban Area Transportation Study Year 2000 Plan which indicates a need for a six-lane arterial for Buffalo Avenue. The proposed action is consistent with the adopted transportation plan.

In addition to the above, an interstate bypass around the City of Tampa is under construction in the project area. Based on previous studies,<sup>2</sup> the proposed interstate construction (Interstate 75) will include a major interchange at S.R. 574 to provide a major east/west interstate connector for the Tampa Urban Area.

### TRANSPORTATION DEMANDS

The existing facility is a two-lane rural roadway generally lacking shoulders and located adjacent to deep ditches in some areas. The existing right-of-way width within the project limits ranges from 50 to 60 feet. Review of the most recent operational rating for S.R. 574 within the project limits indicates that about 94 percent of the total length of the roadway is operationally deficient.

Traffic counts for 1983 indicate volumes along Buffalo Avenue ranged from approximately 9,000 vehicles per day just west of C.R. 574-A to about 15,300 vehicles per day between I-4 and U.S. 301. Transportation forecasts dated October 2, 1981, as derived from network TM Y00 A5 of TUATS, estimate that these volumes will more than double by the year 1990 assuming no major capacity increases are provided on parallel road facilities (Figure 2). Conversely, if the ultimate street system identified in the urban area transportation study is implemented, traffic diverted to these facilities would reduce the 1990 traffic volumes to 1983 levels. However, even with the ultimate street system in place, significant increases in traffic volumes to over 60,000 vehicles per day are projected for portions of Buffalo Avenue by the year 2007.

Comparison of 1981 volumes to generalized roadway capacities indicates the immediate need for four-laning east of I-4. The section west of I-4 needs to be four-laned by about 1990 and the entire facility six-laned prior to the year 2007.

Capacity analyses of the major intersections indicate the need for lane additions and geometric improvements. Most of the intersections along Buffalo Avenue are currently operating at Level of Service "E" (capacity) during the PM peak hour and would rapidly reach forced flow conditions without improvement.

The need for bicycle facilities along Buffalo Avenue was evaluated. Review of the State Transportation Plan, Bicycle Element and local plans indicates no designations for Buffalo Avenue. However, the City of Tampa and the local Bike Path Advisory Committee have recommended that bicycle lanes be constructed on both sides of the project, based on demonstrated use and safety reasons. Moreover, FDOT policy states that roadway sections lying within urbanized areas warrant bicycle facility consideration.

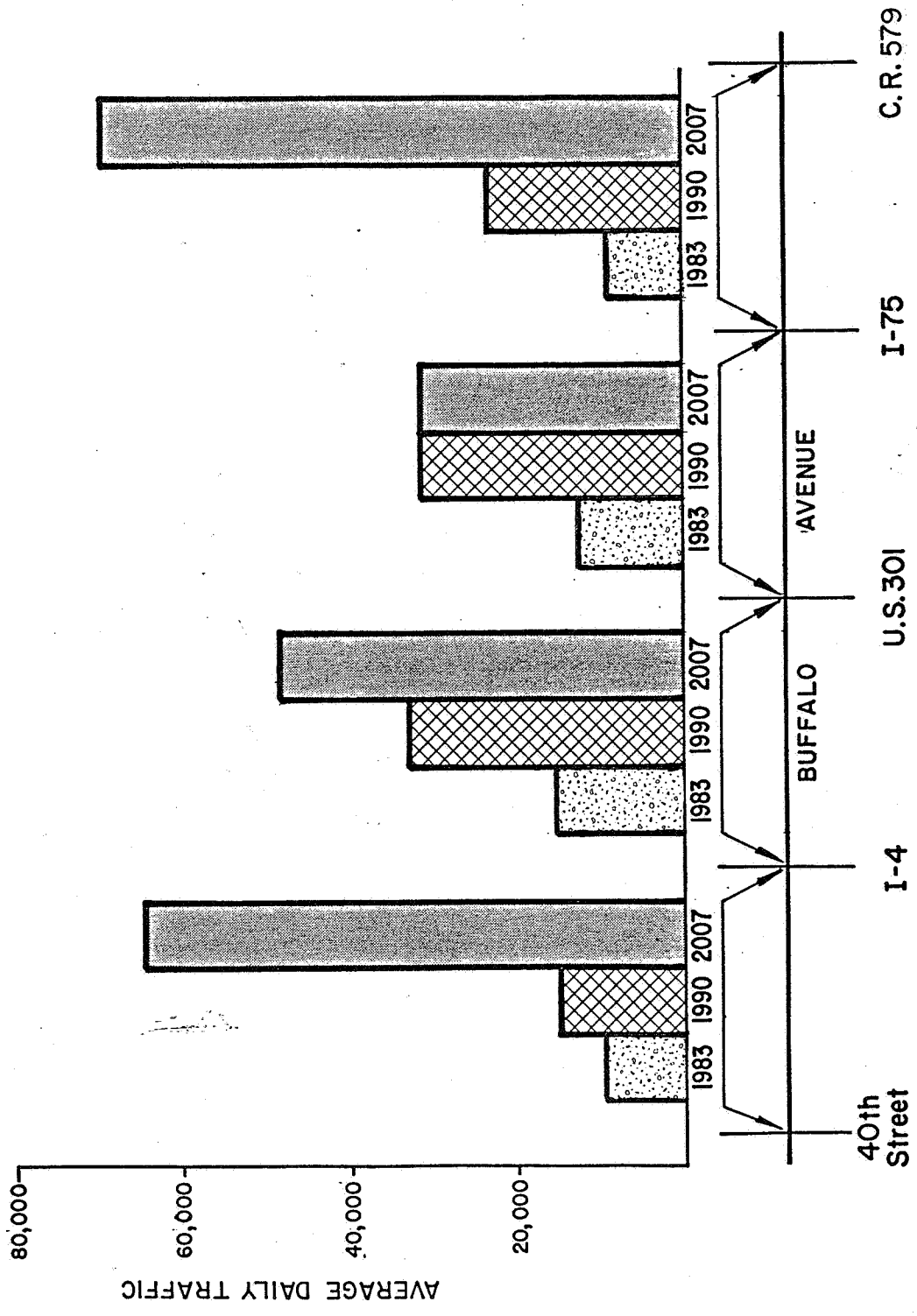


FIGURE 2  
PROJECTED TRAFFIC DEMANDS

STATE ROAD NO. 574

## SYSTEM LINKAGE

Buffalo Avenue, an Urban Minor Arterial on the Federal Aid Urban System west of U.S. 301 and on the Federal Aid Primary System east of U.S. 301, is a major east/west arterial in eastern Hillsborough County. Approximately 1.5 miles east of U.S. 301 it intersects with I-75, which is currently under construction in the project area. In addition to I-75, Buffalo Avenue also connects to the following major arterials within the project limits:

<u>Route</u>	<u>Classification</u>	<u>System</u>
S.R. 599 (40th St.)	Urban Principal Arterial	Federal Aid Primary
S.R. 583 (50th St.)	Urban Minor Arterial	Federal Aid Urban
Interstate 4	Urban Interstate	Federal Aid Interstate
Orient Road	Urban Collector	Federal Aid Urban
S.R. 43 (U.S. 301)	Urban Principal Arterial	Federal Aid Primary
C.R. 574-A (Broadway Ave.)	Urban Collector	Federal Aid Urban
C.R. 579	Urban Collector	Federal Aid Urban

Parallel, continuous east/west facilities in the vicinity of Buffalo Avenue include: Hillsborough Avenue (U.S. 92), Interstate 4 and Broadway Avenue (C.R. 574-A).

Buffalo Avenue, by connecting major roadways and by providing continuous east/west service, forms an integral part of the roadway network in eastern Hillsborough County.

## SOCIO-ECONOMIC DEMANDS

The large transportation demand forecast for Buffalo Avenue is reinforced by demographic and planning statistics for Hillsborough County. These statistics point to the fact that Hillsborough



County is, and will continue to be, a fast growing area. Specific trends are as follows:

- From 1970 to 1980 the population of Hillsborough County increased by approximately 29 percent, while the number of housing units increased by approximately 54 percent.<sup>3</sup>
- Between 1980 and the year 2000 the population of Hillsborough County is projected to increase by approximately 63 percent.<sup>3</sup>

Buffalo Avenue serves an area of eastern Hillsborough County that is rapidly developing and the completion of Interstate 75 is anticipated to reinforce this trend. The growth of the area over the last decade has been broad based including large and small traffic generators and attractors such as major industrial parks, the Florida State Fairgrounds, and large housing and commercial developments. With the increasing number of residents and employers in this part of the County has come increased traffic congestion.

#### SAFETY

Traffic accident data as recorded between 1980 and 1982 on S.R. 574 was compared to accident statistics for similar roadways throughout the state.

There were approximately 250 accidents reported during this three year period. The major contributing factors were careless driving (24%) and failure to yield right-of-way (20%). The accident modes were predominantly rear end collisions (34%), left turn collisions (14%), and two vehicle angle collisions (14%). Statistical accident data for the three year period is summarized in Table 1.

TABLE 1 - ACCIDENT DATA AS RECORDED BETWEEN 1980 AND 1982

Accidents .....	250
Fatalities .....	1
Injuries .....	169
Property Damages .....	154

$$\frac{\text{Actual Accidents } 250}{\text{*Expected Accidents } 175} = 1.4$$

\*Based on State Average Accident Rate for similar type facilities.

The ratio of the accident rate for the existing facility to the statewide average for similar type facilities was 1.4, or the actual roadway accident experience is about 40 percent above the statewide average for the same type of roadway. If no improvements are made to the existing facility, projected traffic increases will result in greater driver hesitation, slower speeds, and a continued high accident rate is anticipated.

#### EMERGENCY SERVICE

Buffalo Avenue is used on a regular basis by emergency service vehicles. The Hillsborough County Division of Emergency Medical Services uses the road approximately 40 times per month from a sub-station located along Buffalo Avenue just east of the Bypass Canal. Multi-laning will improve the level of service and will permit reduced emergency response times to be achieved along the corridor.

Buffalo Avenue is not a designated emergency evacuation route.

### III. ALTERNATIVES CONSIDERED

#### NO-PROJECT ALTERNATIVES

The following section presents the various alternatives that were considered to avoid, minimize or postpone the widening of Buffalo Avenue within the project limits.

##### No-Build Alternate

A substantially large transportation demand along S.R. 574 in the study area can be currently observed and is projected to significantly increase over the next several years. Traffic demands in the project corridor are estimated to be a maximum of about 41,000 vehicles per day by 1997 and about 69,000 by the year 2007. If the existing two-lane facility is not upgraded, this traffic demand would have to be served by parallel facilities. If this traffic cannot be diverted to parallel facilities, the traffic service on the existing streets in the project corridor will rapidly reach forced flow conditions. Congestion would increase travel times for motorists, resulting in increased fuel consumption, higher levels of air pollutants, and greater delays for emergency vehicles.

Conversely, if the project is not constructed, there would be no displacement of families or businesses, no wetland impacts would occur, construction impacts would not occur, right-of-way would not have to be acquired, funds would not have to be expended, and the view of the road would remain constant. However, these seemingly beneficial attributes of not implementing the proposed action would only be at the expense of increased adverse impacts resulting from compensating road improvements at other locations.

## Postponing the Action

Postponing the upgrading of S.R. 574 would, depending on the length of postponement, have impacts similar to the no-build alternate. In addition, development would continue to encroach on the project corridor, increasing problems for future right-of-way acquisition and public acceptance. Possibilities of construction staging in the future would also be reduced.

Postponing the action may also jeopardize the future economic feasibility of the project. Project costs would increase with respect to the time of delay.

## Upgrading the Existing Facility

The existing two-lane roadway could be widened to a high type design with full 12 foot travel lanes, adequate shoulders and geometric improvements at intersections. Capacity would be increased at the intersections and volumes of about 18,000 vehicles per day could be handled on the roadway, but with average overall travel speeds of 15 miles per hour or less.

The advantages of upgrading the existing road include increasing traffic capacity, increasing the roadside recovery areas to conform to current design standards, and no significant visual changes would occur. However, an upgraded roadway would not be able to handle the long range growth of the area. Moreover, with a significantly greater number of vehicles operating at capacity on an improved two-lane roadway, there would be a generally higher level of air pollution than for the no-build alternate, with emergency response times during the peak hours being about the same.

## TRANSIT AS AN ALTERNATIVE MODE

Currently, bus service within the project limits is provided along Buffalo Avenue from Orient Road west by the Hillsborough Area

Regional Transit Authority. During weekdays buses provide service on one-half hour headways with the western destination being the Dale Mabry Campus of Hillsborough Community College and the eastern destination East Lake Square Mall. No expanded service is planned for the project area.

The Tampa Urban Area Transportation Study (TUATS) has identified that by the year 2000, a projected 3.4 percent of the person trips in Hillsborough County will be by mass transit. This projection indicates that transit usage would not be sufficient to serve as an alternative to upgrading and improving S.R. 574.

#### ALTERNATE CORRIDORS

Corridors for Interstate Connectors were evaluated in the Design Engineering Report of I-75 from north of S.R. S-672 to south of S.R. 600 (U.S. 92). At that time the S.R. 574 corridor was chosen as an Interstate Connector and the I-75 Interchange at S.R. 574 is currently under construction based on that design report recommendation.

Upgrading Buffalo Avenue along the existing alignment is the only viable corridor alternative. No other corridors which would serve as an Interstate Connector, are located in proximity to Buffalo Avenue. Alternatively, development of a new corridor would result in significant community and environmental impacts. To divert from the existing corridor, which is generally straight, would result in a greater distance between termini, increased user costs, additional right-of-way requirements and increased construction costs.

#### BUILD ALTERNATIVES

To determine transportation improvements for Buffalo Avenue which will be in the best overall public interest, various improvement

concepts were evaluated. This section discusses the viable build alternative and why various other alternatives were eliminated as non-viable.

### Design Characteristics

The viable "Build" alternative involves upgrading Buffalo Avenue to improve the level of traffic service for the present and future traffic volumes anticipated to occur on the roadway. The following paragraphs present the proposed design characteristics from west to east. The general alignment of the proposed Build Alternative is depicted in Figure 3, and typical cross sections in Figure 4. The alignment depicted in Figure 3 is the result of detailed analyses of alternative alignments which would acquire needed additional right-of-way to the north, south or both sides of the existing right-of-way. The alignment which minimizes impacts and costs is shown in Figure 3.

Between 40th Street and 50th Street, it is proposed that a six-lane roadway be constructed within a minimum right-of-way of 85 feet with a 45 mile per hour design speed. This restricted typical section is necessary to avoid relocation of occupied graves along the north and south sides of the roadway. It would consist of six, eleven-foot lanes, curbs, gutters and sidewalks. At the most restrictive location where cemeteries abut both sides of the roadway, no median or left turn lanes will be provided. While one driveway is located in this restricted section to serve a cemetery along the north side of the roadway, the relatively small volume of traffic utilizing it can be accommodated without a left turn lane. In addition, this entrance is a minor entrance to the cemetery.

To the east and west of this restricted section, additional right-of-way can be acquired without occupied grave relocation but will require the acquisition of some unoccupied grave sites. In these areas the roadway will widen to include six twelve-foot lanes, and

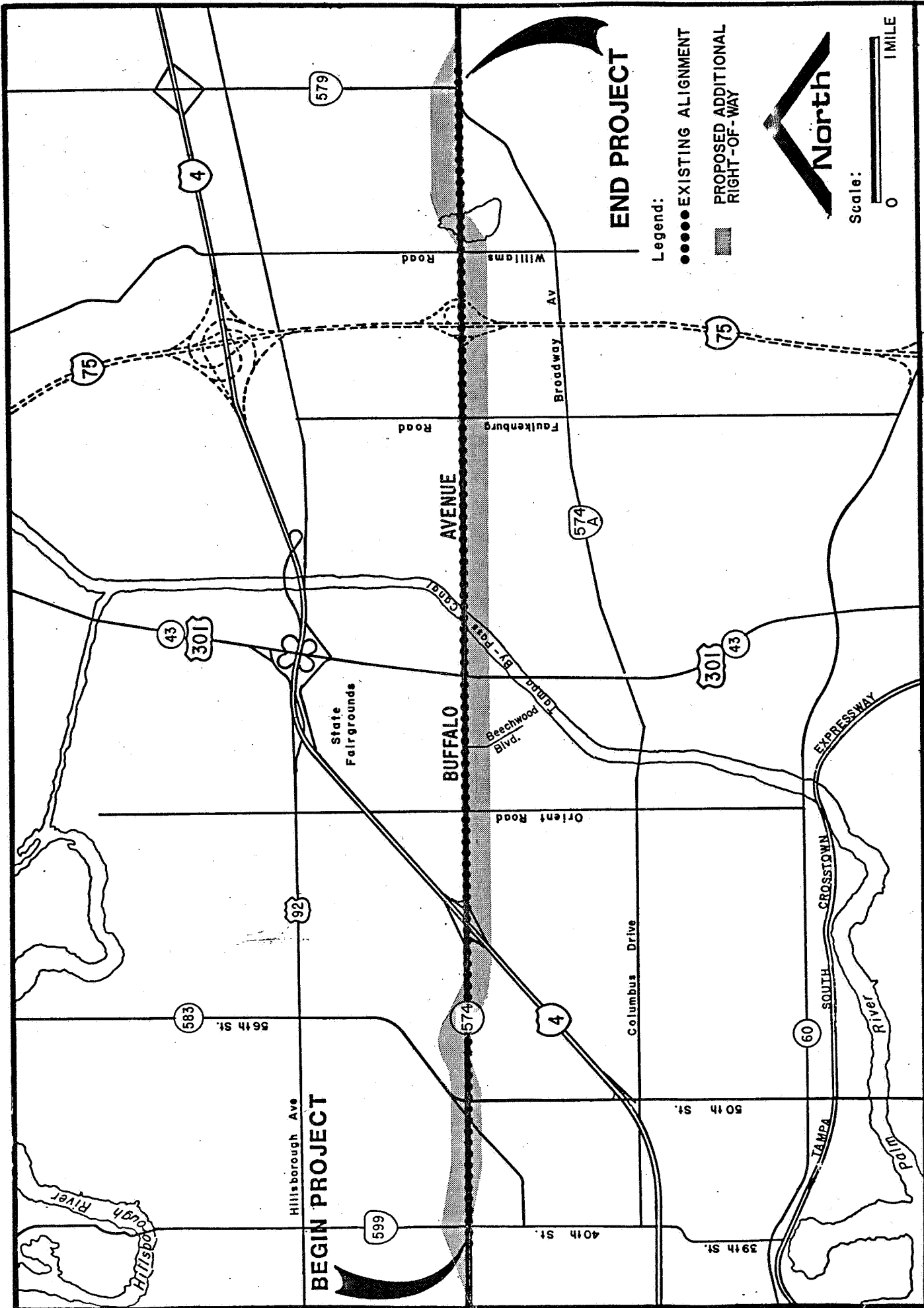
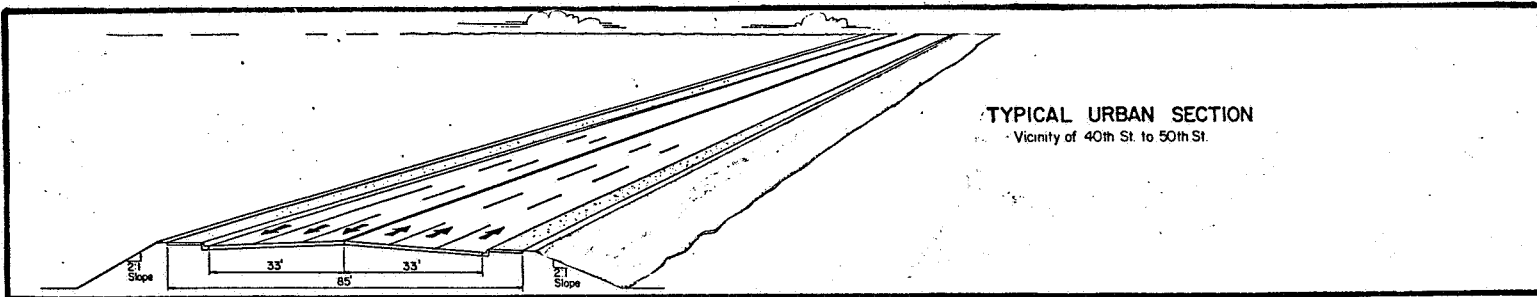
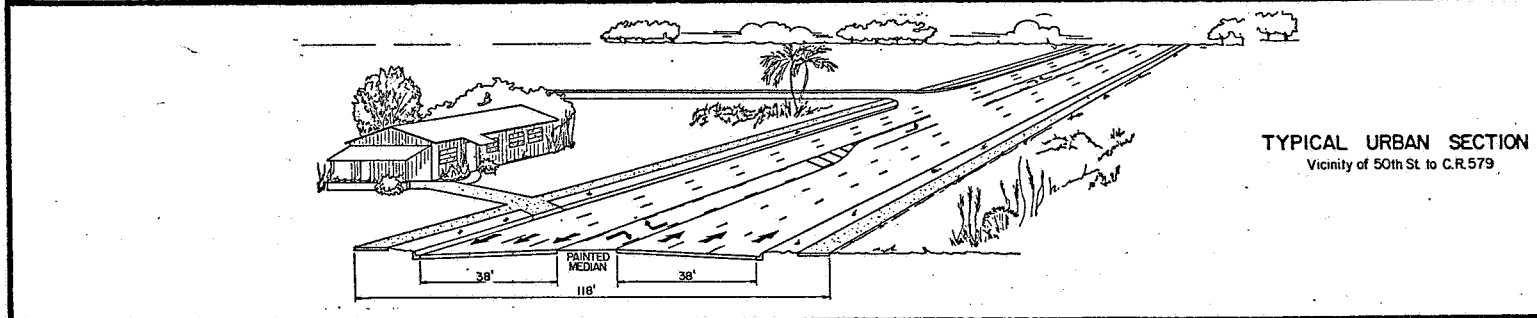


FIGURE 3-BUILD ALTERNATIVE

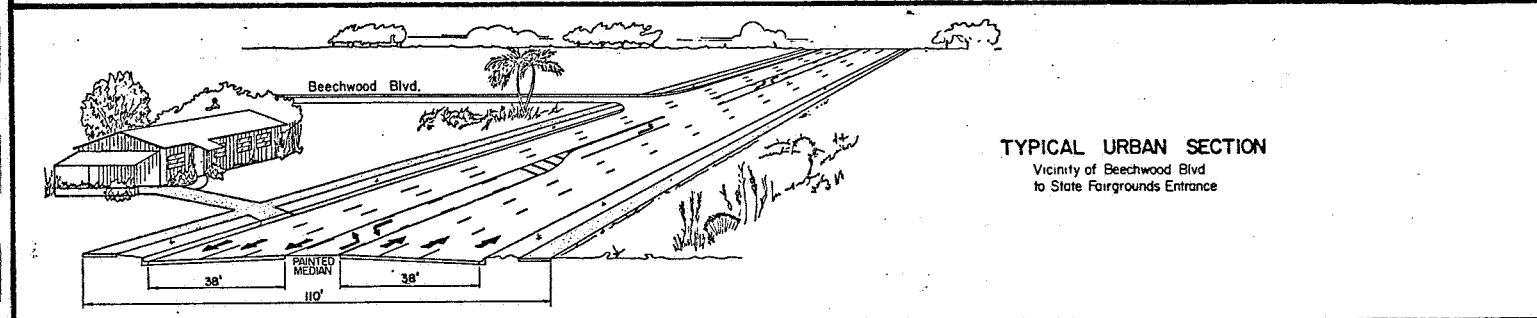
STATE ROAD NO. 574



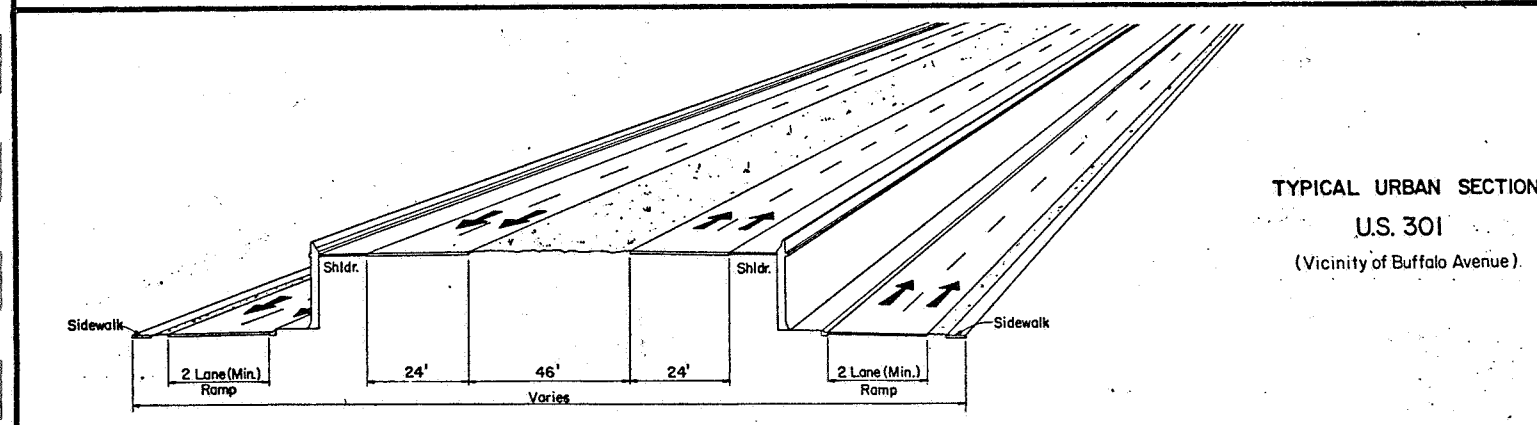
**TYPICAL URBAN SECTION**  
 Vicinity of 40th St. to 50th St.



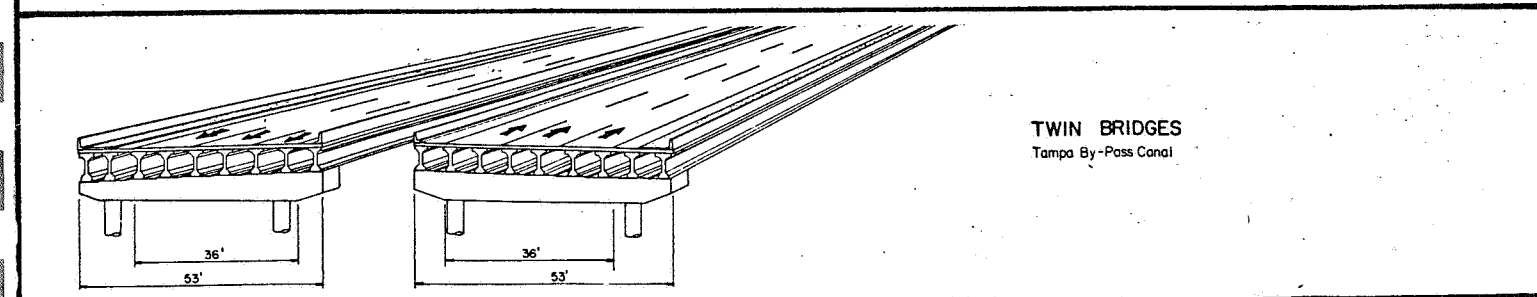
**TYPICAL URBAN SECTION**  
 Vicinity of 50th St. to C.R.579



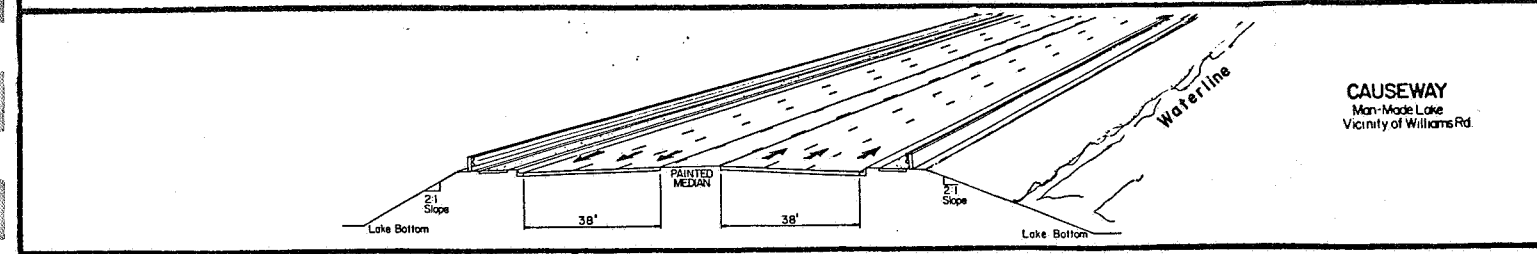
**TYPICAL URBAN SECTION**  
 Vicinity of Beechwood Blvd  
 to State Fairgrounds Entrance



**TYPICAL URBAN SECTION**  
**U.S. 301**  
 (Vicinity of Buffalo Avenue)



**TWIN BRIDGES**  
 Tampa By-Pass Canal



**CAUSEWAY**  
 Man-Made Lake  
 Vicinity of Williams Rd.

STATE ROAD 574

**FIGURE 4**  
**ROADWAY DESIGNS**



a median to allow for left turn lanes at 40th Street and 50th Street.

From the area of 50th Street eastward to the eastern terminus of the project in the vicinity of C.R. 579 a six-lane divided urban roadway would be constructed with a design speed of 40 miles per hour. This roadway section with one exception would consist of four twelve-foot and two fourteen-foot travel lanes, a shared median for left turns, curbs, gutters and sidewalks. The fourteen-foot lanes would be located adjacent to the curb and would jointly accommodate vehicular and bicycle traffic. At the Buffalo Avenue crossing of the Bypass Canal bridge three twelve-foot lanes would be constructed and bicyclists would utilize the shoulder area. The remaining section of roadway from 50th Street eastward would be constructed within approximately 118 feet of right-of-way.

#### Alignment

The proposed project alignment would generally follow the existing Buffalo Avenue alignment. Additional right-of-way, where practicable, would be taken entirely from the north or south of the existing right-of-way depending on the exact location. This will minimize community and environmental impacts, as well as the cost of overall right-of-way acquisition. The required rights-of-way would be taken as much as possible from vacant lands. However, it will be necessary to displace some structures along the 7 mile project because: homes and businesses are located on both sides of the roadway in some areas; there is a need to provide an acceptable roadway design that does not compromise the safety of the facility; and the I-75 interchange dictates a portion of the interstate connector alignment.

#### Intersection Improvements

Within the project limits the proposed viable build alternative includes improvements to the major intersections to improve intersection capacity. Table 2 delineates these improvements.

TABLE 2 - INTERSECTION IMPROVEMENTS (Lane Additions)

INTERSECTION	IMPROVEMENTS
40th Street	An additional, exclusive left-turn lane for each approach. One additional through lane for the east and westbound approaches.
50th Street	An additional, exclusive left-turn lane for the north and southbound approaches. Two exclusive left-turn lanes for the east and westbound approaches. One additional through lane in the north and southbound directions. Two additional through lanes in the east and west directions.
Orient Road	An exclusive left-turn lane in the east and westbound directions, and two exclusive left-turn lanes on the north and southbound approaches. Two additional through lanes on all approaches.
Faulkenburg Road	An exclusive left-turn lane on all approaches. Two additional through lanes in the east and westbound directions.
Williams Road	An exclusive left-turn lane on all approaches. Two additional through lanes on the east and westbound approaches.
C.R. 574-A	This intersection would be relocated one block west to eliminate the existing "Y" intersection. For the Build Alternate, Hewitt Street would be utilized as the south approach of the new "T" intersection. This southbound approach would have an exclusive left and two exclusive right-turn lanes. The east and westbound approaches would have three through lanes and the westbound approach would include two exclusive left-turn lanes.
C.R. 579	Additional left-turn lanes for the north, south and eastbound approaches. Two additional through lanes on the east and westbound approaches.

In addition to the above intersections the viable build alternate also involves improvements to the intersection of Buffalo Avenue and U.S. 301 (S.R. 43). This improvement involves the development of an urban interchange to serve the project traffic demands at this location. This proposed design concept would involve grade separation with U.S. 301 overpassing Buffalo Avenue. To provide access to land uses along U.S. 301 frontage roads would be provided parallel to U.S. 301 with ramps connecting the frontage roads to the mainline. Buffalo Avenue would have signalization at its intersection with the frontage roads.

#### Structural Improvements

Tampa Bypass Canal Bridges - At the Bypass Canal and Buffalo Avenue a new three-lane bridge, similar in design to the existing structure would be provided. This structure would be parallel and south of the existing bridge. In addition, the existing bridge at this location would be widened to accommodate three travel lanes. At the Bypass Canal and U.S. 301 the existing western bridge structure would be widened to accommodate an additional southbound lane. In association with this widening the guard railing on the northbound bridge will be upgraded to current standards.

I-75 Interchange - The I-75 interchange currently under construction at Buffalo Avenue will provide for four lanes on Buffalo Avenue between Faulkenburg Road and Williams Road. When required by traffic demands this section would be widened to six lanes by adding lanes to the outside of the then existing lanes. This action will necessitate the widening of the Buffalo Avenue bridge over I-75 and improvement of ramp geometrics.

Man-Made Lake - Immediately east of Williams Road, where the existing roadway crosses a lake via a causeway, a widened, up-graded causeway is proposed. The typical section is the same as that proposed for the overall corridor with the addition of guard-rails and side slopes.

#### Traffic Service

The build alternative upon completion would improve the level of traffic service at the major intersections from "F" (Forced Flow) to "D" (approaching unstable flow). However, by the year 2007 the major intersections are projected to be at forced flow conditions.

#### Bicycle Considerations

For most of the project length the improvement will include 14 foot wide curb lanes to jointly accommodate vehicular and bicycle traffic. The exception is the area from 40th to 50th Street where existing cemeteries restrict the width of the cross section. For this short segment bicyclists will utilize sidewalks.

#### Staging

The six-lane roadway could initially be constructed as four lanes, with a wide median. The second stage of construction would involve the addition of two lanes to the median, leaving a final 14 foot median.

#### Right-of-Way Requirements

The proposed action would involve the acquisition of approximately 38.6 acres of additional right-of-way.

## Displacements

It is estimated that approximately 18 residences, 20 businesses and 2 non-profit organizations would be displaced by the proposed action.

## Costs

The proposed project would cost an estimated \$37.8 million (1983 dollars) including road and bridge construction (\$29.4 million), right-of-way acquisition (\$5.4 million), engineering and contingencies (\$3.0 million).

## Alternatives Considered But Not Shown

Numerous project alignments and designs were developed during the conduct of the study. In their development, major adverse impacts were identified and documented. Because of these major impacts, the following alternatives were dropped from further consideration.

40th Street to 50th Street - This roadway section is approximately 4100 feet long and is bordered to the north by Myrtle Hill Cemetery, and to the south by the Garden of Memories Cemetery. Right-of-way in this area is typically 50 feet, but established setback lines and unoccupied areas permit limited right-of-way acquisition in the immediate area of 40th Street and in the immediate area of 50th Street. However, approximately mid-way between these two streets, the existence of occupied graves restricts right-of-way width to a maximum of about 85 feet to avoid grave displacement.

To provide a median for this roadway section between 40th Street and 50th Street, a six-lane divided urban roadway within 106 feet of right-of-way was conceptually developed. This typical section would provide an urban six-lane arterial with 12 foot lanes, curb

and gutters, sidewalks, and a 14 foot painted median. This typical section would not have any impact on the graves in the immediate area of 40th Street or in the immediate area of 50th Street. While this alternative would allow left-turns from the median into the cemetery on the north in the restricted area where limited right-of-way exists, there would be approximately 600 grave sites impacted. Moreover, a comparable number of graves would have to be relocated for wider typical sections. Therefore, any design with a continuous median or left turn lane through the cemetery area was discontinued from further analysis.

50th Street to Interstate 4 - This urbanized area is approximately 4500 feet long and is bordered to the north by the Centro Asturiano Cemetery and to the south by single family residential developments. Because of the urban nature of this roadway section, a rural roadway within a 206 foot typical right-of-way would require 9 acres of additional right-of-way and displace approximately 29 additional homes and businesses as compared to an urban design. Therefore, a rural design for this roadway section was not considered for further analysis.

Interstate 4 to U.S. 301 - A rural six-lane divided roadway within 206 feet of right-of-way was considered initially for this 1.3 mile section of roadway. However, it would require an estimated 11 acres of additional right-of-way and the displacement of 17 additional homes and businesses when compared to the 118 foot right-of-way requirements for an urban roadway design. In addition, because of the estimated right-of-way cost, the rural roadway was estimated to cost approximately \$500,000 more than an urban roadway for this same section. Therefore, a rural roadway between Interstate 4 and U.S. 301 was dropped from further consideration. For a short section of Buffalo Avenue in the vicinity of Beechwood Boulevard the 118 foot urban section was reduced to 110 feet to avoid severe right-of-way impacts.

U.S. 301 Interchange - Alternative interchange configurations for the Buffalo Avenue/U.S. 301 intersection were evaluated to select the appropriate transportation improvement for this location. These alternatives included diamond, partial cloverleaf, and urban interchange configurations, which are evaluated and compared to a base condition of an upgraded intersection.

Upgraded Intersection - The existing Buffalo Avenue/U.S. 301 intersection could be upgraded to a high type design. Analysis indicates that this could be accomplished without acquiring additional right-of-way, without displacing any homes or businesses and without Section 4(f) involvement. However, capacity analysis indicates that the intersection would be operating at level of service 'E' (unstable flow, at capacity) in the design year 2007.

Partial Cloverleaf Interchange - The consideration of full cloverleaf designs is restricted by geographical conditions. Consequently, alternative partial cloverleaf design concepts were considered. Results of this study indicate that the most viable partial cloverleaf design concept, while avoiding Section 4(f) lands and providing level of service 'B' (stable flow), would displace approximately 6 residences and 4 businesses, and a total of 35 acres additional right-of-way would be required.

Diamond Interchange - Two diamond interchange preliminary design configurations were subject to detailed analysis: Buffalo Avenue over U.S. 301, and U.S. 301 over Buffalo Avenue. For the Buffalo Avenue over U.S. 301 alternative results indicate that this concept would require about 20 additional acres of right-of-way, displace 2 homes and 6 businesses, involve Section 4(f) lands, and operate at level of service 'D' (approaching unstable flow) in the design year 2007. Alternatively, implementation of the U.S. 301 over

Buffalo Avenue configuration would require approximately 16 additional acres of right-of-way, displace 7 businesses and operate at level of service 'C' (stable flow, acceptable delays).

Urban Interchange - The design concept was also evaluated with either roadway being grade separated. With Buffalo Avenue over U.S. 301 approximately 11 acres of additional right-of-way would be required, 2 homes and 1 business would be displaced, Section 4(f) lands would be involved and the facility would operate at level of service 'C'. Conversely, with U.S. 301 over Buffalo Avenue slightly more than one acre of right-of-way would be required, one business would be displaced and the facility would operate at level of service 'C' in the design year.

Conclusion - Comparative evaluation indicated that the up-graded intersection should be eliminated from further consideration because it would not provide an acceptable level of traffic service. Analysis also indicated that the interchange configuration selected as the viable project alternative should be the urban interchange with U.S. 301 over Buffalo Avenue. This alternative is in the best public interest because it minimizes right-of-way needs and community impacts, avoids Section 4(f) involvement, and would provide an acceptable level of service.

U.S. 301 to C.R. 574-A - This section of roadway is approximately 2.6 miles long with scattered undeveloped lands along the route. Within this section, a six-lane divided rural roadway within 206 feet of right-of-way was initially considered. However, approximately 26 additional acres of right-of-way and an additional 11 homes and businesses would be required for the rural roadway compared to an urban roadway within 118 feet of right-of-way. Moreover, because of the additional cost of structures and right-of-



way, the rural roadway would cost approximately \$500,000 more than an urban roadway for this same section. Therefore, a rural roadway between the area of U.S. 301 and C.R. 574-A was dropped from further consideration.

## IV. IMPACTS

### SOCIAL AND ECONOMIC IMPACTS

#### Existing Land Use

Buffalo Avenue traverses a variety of land use activities including established urban areas as well as suburban transition areas. As depicted in Figure 5, land uses generally include:

40th Street to 50th Street - Cemeteries are located on both the north and south sides of the roadway with several residences located near 40th Street.

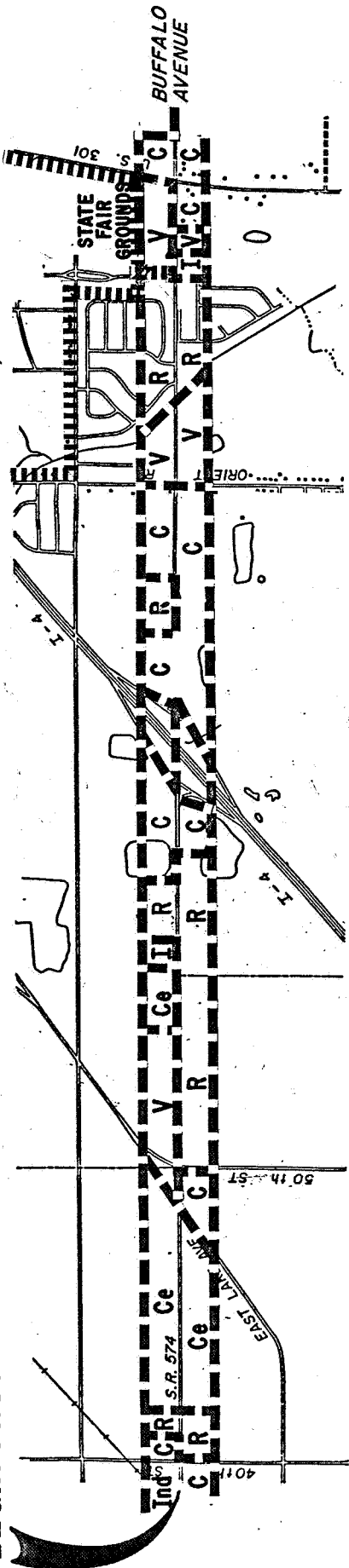
50th Street to Interstate 4 - A large vacant parcel, a cemetery and scattered residences are the predominant uses along the north side of the roadway. Single-family residences occupy most of the land along the south side of the roadway.

Interstate 4 to Orient Road - With the exception of a small isolated residential neighborhood along the north side of the roadway and a tract under development along the south side, this area is predominately commercial, with some industrial uses interspersed.

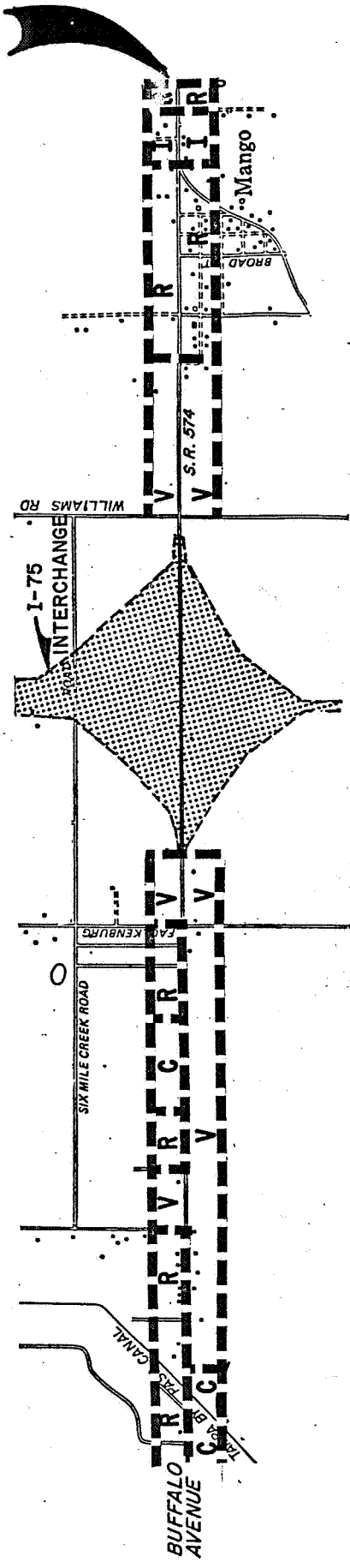
Orient Road to U.S. 301 - The western one-third of this area is vacant, the central one-third residential, and the eastern one-third largely vacant with commercial uses around the U.S. 301 intersection. The Florida State Fairgrounds is located approximately 1,300 feet north of Buffalo Avenue just west of U.S. 301.

U.S. 301 to Interstate 75 - Except for several commercial uses between U.S. 301 and the Tampa Bypass Canal, most of the land immediately along the south side of the roadway is vacant. Land use along the north side of the roadway is characterized by scattered residences, a small subdivision and several commercial uses.

BEGIN PROJECT



END PROJECT



LEGEND:

- R - Residential
- C - Commercial
- Ce - Cemetery
- V - Vacant
- I - Institutional
- Ind - Industrial

FIGURE 5 - LAND USE

STATE ROAD NO. 574

Interstate 75 to C.R. 574-A - Immediately east of I-75, Buffalo Avenue bisects a man-made lake. To the east of the lake the predominant land use is residential with several institutional uses in the vicinity of C.R. 574-A.

#### Future Land Use Patterns

Examination of the approved future land use plans for Hillsborough County and the City of Tampa indicates the land use patterns depicted in Figure 6. With the exception of two areas, these future land use patterns reflect existing patterns. In the vicinity of U.S. 301 land patterns currently commercial are planned as research/corporate park and low-medium density residential. In the area of the I-75 interchange lands presently vacant or in agricultural use are forecast to be developed for industry, offices, commercial uses and residential uses.

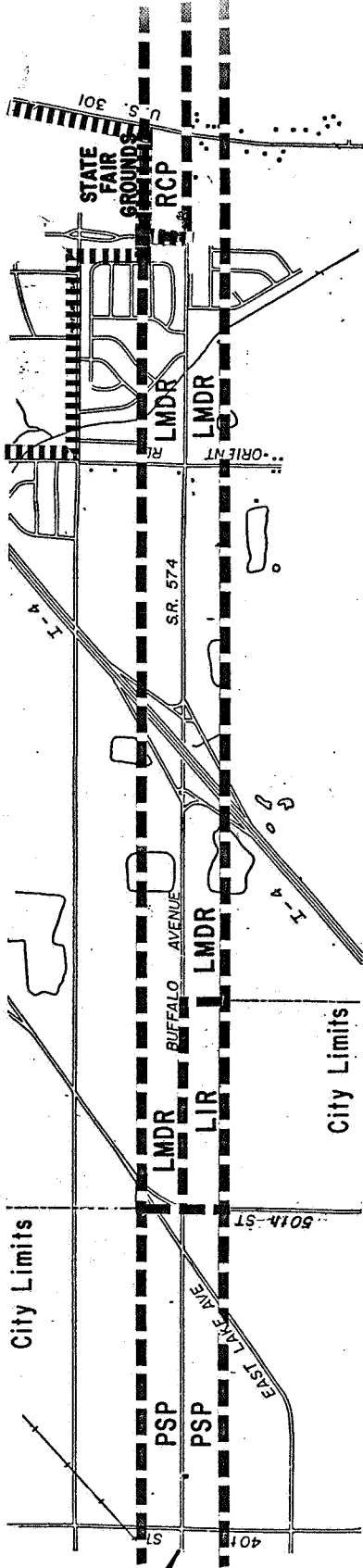
Suburbanization of the project study area has been occurring at a rapid pace and is expected to continue. Implementation of the proposed action would reinforce this trend, as will the construction of I-75 through eastern Hillsborough County.

#### Displacements and Relocation Assistance

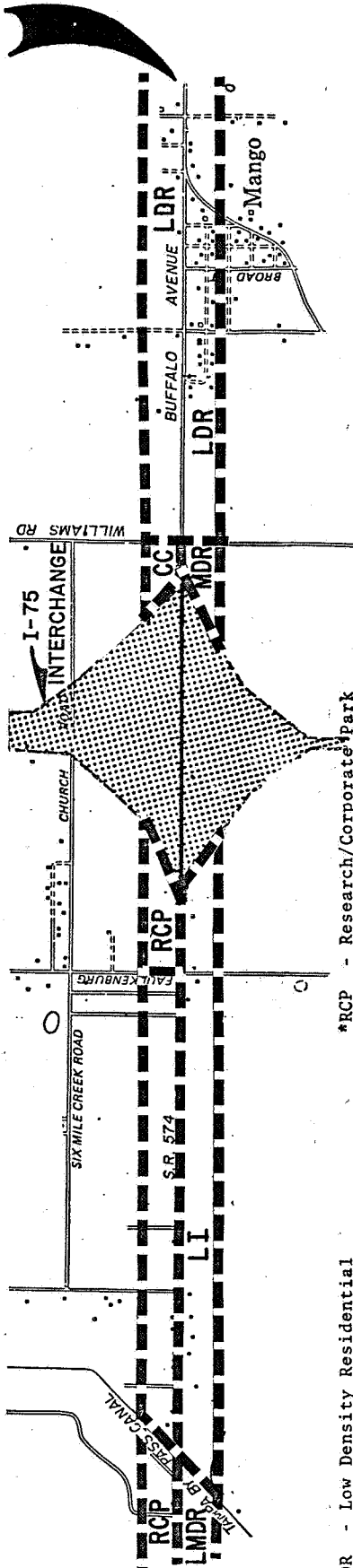
In accordance with Volume 7, Chapter 5, Paragraph 1, of the Federal-Aid Highway Program Manual, the District Right-of-Way Administrator has compiled a report entitled "Conceptual Stage Relocation Plan" for the purpose of determining the number of individuals, families, businesses and non-profit organizations to be relocated. Included in the report is a determination of the probable availability of decent, safe, and sanitary replacement housing. The findings of this report are summarized below.

The project was divided into neighborhood study areas to provide an effective medium for assessing the displacement impact of the project (Figure 7).

**BEGIN PROJECT**



**END PROJECT**



**Legend:**

- \*LDR - Low Density Residential
- \*LMDR - Low-Medium Density Residential
- \*MDR - Medium Density Residential
- \*CC - Community Commercial
- \*RCP - Research/Corporate Park
- \*LI - Light Industrial
- +LIR - Low Intensity Residential
- +PSP - Public/Semi-Public

**Source:**

- \* Hillsborough County Horizon 2000 Plan
- + Tampa Comprehensive Plan 2000

STATE ROAD NO. 574

FIGURE 6 - FUTURE LAND USE PATTERNS

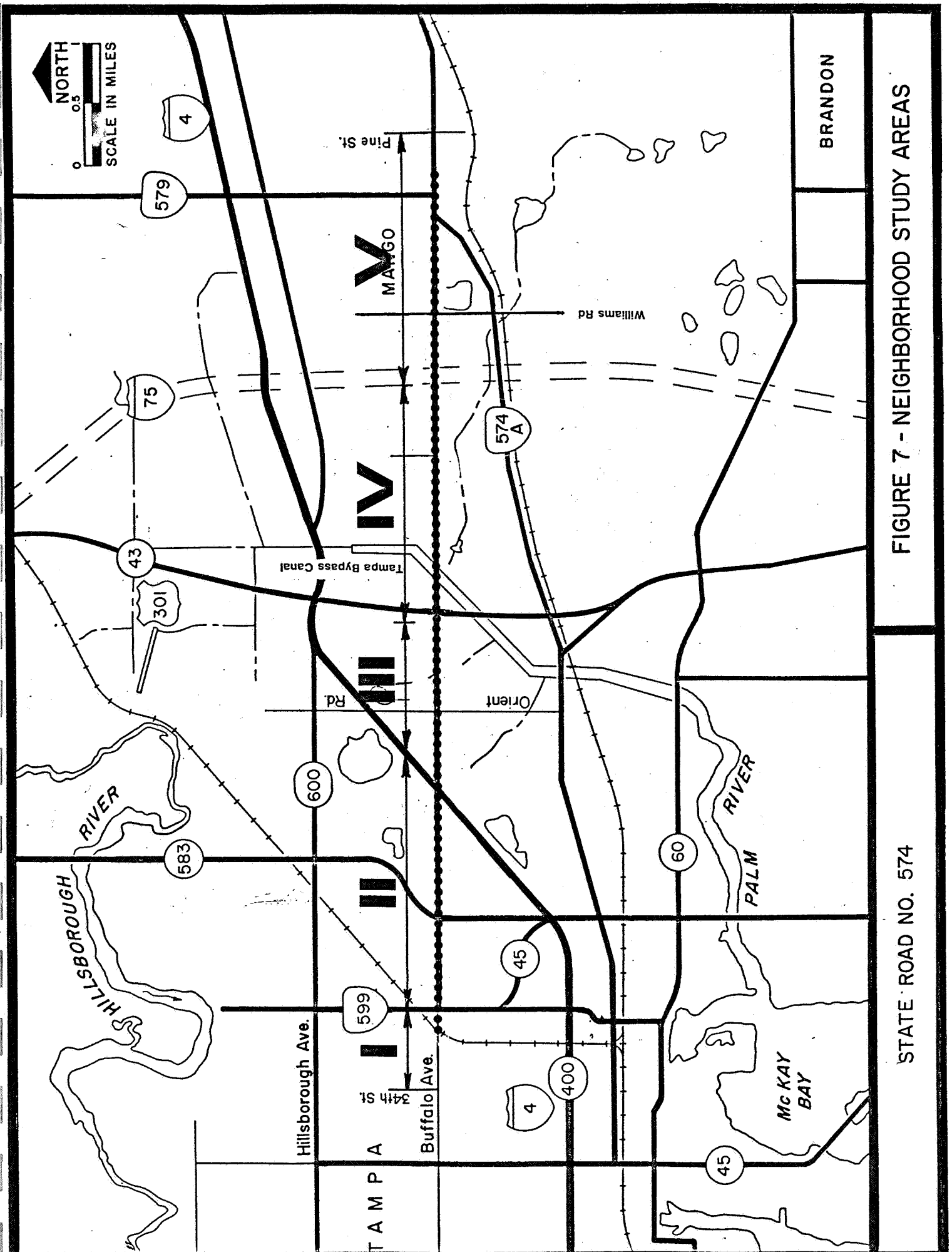


FIGURE 7 - NEIGHBORHOOD STUDY AREAS

STATE ROAD NO. 574

Study Area I is approximately 1 mile in length and runs from 34th Street to east of 40th Street in Tampa. The southern boundary is 26th Avenue and the northern boundary is just north of Chelsea Street. This area is characterized by (1) light industrial/manufacturing activity, (2) wholesale commercial activity versus retail, and (3) minority dominance in residential areas. It does not qualify as a true neighborhood.

Study Area II is 1.4 miles in length and runs from east of 40th Street in Tampa to west of I-4 in Hillsborough County. The southern boundary of this study area is 26th Avenue and the northern boundary is north of Chelsea St. This study area is characterized by (1) single-family residential dominance versus commercial activity, (2) governmental-institutional influences, (3) large undeveloped tracts and (4) lack of true community cohesion.

Study Area III is 1.4 miles in length and runs west of I-4 to the Florida State Fairgrounds entrance. The southern boundary is 29th Avenue and the northern boundary is I-4. This study area is characterized by (1) large subdivisions, (2) sparse commercial development and (3) owner-occupant dominance in residential areas.

Study Area IV is 2.2 miles in length and runs from the Fairgrounds entrance to west of I-75 in Hillsborough County. The southern boundary of this study area is C.R. 574-A and the northern boundary is south of U.S. 92. This study area is characterized by (1) industrial development, (2) expansive mobile home parks, and (3) agricultural/rural influence.

Study Area V is 2.4 miles in length and runs from west of I-75 to Pine St. east of Mango. The southern boundary is the SCL Railroad and the northern boundary is Old Hillsborough Avenue. This study area is characterized by (1) rural/agricultural influence, (2) high-density residential development, and (3) limited industrial/manufacturing activity.

Table 3 indicates the displacement impact of the project by neighborhood study area (NSA). In summary, the project will displace 18 residences, 20 businesses and 2 non-profit organizations.

TABLE 3 - ANTICIPATED DISPLACEMENT BY STUDY AREA

NSA	RESIDENTIAL OWNERS	RESIDENTIAL TENANTS	BUSINESS-RENTAL	BUSINESS-OTHER	NON-PROFIT
I	2	0	0	0	1
II	2	2	2	2	1
III	0	1	1	3	0
IV	4	4	2	4	0
V	3	0	1	5	0
TOTALS	11	7	6	14	2

These eighteen (18) anticipated residential displacements amount to 0.4% of all residential units in the project study area, 0.4% of all owner-occupants and 0.6% of all tenants. Of the forty-three (43) persons surveyed, only ten (10) or 23% were 62 years of age or older and were spread out among six (6) of the eighteen (18) families to be displaced. The average age of the acquired structures was twenty-six (26) years and there were an average of 2.4 persons per household. Only one (1) family to be displaced had five members or more; 6% of total. Average monthly income in the households is \$856 and ranged from \$400.00 to \$1,400.00. Nine (9) or 21% of all persons displaced were school age children. There were four (4) handicapped persons out of 43 or 9% of the total persons to be displaced and each was located in a different family. None are recipients of special health care or assistance at this time which might be provided by social or health services.



There were four (4) potential Last Resort Housing situations encountered in the eighteen families surveyed. Three are owners and based on (1) available resources asking prices and (2) the age, construction and state of repair of the subject dwelling, the estimated difference between the appraised value and replacement value would exceed the \$15,000 statutory limitation in Replacement Housing Payments. New construction (reproduction cost) could be a more economic alternative. The tenant is a potential last resort displacee because the current rent is far less than normal market rents in the area. There is no reason to anticipate a necessity for construction of replacement dwellings as a Rent Supplement in excess of the \$4,000 maximum would secure comparable replacement housing. The twenty (20) anticipated business displacements represent 10% of all businesses inventoried in the project study area. Of these 20 businesses, four (4) were retail operations and there was one (1) wholesale operation, 20% and 5% of total, respectively. Another six (6) businesses deal with the rental of real estate; 30% of total. Four (4) displaced businesses deal in the sale of food products and three (3) deal in automobile parts, fuel or services. There were no minority-owned businesses nor did any serve a minority clientele. The average number of employees was 12.5 per business and highest number of employees at any one business was eight-five (85).

There are two (2) non-profit organizations to be displaced. One is a minority-oriented church and one is a governmental unit.

During the survey process, data was collected and analyzed to determine the resource needs of each potential displacee. An inventory of displacee needs was compiled to determine the type and quantity of housing that would be necessary to accomplish a successful relocation of all displacees. At that time the market was searched for the availability of sufficient resources to accomplish this purpose. Comparable replacement housing for each

family was located using the following resources; local realtors, newspapers and publications, MLS, owner sales, bulletin boards and office resource files. Because of the abundance of resources for both owners and tenants, this is a partial list of what is available at this time; enough to show that existing housing resources are more than adequate. There are ample comparable replacement housing resources (at least four) for each of the families in either Tampa, Brandon, Seffner, Riverview, Clair-Mel or Plant City. These replacement sites are equal to or superior to the surveyed residences in terms of community facilities, environmental quality, aesthetic appeal and property value. No condominium resources were sought since none were being displaced; however, condominium sales are plentiful in the Tampa-Brandon area. With such a small number of tenants being displaced, seasonal population influx will not be a factor during this project. New construction in established subdivisions is underway in the study areas and all residential displacees could relocate within their respective study areas if they chose to.

The 20 displaced businesses were also surveyed to obtain information as to their replacement site needs. As a result no unusual circumstances were observed which would prevent the relocation of any of these establishments.

It is anticipated that approximately 3 of the 20 businesses will build at their replacement site. Many vacant commercial sites to which these businesses can move are available along U.S. 301, S.R. 60, U.S. 41, Orient Road and Buffalo Ave. In addition, Sabal Industrial park has frontage along Buffalo and U.S. 301 with space available.

Many existing commercial buildings for both purchase and rent are available which can be used for a wide variety of activities. This list includes auto repair shops, gas stations, grocery stores, office space, and other retail stores of various types.

An abundant supply of income property exists, especially for multi-family residential property. It is felt that all displaced businesses and non-profit organizations should be able to relocate within Tampa or eastern Hillsborough County if they so desire. Most should be able to remain within their respective study area if they so desire.

In order to minimize the unavoidable affects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right-of-Way Acquisition and Relocation Assistance Program in accordance with Florida Statutes, Chapter 339.09(5). The uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) establishes guidelines by which these programs are administered. In addition, this project has been developed consistent with Title VI of the Civil Rights Act of 1964.

The Department of Transportation provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, 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.

At least one relocation agent is assigned to each highway project to carry out the relocation assistance and payments program. A relocation agent 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.

Financial assistance is available to the eligible owner-occupant to (a) make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available dwelling on the private market, (b) provide reimbursement of expenses such as legal fees and other closing costs incurred in buying a replace-

ment dwelling or in selling the acquired property to the Department of Transportation; and (c) make payment for an 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 \$15,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$4,000 to rent a replacement dwelling or room, or to use as a down payment, (including closing costs) on the purchase of a replacement dwelling.

An individual, family, business, farm operation, or non-profit organization is entitled to payment for actual, reasonable moving expenses for a distance or not more than 50 miles, in most cases, provided that he meets the eligibility requirements for an initial or subsequent occupant and the property is subsequently acquired by the Department.

No persons 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 that the affected person has either by himself obtained and had the right of possession of replacement housing, or that the Department of Transportation has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

Coming Your Way is a brochure which describes in detail the Right-of-Way Acquisition Program. The Relocation Assistance and Payments program is outlined in the Your Relocation brochure. These booklets are distributed at all public hearings and are made available upon request to any interested persons.

## Community Impact

Potential impacts to community cohesion along S.R. 574 are minimal. The proposed action will generally follow the existing roadway alignment and will generally provide improved access to the communities located along it. While the proposed action will result in a wider roadway carrying increased traffic volumes, it will not serve as a barrier to established communities and neighborhoods. The only school crosswalk located in the study area is at S.R. 574 and C.R. 574-A. Approximately ten students use this crossing twice a day according to school officials.

No major shopping centers, hospitals, schools or civic/recreation facilities are being disturbed by the project. No major area businesses, in terms of employees or gross profits, will be displaced. No minority-owned businesses are being displaced neither are any with minority clientele. Four of eighteen families to be displaced (22%) are composed entirely of retirees, which lessens the disruption in terms of employment and locational considerations.

## Public Services and Facilities

The upgrading of S.R. 574 would provide a facility capable of maintaining improved traffic service. Accessibility to public facilities for area residents should be improved, and emergency service response time minimized. Correspondence with local law enforcement and fire departments indicates that the proposed improvement would be very beneficial to the performance of their respective public services.

Public services, facilities and institutions located along Buffalo Avenue within the project limits include (Figure 8):

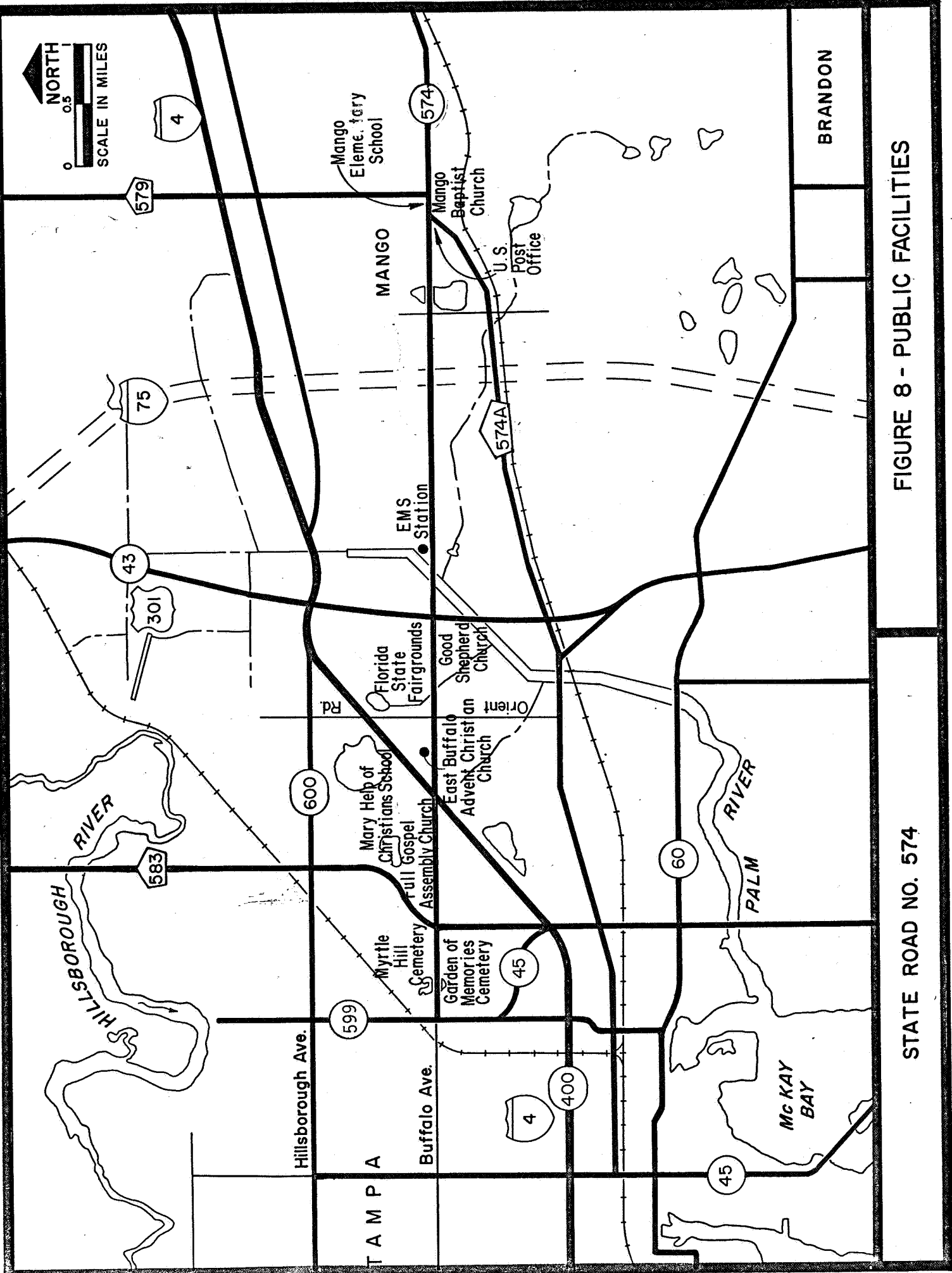


FIGURE 8 - PUBLIC FACILITIES

STATE ROAD NO. 574

<u>Facility</u>	<u>Location</u>
Emergency Medical Services Substation	Buffalo Avenue & Bypass Canal
Mango Elementary School	Buffalo Avenue & C.R. 579
Florida State Fairgrounds	Buffalo Avenue & U.S. 301
Full Gospel Assembly Church	Buffalo Avenue & 56th Street
Good Shepard Baptist Church	Buffalo Avenue near U.S. 301
East Buffalo Advent Christian Church	Buffalo Avenue near I-4
First Baptist Church of Mango	Buffalo Avenue near C.R. 579
U.S. Post Office	Buffalo Avenue near C.R. 574-A

### Utilities

The project area is served by numerous utilities which are generally located within, or cross the existing S.R. 574 right-of-way. Where utility conflicts exist with the proposed transportation improvement, normal utility relocation will be required. The cost of utility relocation within public rights-of-way is the burden of the utility owner. Coordination with area utility companies indicates the following installations in the project area:

- The City of Tampa's Heights pure water plant and distribution system is located northwest of Faulkenburg Road and S.R. 574.
- An eight-inch water main crosses S.R. 574 north/south along Williams Road and a twelve-inch water main crosses S.R. 574 at Lakewood Drive.
- General Telephone Company has extensive buried and aerial cables along both the north and south sides of S.R. 574 for the entire project length.
- High voltage aerial transmission lines within approximately 200 feet of right-of-way cross S.R. 574 approximately 600 feet west of the Tampa Bypass Canal.

- A 24-inch sanitary sewer line runs along the south side of S.R. 574 approximately 150 feet eastward from 42nd Street, then crosses S.R. 574 running north.
- An 8-inch sanitary sewer running north/south along 40th Street crosses S.R. 574 with a manhole at the intersection, from which there is an 8-inch sanitary sewer running west along S.R. 574 to 38th Street.
- A 12-inch sanitary sewer force main crosses Buffalo Avenue at Orient Road.
- The Tampa Electric Company has a 69 KV transmission line along the north side of S.R. 574 between 56th Street and Lakewood Drive, and a 13,200 V main distribution feeder along the north side of the roadway the entire length of the project.
- A 16-inch water line is currently under construction from the vicinity of the State Fairgrounds to Faulkenburg Road.

Coordination with utility companies will continue through the design stage.

#### Economic Impact

The economic impact of the proposed action must be considered in light of the construction of I-75. In isolation of this fact, the economic impact on the region would be minimal, the primary economic impact being the provision of a stronger link between suburban communities and the City of Tampa. However, the increased accessibility afforded the study area by both the proposed action and I-75 could:

- Accelerate the transition of the area from rural to urban/suburban;



- Increase commercial development along S.R. 574; and
- Increase the potential for industrial development in the area.

To the extent that materials, labor and service are purchased locally, construction of the proposed action will have a minor positive impact on the local economy.

### CULTURAL RESOURCE IMPACTS

#### Historic and Archeologic Resources

A cultural resources assessment, including background research and a field survey coordinated with the Florida State Historic Preservation Officer (SHPO), was performed for the project. Although no architectural or historic resources were encountered, six (6) archaeological sites were located during the assessment on October 28, 1983. The Federal Highway Administration, in consultation with the SHPO, determined that four of the sites, 8Hi477, 516, 517 and 1079, did not satisfy the National Register of Historic Places criteria of eligibility because of their lack of integrity. The four sites had been altered by private development.

A fifth site, 8Hi476, was found to be within the right-of-way of Interstate 75, as opposed to that of the project. Determined eligible for listing on the National Register of Historic Places, impacts to the site had been mitigated previously by means of archaeological excavation. On November 30, 1983, the FHWA requested the Keeper of the Register to determine the eligibility of the sixth site, 8Hi515, for inclusion on the National Register of Historic Places. The Keeper determined on January 20, 1984 that 8Hi515 is eligible for inclusion on the National Register.

On February 8, 1984, representatives of the Federal Highway Administration and Florida Department of Transportation met with the State Historic Preservation Officer to discuss the project's

effect on 8Hi515. As a result of this meeting, the SHPO and FHWA concluded that the project would have an adverse effect. It was further concluded that all prudent and feasible alternatives had been considered, and therefore it was necessary to adversely impact the site since every effort had been made to consider its avoidance. Based upon this meeting, a Memorandum of Agreement (see Appendix) was developed. The MOA has been approved by the SHPO, FDOT, FHWA and the Advisory Council on Historic Preservation. The MOA contains the following stipulations to mitigate any adverse effects: Archaeological testing (Phase II) will be conducted prior to construction and in accordance with "Recovery of Scientific, Prehistoric, Historic, and Archaeological Data: Methods, Standards, and Reporting Requirements" (36 CFR Part 66). The SHPO will be provided with the results of the Phase II investigations. The FHWA, SHPO and the Florida Department of Transportation will then determine if the Phase II investigations are sufficient to mitigate the adverse effects to 8Hi515. If all parties agree that data recovery through Phase II investigations was not sufficient archaeological salvage (Phase III) will be undertaken. This work will be supervised by an archaeologist meeting the professional qualifications for supervisory archeologist set forth in 36 CFR Part 66, Appendix C, "Professional Qualification." The work will be of a level to mitigate adverse effects to the archaeological resources, upon satisfying the provisions of 36 CFR Part 800.

#### Parks and Recreation Areas

In accordance with Section 4(f) of the Department of Transportation Act of 1966, the proposed action has been evaluated for potential impact to public parks, recreation areas, or wildlife and waterfowl refuges. The only site along the project length which is considered Section 4(f) lands is a driveway serving the Florida State Fairgrounds. No property will be taken from the fairgrounds.

which is located approximately 1,300 feet north of Buffalo Avenue, nor will it otherwise be adversely impacted. Further, the driveway connecting the fairgrounds will not be impacted as needed additional right-of-way will be acquired on the opposite side of the roadway. Therefore, the proposed project will not use property from the Florida State Fairgrounds. The Federal Highway Administration has determined Section 4(f) does not apply.

#### NATURAL RESOURCE IMPACTS

##### Biologic Communities

Historically, the land along the existing State Road 574 once supported a variety of wildlife habitat with hardwood forests being the dominant association. However, in recent years, increased agricultural and suburban development pressures have resulted in significant modification of natural vegetation.

Most of the original biotic communities have been significantly altered to accommodate increasing agricultural and suburban development pressures. Aside from the roadside rural communities, and improved pasture lands, the remnants of mature mixed hardwood forest and associated bottomland hardwood swamp comprise the dominant biotic communities. Dominant understory vegetation consists of wax myrtle (Myrica cerifera), Carolina willow (Salix caroliniana) and a variety of smaller shrubs and vines. Other communities encountered consist of non-forested freshwater marsh, and isolated patches of remnant pine flatwoods. The least common wetland community encountered was cypress swamp. Exotic species such as the cajeput-tree (Melaleuca quinquenervia) have been introduced

in institutionalized areas and Australian pine (Casuarina equisetifolia) has colonized some areas near man-made lakes which were formerly occupied by native vegetation.

The most common wildlife species observed include: raccoon (Procyon lotor), armadillo (Dasypus novemcinctus), eastern gray squirrel (Sciurus carolinensis), marsh rabbit (Sylvilagus palustris), Florida snapping turtle (Chelydra serpentina osceola), green anole (Anolis carolinensis), ground skunk (Leiolopisma laterale), southern toad (Bufo terrestris), green treefrog (Hyla cinerea) and southern leopard frog (Rana sphenoccephala). Urban type avian, including starlings (Sturnus vulgaris), mocking birds (Mimus polyglottos), cardinals (Cardinalis cardinalis), grackles (Quiscalus quiscula), red-winged blackbirds (Agelaius phoeniceus) and the common crow (Corvus brachyrhynchos) were the most commonly observed birds. Other avian observed include the cattle egret (Bubulcus ibis), great egret (Casmerodius albus), white ibis (Eudocimus albus), and anhinga (Anhinga anhinga).

Construction of the proposed action, since it will utilize primarily existing roadway alignments, will have minimal impact on biologic communities. Short-term construction impacts on vegetation may include the effects of increased erosion and fugitive dust. However, the amount of erosion/siltation should be minimal due to the relatively flat topography and small amounts of land area that will be cleared for rights-of-way. The construction area will also be prepared for revegetation and reseeded using methods approved by the Florida Department of Transportation and the Federal Highway Administration. Therefore, erosion and fugitive dust problems are expected to be short duration and minor significance.

#### Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, impacts on wetland areas have been carefully considered in planning for the proposed roadway. Water related sensitive areas will experience construction impacts where existing facilities are altered and filling occurs.

A total of eleven wetland areas along S.R. 574 were identified and investigated. The locations of these sites are shown in Figure 9. Field investigations were limited to the immediate project vicinity within 300 feet of the centerline of the existing right-of-way. Only two sites could be considered navigable waterways: the Tampa Bypass Canal (Site No. 6) and the fifty (50) acre man-made lake (Site No. 9) near Mango, Florida. The following sections describe the location and characteristics of each wetland area.

Site No. 1 - This palustrine wetland is located between 1200 feet and 1800 feet east of S.R. 585-A (40th Street) along both the north and south sides of S.R. 574 and consists of Class V-A non-tidal waters. The wetland areas serve as water retention ponds for the Myrtle Hill and Garden of Memories cemeteries. There are no control structures or outlets and the roadway has recently been reconstructed to prevent it from becoming inundated during rainfall. The total area of the two retention ponds is approximately 6.8 acres.

Common species at Site No. 1 include an overstory of Carolina willow (Salix caroliniana), an understory of Virginia willow (Itea virginia) and ground cover of cattails (Typha latifolia). Common species at the site are Cajeput-tree (Melaleuca quinquenervia), southern bayberry (Myrica cerifera), water pennywort (Hydrocotyle bonariensis) and maidencane (Panicum hemitomon).

Site No. 2 - This wetland is located in the southeast quadrant of the I-4 interchange at Buffalo Avenue. The palustrine system consists of Class V-A non-tidal waters which flow southeast and ultimately discharge into the Tampa Bypass Canal. Approximate width of the channel is 12 feet and the average depth is estimated to be 2 feet.

At Site No. 2 in-stream vegetation is alligator weed (Alternanthera philoxeroides), water pennywort, maidencane, cattail and

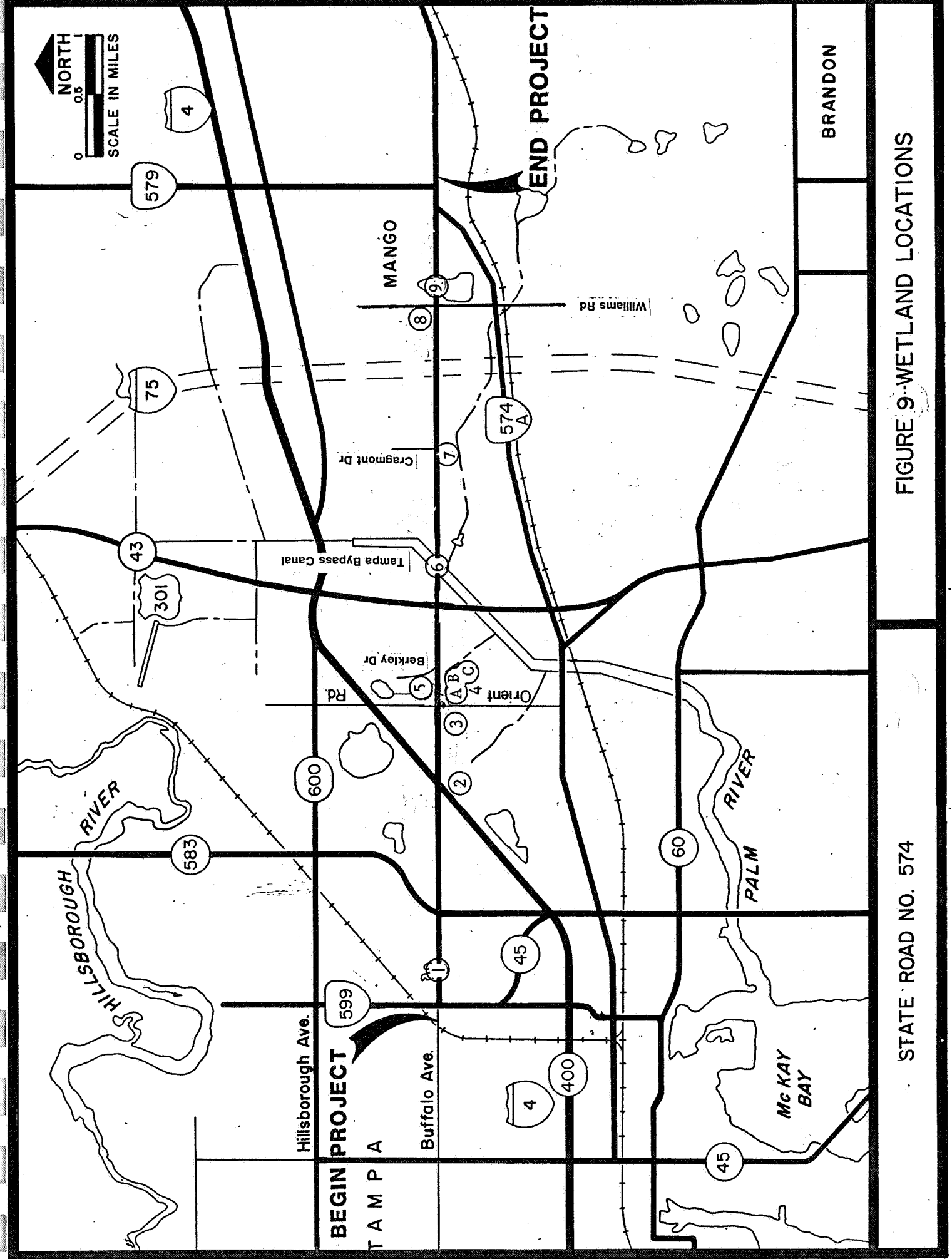


FIGURE 9 WETLAND LOCATIONS

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pickerel-weed (Pontederia lanceolata). The common groundcover in the vicinity of the stream is goldenrod (Solidago fistulosa).

Site No. 3 - This small palustrine wetland is located in the southwest quadrant of the intersection of S.R. 574 and Orient Road. The wetland area consists of Class V-A waters with no outlets or control structures. It serves as a stormwater retention pond for a service station. The wetland is approximately 120 feet wide, encompassing an area of approximately 0.1 acre, and has an average depth of approximately one foot.

Site No. 3 is a cattail/maidencane pond. Other species observed included alligator weed, water pennywort, soft rush (Juncus effusus) water lettuce (Pistia stratiotes) and pickerel-weed.

Site No. 4A - This palustrine system is located along the south side of S.R. 574 beginning 250 feet east of Orient Road and continuing eastward for approximately 700 feet. This wetland area is classified as a mixed hardwood swamp which drains eastward to the Lake Lee Drainage Canal. Average width of the wetland area is approximately 900 feet, and encompasses approximately 5.3 acres. Average depth of water is estimated to be one foot. There are no known control structures or outlets.

Dominant species at Site 4A include an overstory of myrtle oak (Quercus myrtifolia) and an understory of southern bayberry. Common species at the site include red maple (Acer rubrum), swamp bay (Magnolia virginiana), red mulberry (Morus rubra) and laurel oak (Quercus laurifolia).

Site No. 4B - This wetland is located approximately 700 feet to 1100 feet east of Orient Road along the south side of S.R. 574 and is classified as a mixed forest swamp (palustrine). The area drains eastward along the southern right-of-way line to the Lake Lee Drainage Canal. Total width is approximately 400 feet and the

wetland area encompasses approximately 0.6 acre. There are no control structures.

The predominant species at Site 4B is red maple, while common species include soft rush, maidencane and bracken fern (Pteridium aquilinum).

Site No. 4C - This palustrine wetland area is located approximately 50 feet to 200 feet west of the Lake Lee Drainage Canal along the south side of S.R. 574 and is classified as a non-forested freshwater marsh. Drainage is to the east to the Lake Lee Drainage Canal. The wetland area encompasses approximately 0.2 acre with an average water depth of 4 to 6 inches. Control structures consist of eight-inch rip-rap energy dissipators in the bottom of the southern right-of-way line. Discharge is into the Lake Lee Drainage Canal.

In-stream vegetation at Site 4C consists predominantly of water pennywort. Other common species observed at the site included soft rush, maidencane, and switchgrass (Panicum virgatum).

Site No. 5 - Located approximately 1200 feet east of Orient Road and 175 feet west of Berkley Drive, this wetland is locally known as the Lake Lee Drainage Canal. A palustrine system wetland consists of Class V-A waters which flow to the southeast and ultimately discharge into the Tampa Bypass Canal. Structures on the north and south side of S.R. 574 consist of skewed double 48-inch concrete pipes, 40 foot by 9 foot rip-rap endwalls with energy dissipators in the bottom of the south side drainage ditch. Channel width is approximately 30 feet with a 15 foot bottom width. Average depth is estimated to be two feet.

In-stream vegetation at Site 5 includes predominantly alligator weed, water hyssop, water pennywort and water lettuce. Other predominant species are maidencane and switchgrass.



Site No. 6 - This site is located 1500 feet east of U.S. 301 and is locally known as the Tampa Bypass Canal. This riverine system is Class III-A waters which may be tidally influenced to some degree. Width of the channel is approximately 800 feet and depth of water is approximately 11 feet. Flow is to the southwest. Structures consist of a two-lane concrete bridge, approximately 750 feet long and 50 feet wide.

The dominant aquatic vegetation at Site 6 is water hyacinth (Eichhornia crassipes), while the banks are dominated by primrose willow (Ludwigia peruviana). Lesser occurring species include mayweed (Anthemis cotula), water lettuce and goldenrod.

Site No. 7 - This palustrine wetland is located approximately 50 feet west of Cragmont Drive and consists of drainage ditches which discharge into a mixed forest swamp. The wetland area encompasses approximately 0.4 acre. Average depth of water is estimated to be one foot and flow is to the south. Structures consist of a 24 foot by 6 foot double, straight endwall concrete culvert and 4 foot concrete pipes on both the north and south sides of S.R. 574. An east/west drainage ditch on the north side discharges to the south through the culvert into the mixed forest swamp.

Dominant species at the site include red maple, myrtle oak, water oak, (Quercus nigra) and pond cypress (Taxodium ascendens), with in-stream vegetation consisting primarily of alligator weed.

Site No. 8 - This palustrine wetland is located in the northwest quadrant of the intersection of Williams Road and S.R. 574. The wetland area is a lake (0.3 acre) surrounded by a non-forested freshwater marsh. The area is approximately 250 feet in width along the northern right-of-way line and encompasses approximately 4.5 acres. Average depth of water is estimated to be 18 inches. There are no known control structures or outlets.

Dominant species at Site No. 8 include southern bayberry and maidencane. Lesser occurring species include Virginia willow,

fetter bush (Lyonia lucida), Southern elder berry (Sambucus simpsonii), black haw (Viburnum obvatum), pepper vine (Ampelopsis arborea), soft rush, primrose willow and switchgrass.

Site No. 9 - This wetland is located along S.R. 574 approximately 500 feet east of Williams Road. This man-made lake (lacustrine system) consists of Class III waters and is approximately 1000 feet wide encompassing an area of approximately 50 acres. Depth of water is unknown, but is estimated to be approximately five feet based on review of topographic mapping. The lake is surrounded by approximately 30 acres of freshwater marsh and wet prairie.

The dominant species at Site No. 9 include an overstory of laurel oak, an understory of Virginia willow and groundcover of sawgrass (Cladium jamaicense). Predominant in-stream vegetation is cat-tails.

Certain wetland areas (or portions thereof) will be directly impacted by the proposed action. These impacts are summarized in Table 4.

TABLE 4 - SUMMARY OF WETLAND IMPACTS

<u>Site No.</u>	<u>Wetland Impact (acres)</u>	<u>Estimated Fill (Cubic Yards)</u>
1	0.31	500
2	--	--
3	0.16	1,300
4A	1.19	11,600
4B	0.53	4,300
4C	0.05	1,250
5	0.06	500
6	0.08	--
7	0.19	1,550
8	--	--
9	<u>4.60</u>	<u>106,500</u>
Total	7.17	127,500

Although eleven (11) wetland areas have been identified in the vicinity of the S.R. 574 corridor, only nine (9) wetland areas will be directly affected by the proposed project. These areas include: non-forested, cattail-maidencane marsh located north of S.R. 574 at the Myrtle Hill Cemetery (Site No. 1); the small retention pond in the southwest quadrant of S.R. 574 and Orient Road (Site 3); the hardwood forest, freshwater swamp, mixed forest freshwater swamp and sawgrass marsh located on the south side of S.R. 574 between Orient Road and the Lake Lee Drainage Canal (Site Nos. 4A-4C); the Lake Lee Drainage Canal (Site No. 5) consisting of non-forested freshwater marsh vegetation, the Tampa Bypass Canal (Site No. 6); a small mixed forest swamp along the south side of S.R. 574 (Site No. 7) near Cragmont Drive; and the man-made lake and associated freshwater marsh and lake overflow areas just west of Mango (Site 9). Of these, only Sites 4A, 4B, and 4C still maintain much of their natural character.

Anticipated construction would involve reconstructing existing culverts to extend to the proposed right-of-way lines. Construction of a parallel bridge and widening of the existing bridge is proposed across the Tampa Bypass Canal (Site No. 6) and excavation and fill will be required to widen the causeway east of the I-75 interchange.

Construction would also require excavation and filling for the proposed roadway between the Myrtle Hill Cemetery and the Garden of Memories Cemetery (Site No. 1), in the mixed hardwood swamp east of Orient Road (Site Nos. 4A through 4C), and in the small mixed forest swamp located east of the Tampa Bypass Canal (Site No. 7).

Other associated impacts from construction at wetland sites include sedimentation, leaching and increased turbidity during the construction phase. State regulations require that the contractor take sufficient precautions to prevent runoff of fuels, oils and

other polluting materials into water supplies and surface waters. Erosion control measures implemented during the construction phase will minimize erosion and sediment loads. Upon completion of the project, appropriate vegetation will be cultivated along the right-of-way to ensure stable berms and banks. Impacts at wetland area nine will be minimized by increasing the slope above the waterline from the usual 4:1 or 6:1 to 2:1 to reduce the fill area while constructing gradual slopes below the waterline on either side of the roadway to replace shallow water habitat.

There are no practical alternatives to construction in wetlands. All reasonable measures will be used to reduce harm to wetlands. In no instance will any wetland system be destroyed. Viable systems will remain at all locations even without mitigation, none of which are considered critical wetland systems. Without mitigation reestablishment of many species is expected. No additional mitigation is recommended.

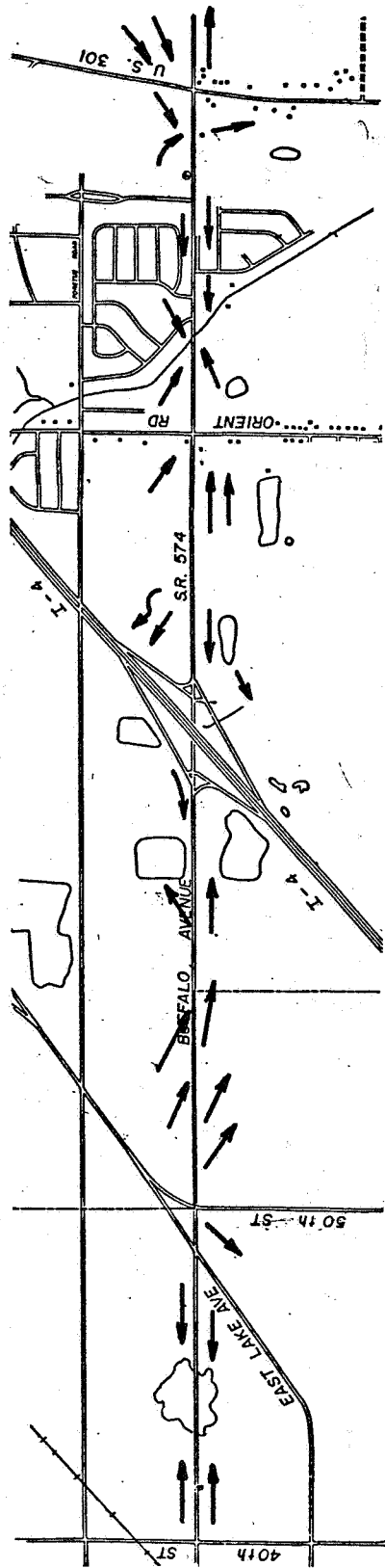
#### Drainage

To determine the potential effects of the proposed action on local hydraulic systems, a preliminary analysis was performed by a drainage engineer. Analysis was performed in sufficient detail to identify existing and potential problems to ensure that the roadway improvement does not create drainage problems.

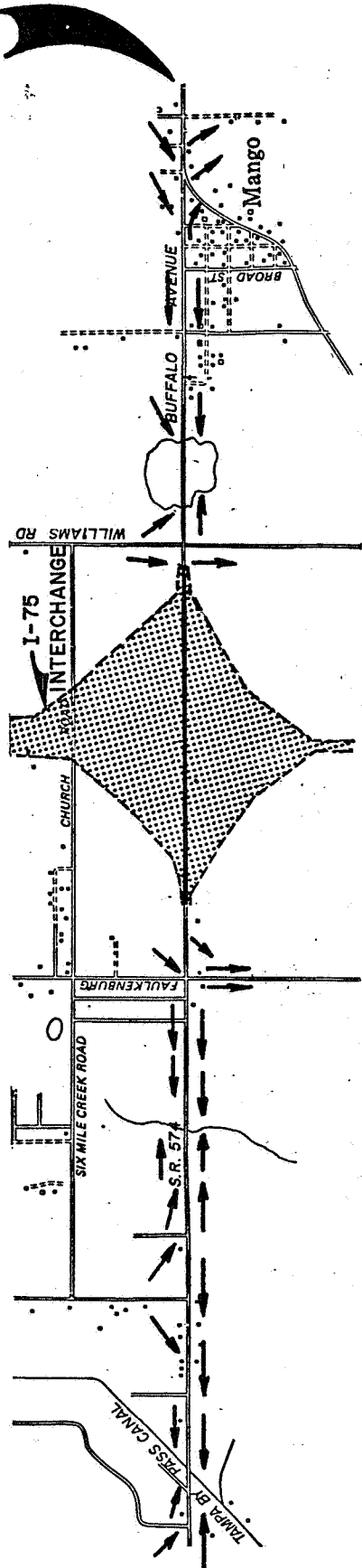
The existing drainage system along Buffalo Avenue is a rural system of ditches and swales. Storm drainage along the proposed roadway improvement will be controlled through use of a closed culvert system. To determine local drainage patterns and potential outfalls for each section of the project, FDOT drainage maps and Southwest Florida Water Management District topographic maps were used in conjunction with field investigations (Figure 10).

40th Street to 50th Street - Midway between these limits, an existing natural retention area is bisected by Buffalo Avenue. Observations during periods of heavy rainfall indicate that this retention area has no excess capacity. Furthermore, within this

BEGIN PROJECT



END PROJECT



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FIGURE 10- DRAINAGE PATTERNS

general area, there is no existing or potential positive outfall for stormwater runoff, excluding the possibility of pumping approximately two miles to a drainage canal near I-4.

The proposed action will lessen the storage capacity of the natural retention area. In addition, the relatively small increase in impervious area will slightly increase the amount of runoff from the roadway. Increasing the capacity of the existing retention area, or creation of additional retention area(s) will be required to handle the excess.

50th Street to I-4 - Topography from 50th Street to 56th Street slopes gradually downhill from north to south with stormwater runoff flowing over Buffalo Avenue in a sheet-flow configuration due to the lack of a formal drainage system in the area. Because the proposed action would interrupt this existing pattern, and due to the potential need for additional stormwater storage in the area as stated above, a new retention pond may be required.

The project area from 56th Street to I-4 drains generally west to east, eventually outfalling into the drainage system along I-4. Using a closed system, the proposed action will probably also drain in a similar fashion.

I-4 to Orient Road - The western half of this project area drains to I-4 where north and south ditches carry it along the Interstate to outfalls. The proposed closed drainage system would retain the same drainage pattern. The eastern half of the area drains to the stream channel east of Orient Road connecting to Bellows Lake and the Tampa Bypass Canal. This pattern would remain the same for the closed drainage system using the stream channel as the outfall.

Orient Road to U.S. 301 - Approximately one-half of this area drains to the stream channel, and this pattern would continue for the proposed closed system. The area just west of U.S. 301 drains

to a swampy area north of Buffalo Avenue. This swamp discharges to the south through a crossdrain under Buffalo Avenue. The basic drainage pattern will be retained during roadway improvement. To accommodate the proposed interchange at the intersection of U.S. 301 and Buffalo Avenue, drainage systems in this area will have to be redesigned. Based on review of existing drainage patterns and outfalls, this area should drain to the east to the Bypass Canal.

U.S. 301 to I-75 - The project area between U.S. 301 and the Bypass Canal drains east to the Canal. The area from the Bypass Canal to approximately 2,000 feet east drains westward along Buffalo Avenue to the Canal. This basic drainage pattern will be retained for the proposed action. The eastern area toward I-75 would also drain westward to the Canal utilizing the natural stream channel south of Buffalo Avenue.

I-75 to C.R. 579 - In order to accommodate a wider roadway, the causeway section traversing the man-made lake will be widened. This action will require the elongation of the conveyances under the causeway. The areas immediately around the lake will continue to drain to it.

There is no positive outfall in the eastern (Mango) project area, and the distances involved will not allow runoff to flow by gravity in a pipe to the man-made lake. Consequently, during final design, use of a detention pond(s) in this area may be required.

#### Floodplains

In compliance with Executive Order 11988, Floodplain Management, the proposed action has been evaluated to determine potential impacts on the base floodplain. Review of Federal Insurance Administration, Flood Insurance Rate Maps 357, 376, 380, and 385 for community 120112 and maps 16 and 17 for community 120114 indicate that the proposed action will traverse the 100-year floodplain (Zone A). As depicted in Figure 11, encroachments occur in two areas within the I-75 interchange for a distance of about 1500

feet and in an area in the vicinity of Williams Road extending eastward for approximately 1500 feet. The encroachment through the I-75 interchange will occur because of the need to widen Buffalo Avenue from four to six lanes within the interchange. The encroachment in the vicinity of Williams Road will occur because the alignment of the proposed multi-laning follows the alignment of the existing facility, which traverses the man-made lake in this area. Alternate alignments would not avoid or significantly lessen encroachment in the base floodplain without abandoning the existing roadway and I-75 interchange. There are no practicable alternatives to this longitudinal encroachment.

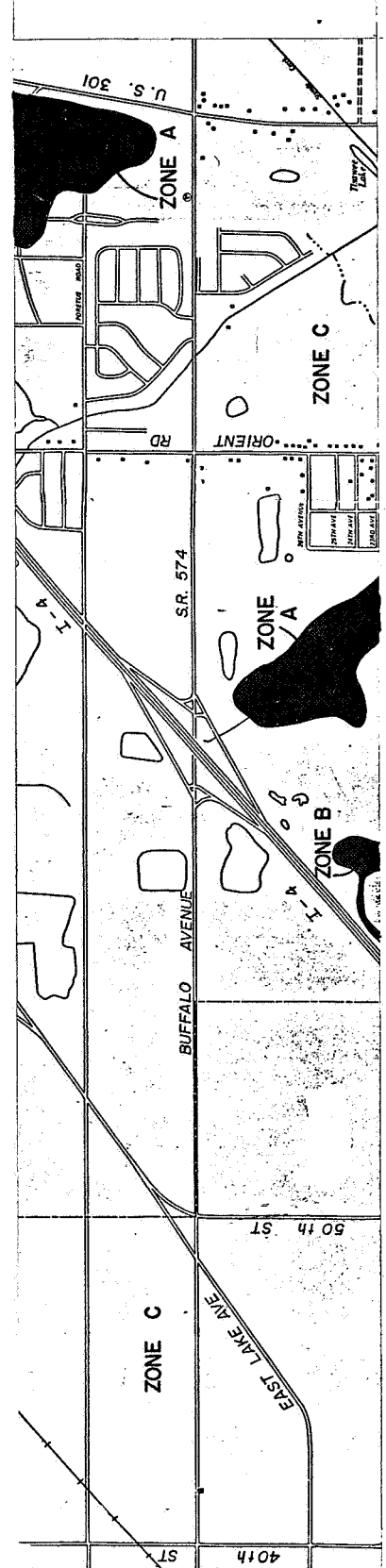
No designated floodways are involved in the project. However, discussions with the appropriate agencies have indicated that although no study is underway or scheduled the Tampa Bypass Canal may be so designated. The proposed project will involve the placement of piers in the Bypass Canal which action is normally considered consistent with the standards specified in Federal-Aid Highway Program Manual, Volume 6, Chapter 7, Section 3, Subsection 2. Appropriate interagency coordination will take place during the design phase.

In the vicinity of the proposed action, the base flood elevation is approximately 34+ feet NGVD as determined by comparison of the Flood Insurance Rate Map with topographic mapping developed by the Southwest Florida Water Management District. Conceptual engineering plans for the proposed roadway indicate that it will be constructed at or above this elevation. Buffalo Avenue is a major artery for emergency service vehicles (police, fire, ambulance), but is not a designated emergency evacuation route. The proposed action will not result in the interruption of this route.

The proposed action, in addition to wetland areas previously discussed, will result in the encroachment (filling) of approximately six acres of floodplain as a result of constructing the multi-lane facility. Impacts will occur at the I-75 interchange where an additional lane will be added in each direction and at the man-made lake immediately east of Williams Road where the existing



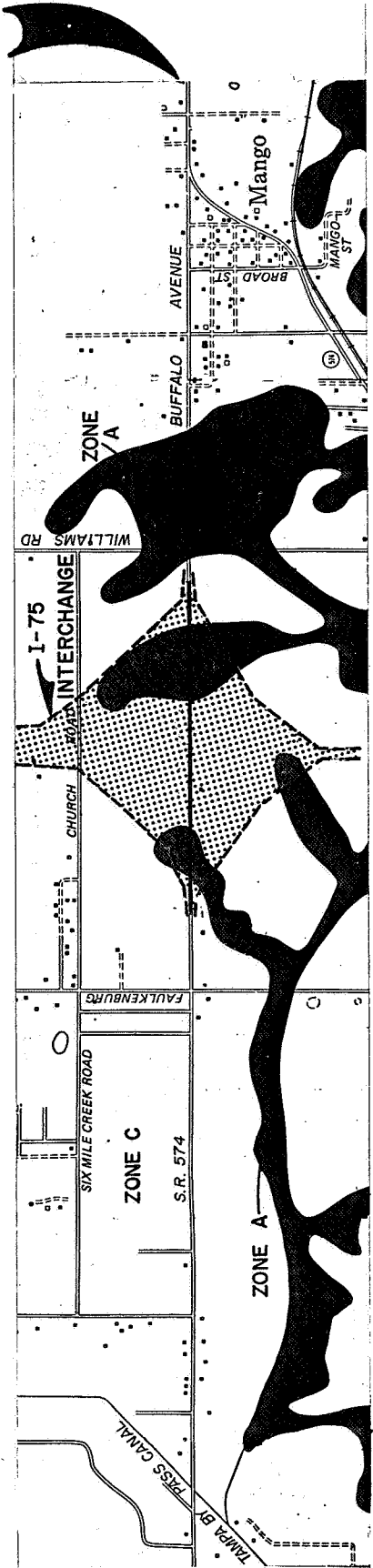
**BEGIN PROJECT**



ZONE A = 100 FLOODPLAIN

North

**END PROJECT**



ZONE A = 100 FLOODPLAIN

Source:  
FLOOD INSURANCE RATE MAPS,  
U.S. Department H. U. D.

**FIGURE 11  
FLOODPLAINS**

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roadway will be widened and upgraded. The roadway preceded the lake which was created on either side of the road. This longitudinal encroachment is not considered a significant adverse impact on natural and beneficial floodplain values because of the relatively small area impacted. Floodplain values which would be impacted include the provision of habitat for various species of plants, fish and wildlife. The floodplain is not utilized for agriculture, aquaculture, forestry or open space, but is used for fishing.

Within the floodplain at the man-made lake, shallow water habitat would be displaced by fill material. This habitat constitutes a small portion of the entire shallow water habitat of this wetland system. It would be replaced by constructing gradual slopes below the waterline on either side of the roadway. The dominant species to be displaced by the proposed action is cattail (Typha latifolia) and, to a lesser extent, alligator weed (Alternanthera philoxeroides), water hyssop (Bacopa monieri), water pennywort (Hydrocotyle umbellatum), pickerel-weed (Pontederia stratiotes) and grassy arrowhead (Sagittaria graminea). In addition to this wetland area, the proposed action will also impact other wetland areas which are discussed in Section III.

By maintaining and extending the culverts under the roadway, the proposed project will not act as a barrier to water flow. Minor, construction-related impacts will be effectively minimized by strict adherence to Section 104 of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction,<sup>4</sup> as well as local codes and ordinances.

The proposed action will widen and improve an existing roadway through the floodplain. The existing roadway supports developments within the base floodplain. It is anticipated that development in this floodplain could continue with or without the proposed action. However, most of the area within the floodplain at this location is confined to the man-made lake, therefore, minimal land within the floodplain is available for development.

Hillsborough County is a participant in the National Flood Insurance Program. The Hillsborough County Commission has mandated that the lower level of all structures shall be located above the base flood elevation and has granted appropriate authority to the County permitting officials to enforce this requirement to ensure that development will not be incompatible with this program.

Based on this evaluation, it has been concluded that the proposed action does not constitute a significant base floodplain encroachment. The design standards specified in Federal-Aid Highway Program Manual, Volume 6, Chapter 7, Section 3, Subsection 2, shall be complied with during the final design and construction of this facility.<sup>5</sup>

#### Threatened and Endangered Species

The project area was field reviewed by a biologist for the purpose of evaluating possible impacts upon rare, endangered and threatened species. Based on studies and investigations at this stage of design, the proposed action will not jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species. The proposed project is not located in an area designated as critical habitat by the U.S. Department of the Interior.

The only wildlife species listed as endangered by the U.S. Fish and Wildlife Service identified during the survey of the vicinity of the proposed project is the wood stork (Mycteria americana). No individuals were observed within the proposed project impact area.

Suitable areas for nesting such as cypress or mangrove swamps were not found within the project limits making the likelihood of nesting occurrence very low. The decline of the wood stork population is attributed to poor feeding conditions brought on by hydroperiod

alterations. The proposed project will not result in any such changes in local or regional wetland systems. There will, therefore, be no significant impact on the wood stork population.

Although no other species listed as rare, endangered or threatened were observed, other habitat types noted in the biological assessment have the potential of supporting such species. These species, suitable habitat and likelihood of occurrence are summarized as follows:

<u>Scientific Name</u>	<u>Common Name</u>	<u>Likelihood of Occurrence</u>	<u>Suitable Habitat On-Site</u>	<u>Listing</u>
<u>Alligator mississippiensis</u>	American Alligator	Moderate	Man-made lake and associated marsh, Tampa Bypass Canal	Threatened - Federal
<u>Drymarchon corais couperi</u>	Eastern Indigo Snake	Moderate	Undisturbed hardwood and mixed hardwood forest areas	Threatened - Federal
<u>Haliaeetus leucocephalus leucocephalus</u>	Southern Bald Eagle	Very low	Wooded areas along lake fringe and marsh	Endangered - Federal
<u>Picoides borealis</u>	Red-cockaded Woodpecker	Low	Pine flatwood	Endangered - Federal
<u>Mycteria americana</u>	Wood Stork	Low	Wooded areas along lake fringe and marsh	Endangered - Federal

The American alligator possesses a high tolerance for human activity. Other endangered or threatened species listed generally lack sufficient suitable habitat within the immediate project area and are considered to have a low likelihood of occurrence with the exception of the eastern indigo snake. A special provision will be included in the contract to advise the contractor of the probable presence of this species and to require the contractor to cease operations which might cause harm if an individual is sighted.

Since the proposed project follows the existing alignment, and no threatened or endangered species were observed within the impact area, it is concluded that there will be no significant impact upon any threatened or endangered species, particularly in light of the above mentioned special provision.

#### Coastal Zone Impact

As required by 15 CFR Part 930, this project was reviewed by the Florida Department of Environmental Regulation and was determined to be consistent with Florida's Coastal Zone Management Program. A copy of the letter of consistency is included in the Appendix.

### PHYSICAL ENVIRONMENT IMPACTS

#### *Q* Air Quality Impacts ✓

The project build alternative was subjected to a graphical Screening Test ("User's Manual: FDOT Air Quality Screening Test", Florida Department of Transportation, May 7, 1984.) This test makes various conservative worst case assumptions about the meteorology, traffic, and site conditions, and uses these assumptions in the MOBILE 2 and CALINE 3 models to produce a series of curves which can be used to determine the critical distance. The critical distance is the closest a receptor can be to a given intersection without any chance of a significant air quality

impact. The input data and results for the worst intersections are shown below. The Screening Test for Urban Areas was used.

Table 5 - Buffalo Avenue and 50th Street - Air Quality Impact  
(North Leg)

<u>Alternative</u>	<u>Year</u>	<u>Average Speed (mph)</u>	<u>Peak Traffic Volume (per hour)</u>	<u>Critical Distance (feet)</u>	<u>Closest Receptor (feet)</u>
No-build	1987	30	3740	40'	140'
No-build	2007	30	3740	12'	140'
Build	1987	40	3740	22'	130'
Build	2007	35	6100	30'	130'

Note: The closest receptor is an office building which is located 140 feet west and 90 feet north of the No-Build Alternative and 130 feet west and 75 feet north of the Build Alternative.

Table 6 - Buffalo Avenue and C.R. 579 - Air Quality Impact  
(West Leg)

<u>Alternative</u>	<u>Year</u>	<u>Average Speed (mph)</u>	<u>Peak Traffic Volume (per hour)</u>	<u>Critical Distance (feet)</u>	<u>Closest Receptor (feet)</u>
No-build	1987	30	2180	10'	65'
No-build	2007	30	2180	<10'	65'
Build	1987	40	3600	18'	75'
Build	2007	30	6100	40'	75'

Note: The closest receptor for the No-build Alternative is a commercial structure which is displaced by the Build Alternative which is 65 feet north of Buffalo Avenue and 80 feet west of C.R. 579. For the Build Alternative the closest receptor is a church which is 75 feet from Buffalo Avenue and 20 feet from C.R. 579.

8 Since the closest receptor in each case is always further away than the critical distance, this project will not have a significant impact on air quality. ✓

The project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR do not apply to this project.

The proposed project has been included in the Transportation Improvement Program. Therefore, the project's effect on hydrocarbon emissions in the entire urban area has been included in the annual consistency determination regarding the urban area Transportation Improvement Program. Consequently, the project is considered to be consistent with the State Implementation Plan. ✓

#### Noise Impacts

A noise assessment study has been conducted for this project. The purpose was to identify noise impacts and, where necessary, investigate measures to minimize impacts associated with the multi-laning of Buffalo Avenue. The procedures used are those established in 23 CFR 772.

Noise Analysis Sites - Recognized noise sensitive sites, areas that could be adversely affected by high noise levels, include schools, churches, parks, residences, hospitals, libraries and other similar land uses. Identification of these sites was accomplished by examination of aerial photographs and field reviews. Based on these evaluations, individual sites for acoustical analysis were selected to determine spot impacts as well as representative conditions for different land use activities. Table 8 gives a description of the selected locations. These locations are shown on Figure 12. Through meetings and correspondence with local elected and appointed officials, as well as public informational meetings, a knowledge of planned, designed and programmed developments in the area of the proposed action was obtained. No known noise sensitive activities are planned for sites along

Buffalo Avenue within the project limits, nor are any residential developments planned for close proximity to the roadway. Future development is anticipated to be largely commercial and industrial.

TABLE 7 - NOISE ANALYSIS LOCATIONS

Site Number	Approximate Offset From Near Lane Centerline		Description
	Existing Roadway	Build Alternative	
1	61	50	Vacant lot
2	60	48	Residence
3	124	124	Church
4	63	63	Residence
5	96	35	Church
6	52	52	Residence
7	250	186	School
8	80	80	Church

Site #1, a vacant lot on the southeast corner of the intersection of Buffalo Avenue and 42nd Street, was selected for modeling because it is considered representative of surrounding areas. To the west of the site are single family residences and to the east are the Garden of Memories and Myrtle Hill cemeteries.

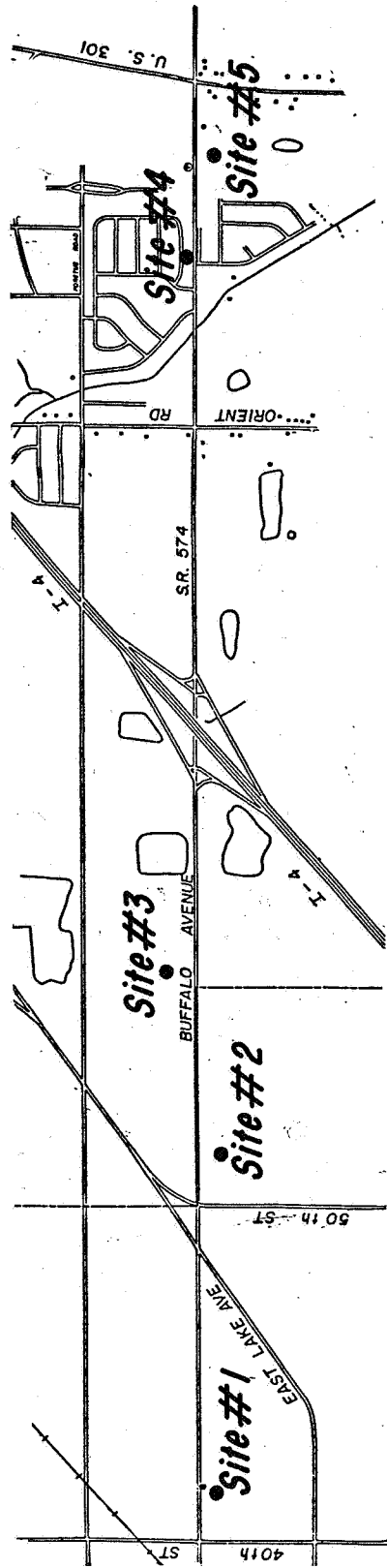
Noise prediction modeling was performed for Site #2, a single family residence, as being representative of the homes in the area between 50th Street and I-4.

To determine the spot noise impact on this noise sensitive use, the Full Gospel Church (Site #3) was subjected to noise prediction modeling.

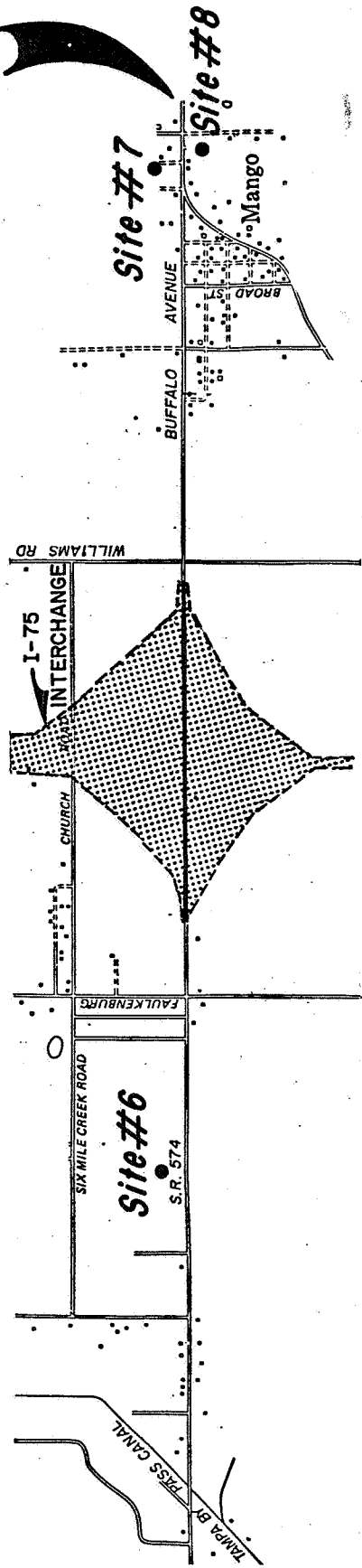
In the vicinity of Beechwood Boulevard, just west of the Florida State Fairgrounds entrance, a single family residence (Site #4) was modeled as representative of single family homes in this neighborhood. Opposite the Florida State Fairgrounds entrance, the Good Shepherd Church (Site #5) was modeled because it is a noise sensitive use.



BEGIN PROJECT



END PROJECT



STATE ROAD NO. 574

FIGURE 12--NOISE ANALYSIS LOCATIONS

Between U.S. 301 and I-75 single family residences are scattered along the north side of Buffalo Avenue. To simulate worst case conditions a modeling site in the vicinity of Watson Street (Site #6) was selected because of the proximity of the residence to the proposed roadway.

Near the eastern terminus of the proposed action, Site #7 (Mango Elementary School) and Site #8 (Mango Baptist Church) were selected as noise sensitive land use activities.

Prediction Methods - Future noise levels at the selected modeling sites were predicted by a computer program (FLAMOD) which is approved for use in Florida by the Federal Highway Administration.

Field noise readings were taken in order to test the computer noise model. This was accomplished by using fixed traffic, speed and design parameters measured and observed in the field. This field data indicates that traffic was the major source of noise in the immediate vicinity of the project limits and that the model adequately correlates traffic parameters and noise levels for this facility. Therefore, all reported 1983 noise levels were derived using the FLAMOD computer model rather than through field monitoring.

Worst case traffic noise conditions were simulated for the analysis by using the lesser of either peak hour demand traffic conditions for the year 2007 or traffic conditions for level of service C, thus maximizing the combination of speed and traffic volume.

Overall predicted  $L_{10}(h)$  values are presented in Table 9 and FHWA criteria in Table 10. Impacts were defined by differences between existing noise levels and levels predicted for future alternatives. Acoustic impacts were categorized as follows.<sup>8</sup>

- No impact - 0-5 dBA
- Some impact - 6 - 15 dBA
- Great impact - greater than 15 dBA or exceeds FHWA design noise levels

TABLE 8 - NOISE RECEPTOR LOCATIONS AND PREDICTED L<sub>10</sub>(h) (dBA) NOISE LEVELS

Site	Description	1981 Existing Conditions	2007 No-Build Alternative	2007 Build Alternative	Increase Due to Project	FHWA	
						Design Noise Levels	Impacts*
1	Vacant	69	69	74	5	70	2 Residences
2	Residence	69	69	72	3	70	5 Residences
3	Church	63	63	66	3	70	
4	Residence	68	68	71	3	70	10 Residences
5	Church	(38)	(38)	(50)	(12)	(55)	
6	Residence	70	70	71	1	70	4 Residences
7	School	59	60	64	4	70	
8	Church	67	68	69	1	70	

( ) - Interior noise level.

\* - Impacts at sites in excess of design levels.

Approximate number of structures affected by noise levels in excess of FHWA criteria.

TABLE 9 - NOISE ABATEMENT CRITERIA\*

Activity Category	Noise Abatement Criteria dBA L <sub>10</sub> (h)	Description of Activity Category
A	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	75 (Exterior)	Developed lands, properties, or activities not included in Categories A and B above.
D	-----	Undeveloped lands.
E	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

\* 23 CFR 772

Acoustic impacts were modeled for three scenarios: 1981 No-Build, 2007 No-Build, and 2007 Build conditions. These scenarios allow for a comparative evaluation of the noise environment with and without the proposed action.

Present (1981) vs. "No-Build" Alternative (2007) - Predicted existing noise levels range from 59 dBA at Site #7 to 70 dBA at Site #6. For the "No-Build" Alternative, noise levels are projected to remain the same at most sites, with 1 dBA increases occurring at two sites. Noise levels for present and future no-build conditions are not predicted to exceed FHWA design criteria at any of the modeling sites along Buffalo Avenue. In reference to the acoustic impact criteria listed previously the 1 dBA increases would have no impact at the two sites as this increase is not discernible.

Present (1981) vs. "Build" Alternative (2007) - Exterior acoustic impacts for the proposed action resulting from comparison of existing conditions to future build conditions range from a 1 dBA increase at Sites #6 and #8 to a 5 dBA increase at Site #1. Comparison of the build alternate to FHWA criteria indicates that the criteria would be exceeded by 1 dBA at two sites and by 2 and 4 dBA at one site each, respectively.

"No-Build" Alternative (2007) vs. "Build" Alternative (2007) - A comparative analysis of future noise levels under the no-build and build conditions yields approximately the same results as those for the above alternative. This is due to the fact that 1981 and 2007 no-build noise levels are almost identical. Consequently, results indicate that a range of impacts, depending on the location, can be attributed to the improvement of Buffalo Avenue.

Because the exterior noise abatement criteria were exceeded at Site #5, a church, an analysis of interior impacts was considered appropriate since usage of the church in proximity to the roadway is limited to indoor activities. Consequently, readings were taken to determine the interior L<sub>10</sub>. Results indicate that

future L<sub>10</sub> interior level would be approximately 50 dBA. This level is below the FHWA Design Noise Level of 55 dBA. Under normal conditions the peak hours of church usage do not coincide with peak hour traffic.

For the church at Site #3 and the church at Site #8 the exterior L<sub>10</sub> levels were 66 and 69 dBA respectively, below FHWA criteria. From FHWA Federal Highway Program Manual Volume 7, Chapter 7, Section 3 (8e), the noise reduction attributable to a masonry building with single glazed windows is 25 dBA. This reduction corresponds to an interior L<sub>10</sub> level of 41 dBA for Site #3 and 44 dBA for Site #8, both well below FHWA criteria. Consequently, no interior analysis was done for these two sites.

In summary, the proposed project will result in violations of FHWA design noise levels at four receptors which include twenty-one residences. These predicted exceedances indicate the need for analysis of abatement measures. Although the projected increases in noise levels are minor in all cases but one and the violations are due to high ambient conditions, an analysis of mitigation options is presented in the following section.

Abatement - In accordance with 23 CFR Part 772, alternative noise abatement measures for reducing or eliminating noise impacts were evaluated. Abatement measures considered included traffic management, change in alignment, land use control, zoning controls and vegetative and structural barriers.

The elimination or restriction of truck traffic was evaluated as a possible traffic management measure. Because of low heavy truck volumes (two percent of vehicular mix) along Buffalo Avenue within the limits of the proposed action, and moderate truck operating speeds (40-45 mph), the effect of this measure on the reduction of overall projected L<sub>10</sub> noise levels was found to be 3-4 dBA. While this measure would reduce or negate the noise impact at numerous locations, it is considered impractical. Buffalo Avenue is a major east/west route through this part of Hillsborough

County, and will serve as an interstate connector upon the completion of I-75 around Tampa.

Shifting the roadway alignment was investigated as a potential mitigation measure. However, to achieve a 3-4 dBA reduction, the distance between the source and receiver must be doubled. Consequently, slight shifts in alignment would result in only negligible reductions in noise levels. In addition, shifting the alignment of the proposed improvement, if not precluded by other conditions, would generally shift the noise impact from one location to another.

The proposed action is located in an area that is rapidly suburbanizing. Therefore, to be effective, land use and zoning controls based on the results of this study would have to be implemented in the near future. Land use control measures could include the establishment of noise buffer areas and zoning to restrict land use development to that which is compatible with a major arterial. Land use and zoning controls would have to be initiated by local planning agencies.

The use of vegetative and structural barriers to attenuate impacts was considered. To achieve a reduction (about 5 dBA) in noise levels through use of vegetative barriers requires dense foliage at least 100 feet thick. At specific locations sufficient space for vegetative barriers exists, but adverse impacts are not projected for these locations. Further, such plantings would not be any more efficient than a new construction setback line in reducing future noise impacts.

A significant reduction in noise levels can be achieved through use of structural barriers. To be effective a barrier must be as continuous as possible. Breaks in the barrier for driveways, crossroads and other points of access severely limit noise attenuation. For this reason barriers would not be effective in the vicinity of the proposed action.

In conclusion, analysis of alternative abatement measures indicates that land use controls are the only practical measures to reduce the impacts of noise generated by roadway operation. Construction noise impacts are addressed on page IV-49.

#### Water Quality Impacts

The proposed project is not expected to have a significant impact on the study area's water resources. Storm drainage along the proposed roadway improvement will be controlled through use of a closed culvert system. Scuppers will be used on the bridge crossing the Tampa Bypass Canal.

The proposed project is not expected to have a significant impact on groundwater quality. For most of the project length stormwater runoff will be routed through a closed system as described in the Drainage section outfalling into local open systems. Final drainage design will comply with applicable state and local regulations.

Because of the "state of the art" in highway stormwater research, it is not possible at this time to determine the significance of the discharge on receiving waters. However, the Best Management Practices will be used during the construction phase for erosion control and water quality consideration. Any additional stormwater treatment measures found necessary to comply with Chapter 17-25 FAC over and above Best Management Practices will be undertaken through the use of State funds.

#### Non-Motorized Modes of Transport

An evaluation has been conducted to determine the feasibility and advisability of providing facilities for bicycles within the project area. The mild climate and level terrain make Tampa an ideal



area for expanded reliance on bicycles as serious transport for the commuter as well as the recreational cyclist. While Buffalo Avenue is not a designated bike route on a public plan, the City of Tampa and the local Bicycle Path Advisory Committee have recommended that bicycle lanes be constructed on both sides of the proposed facility. Bikeways will be included in the proposed improvement in the form of widened roadway travel lanes except for the area between 40th and 50th Streets where the cross section is restricted by potential impacts to existing cemeteries. The preliminary design concepts (figure 4) were reviewed by the State Bicycle Coordinator and found to be acceptable.

#### CONSTRUCTION IMPACTS

##### Air Quality

During project construction, temporary increases in air pollution will occur. Various operations will be conducted which will release or have the potential to release quantities of fugitive dust into the atmosphere including:

- Mobilization
- Clearing and grubbing
- Utility relocation
- Drainage work
- Bridge work, pile driving
- Subgrade work
- Grading
- Base work
- Surface work
- Clean-up

These operations will require the use of heavy construction equipment and machinery including graders, front-end loaders, trucks, pile drivers, air compressors, pumps and heavy rollers. This heavy equipment usage will also contribute additional combustion-related pollutants to the atmosphere.

These minor, temporary air quality impacts will be minimized by strict adherence to Section 102 of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction.

## Noise Pollution

Noise generated by construction of the proposed action may affect some land uses during the construction period. Construction noise will be attenuated to the extent practical by adherence to controls listed in the Supplemental Specifications to the 1982 edition of FDOT's Standard Specifications and by incorporating the following measures into the special provisions of the construction contract:

1. The contractor will limit construction activities requiring the use of heavy or noisy equipment to the time period between the hours of 7:00 a.m. to 6:00 p.m., unless written permission is obtained from the engineer.
2. The contractor shall not work on Sundays or legal holidays unless written permission is obtained from the engineer.
3. The contractor shall have, on the job site, adequate materials for the construction of noise deflectors or screens. These materials are to be used as directed by the engineer for practical noise attenuation.
4. Specific attention shall be directed to residences along the project.
5. In the event the above restrictions are not adequate to keep construction noise to an acceptable level (as determined by the engineer), he may direct the use of other controls and abatement measures.
6. The contractor shall be informed of the noise sensitive sites as identified in this report, as well as the contractor's responsibility for complying with local, state, and federal noise regulations and ordinances.

## Water Quality

The potential adverse effects of erosion are considered temporary and minimal. These potential impacts will be minimized by adherence to Section 104 of the FDOT Standard Specifications for Road and Bridge Construction.

## Community Considerations

To the extent possible the disruptive effects of roadway construction will be minimized. Construction scheduling and programming will lessen or avoid disruptions to utility service, and provide for reasonable access to homes and businesses.

## Maintenance of Traffic During Construction

The existing two lanes of S.R. 574 in most areas would remain open to traffic while a portion of the new roadway was constructed. In areas where the existing roadway could not maintain traffic, detour routes or temporary service roads would be provided. The existing bridge across the Tampa Bypass Canal along Buffalo Avenue would serve traffic while another bridge is constructed parallel to it.

## V. COORDINATION AND COMMENTS

### Agency Coordination

Agencies having permit and/or review authority were transmitted a permit coordination report regarding the project providing relevant engineering and environmental information. These agencies included, among others, the State of Florida Department of Environmental Regulation, the Southwest Florida Water Management District, and the U.S. Army Corps of Engineers.

The following governmental and public agencies have been contacted either through the public involvement or the A-95 review process.

#### Federal

Army Corps of Engineers  
Environmental Protection Agency\*  
National Marine Fisheries  
Fish and Wildlife Service\*  
Federal Highway Administration  
Department of Agriculture  
Department of Housing and Urban Development  
National Park Service

#### State

Department of Veteran and Community Affairs\*  
Department of Environmental Regulation\*  
Southwest Florida Water Management District  
Game and Freshwater Fish Commission  
Department of State  
Bureau of Comprehensive Planning  
Department of Land and Water Management  
Department of Agriculture and Consumer Services

Department of Natural Resources

Local and Regional Agencies

Tampa Bay Regional Planning Commission\*  
Recreation Trails Council

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\*Agencies who responded to A-95 notification.

Pertinent correspondence from these agencies has been included in the appendix to the report. Comments are summarized and answered below.

Comment (U.S. EPA): If proper erosion control measures are incorporated into the project, the environmental losses associated with the project are acceptable. We suggest that construction impacts at wetland area 9 be minimized to the extent possible.

Disposition: Erosion control measures as specified in Section 104 of the FDOT Standard Specifications for Road and Bridge Construction will be implemented. Impacts at wetland area 9 will be minimized by increasing the slope above the waterline from the usual 4:1 or 6:1 to 2:1 to reduce the fill area while constructing gradual slopes below the waterline on either side of the roadway to replace shallow water habitat.

Comment (DER): The replacement bridge over the Bypass Canal should be at least as long as the existing bridge to avoid filling in the floodplain. The new bridge should span historical flood-

plain limits with removal of any wetlands fill placed during original approach construction. Work roads and detour roads often require clearing and temporary filling in the floodplain. Existing roads should be utilized for detour routes and bridges should be constructed without the use of work roads.

Disposition:

The new bridge spanning the Bypass Canal will be parallel to the existing bridge with similar design characteristics. The project area in the vicinity of the Bypass Canal does not lie within the 100-year floodplain, therefore, no encroachment will occur. No wetland fill was involved in original bridge construction, nor will the proposed action involve wetland fill at this site.

Comment (DER):

The proposed construction can be expected to cause/increase stormwater runoff. Adverse impacts should be minimized by (a) avoiding direct discharge into waters by channelized and scupper drainage, (b) directing stormwater discharges into vegetated areas, (c) installing erosion control structures, and energy dissipators at points of discharge, and constructing as few lanes as possible.

Disposition:

The proposed project is not expected to have a significant impact on surface or groundwater quality due to the relatively small increase in new pavement. The number of lanes proposed for the improvement is the minimum number required to serve projected demands.

Comment (DER): Erosion and siltation should be controlled during all construction activities. Disturbed soil surfaces should be revegetated promptly to prevent erosion.

Disposition: Erosion and siltation will be controlled by adherence to Section 104 of the FDOT Standard Specifications for Road and Bridge Construction. These specifications included use of sodding as an immediate measure to control erosion.

Comment (FWS): The wetlands of the area have been stressed by past development, but there are functions of these areas that should be maintained. These are water retention, nutrient assimilation and fish and wildlife habitat for local resources.

Disposition: The proposed action will have minimal impact on the wetland resources of the area. As detailed in this report no critical habitat will be removed, nor will non-viable systems be left at any wetland location. The small amount of retention area displaced will be compensated for at other locations. Wetland encroachment at the major wetland site involved with the project, Site #9, was minimized by increasing the slope above the waterline from the usual 4:1 or 6:1 to 2:1 to reduce the fill area while constructing gradual slopes below the waterline to replace shallow water habitat.

## Community Involvement

The public involvement process implemented with this study was conducted in accordance with Council on Environmental Quality regulations, Federal Highway Administration regulations and Florida Statutes.

The Metropolitan Planning Organization (MPO) was provided a copy of the conceptual design plans for the proposed improvement. The MPO responded by adopting a resolution supporting the action which document is included in the Appendix.

During the process of developing alternatives for the improvement of State Road 574, a public informational workshop was held on a weekday from 11:00 a.m. to 7:00 p.m. in the Brandon Inn located near the proposed project.

Publicity for the meeting was accomplished with mailed notices sent to local elected and appointed officials and to all property owners in the immediate project area. The notices emphasized the importance of public input during the engineering and environmental study process. A news release was prepared and forwarded to local newspapers.

Approximately 300 persons attended this public informational workshop to view the proposed design alternates and other graphics depicting elements of the study process, as well as discuss the project. Representatives of the Florida Department of Transportation explained the proposed design alternates, the study process, and the engineering and environmental data gathered to date. The following comments were received from individuals in attendance and dispositions are provided:

1. Comment: A significant amount of concern was expressed about the potential for grave relocations between 40th and 50th Streets.



**Disposition:** The proposed Build Alternative will not require relocation of occupied graves, however, platted, unoccupied grave sites will be acquired for needed right-of-way.

2. **Comment:** Many persons objected to the lack of median openings at some cross streets which would create more circuitous travel to and from some homes and businesses.

**Disposition:** Subsequent to the public informational workshop the typical section was changed from a raised median to a painted median.

3. **Comment:** A small number of persons indicated that only a four-lane roadway was needed to meet traffic demands.

**Disposition:** Traffic forecasts indicate that a four-lane roadway would serve traffic demands through 1990. However, prior to the year 2007 six-laning will be necessary.

4. **Comment:** Many persons expressed the desire to have the eastern terminus of the project extended to Parsons Avenue or Kingsway.

**Disposition:** The Florida Department of Transportation is aware of the future need for upgrading S.R. 574 east of the project limits. Due to priorities and availability of funding, however, the section of roadway presently under consideration was terminated at C.R. 579. This section of roadway can function successfully as an entity in itself for local traffic, as an interstate connector to and between I-4 and I-75, and as an east-west arterial into Tampa.

5. Comment: Several persons expressed dissatisfaction with the proposed alignment because it generally places impacts on one side of the road and does not distribute the impact to both sides.

Disposition: Project development studies involving analysis of alternative alignments have determined that community and environmental impacts, as well as costs would be minimized by generally acquiring right-of-way on one side of the roadway.

6. Comment: The Kearney Development Company indicated a preference for the northern alignment alternate in the vicinity of their office.

Disposition: Analysis has indicated that a southern alignment in the vicinity of the Kearney Development Company would minimize community impacts and costs.

7. Comment: The Purina Feed Plant in the northeast corner of 40th Street and Buffalo Avenue stated an operational problem would occur if right-of-way was purchased along the east side of 40th Street.

Disposition: An on site inspection was conducted and changes in the concept design were made to reduce the problem.

8. Comment: Residents on the existing frontage road in the vicinity of Beechwood Boulevard expressed concern about the loss of on street parking, the problems of backing onto a major roadway, and the placement of a raised median in front of their homes.

Disposition: Limited circuitous travel will result for the homes fronting on the frontage road just east of Beechwood Boulevard. Loss of on-street parking for these residences is an unavoidable impact of the project.

9. Comment: One resident along the north side of Buffalo Avenue in the vicinity of Beechwood Boulevard indicated concern about future noise levels.

Disposition: L<sub>10</sub> noise levels at the residences along the north side of Buffalo Avenue in the vicinity of Beechwood Boulevard are currently about 68 dBA. It is projected that in the year 2007 the Build Alternative will result in a 3 dBA increase in the L<sub>10</sub> noise level. This 71 dBA level would be 1 dBA in excess of FHWA design noise levels and is considered an unavoidable impact of the project.

#### Public Hearing

The public hearing for the proposed project was held in the Brandon High School Auditorium, 1101 Victoria Avenue, on October 30, 1984, beginning at 7:00 P.M. The Florida Department of Transportation and their representatives were present at 6:00 P.M. the same day to discuss the project with the public.

Approximately 125 persons were in attendance during the formal proceedings conducted by the FDOT District Project Development Engineer. Following introductory remarks, the Project Development Engineer introduced an audio-visual presentation, which summarized the project history, need for the project, the engineering and environmental studies, and the relocation assistance program. Following the presentation there was an intermission of the formal proceedings during which those in attendance could review the exhibits of the project studies and proposed alternative. Staff

of the Department of Transportation were available to discuss the project with the public during the intermission.

Seven (7) persons made statements for the record during the last part of the formal public hearing proceedings. Persons making comments for the record addressed the issues detailed below:

After the public hearing, a period of ten days was allowed for the receipt of written statements and other documents to be included as part of the official public hearing proceeding. During that time, FDOT received five (5) written comments.

The public transcript and summary are available under separate cover at the Florida Department of Transportation, Post Office Box 1249, Bartow, Florida 33830.

The Tampa Urban Area Metropolitan Planning Organization, as a result of the public hearing, has recommended that FDOT construct Buffalo Avenue in the alignment and lane configuration as set forth in this document.

Written comments, as well as those received at the public hearing, are summarized and responded to as follows:

1. Comment: Tampa Properties, Incorporated objected to the southern alignment that would impact their building. It was recommended that the alignment could be shifted to the north to avoid impact to the Tampa Properties building while avoiding any grave sites or the office facility of Myrtle Hill Cemetery.

Disposition: Shifting the alignment and right-of-way acquisition to the north in this section of the project was an alternative examined during the engineering alternatives portion of the Buffalo Avenue study. The northern alignment cannot

transition southward the necessary 60 feet from 50th Street to the required alignment between the cemeteries abutting Buffalo Avenue on both sides to the west of Tampa Properties, Inc. without displacing occupied grave sites. The transition distance necessary for the northern alignment is approximately 800 to 900 feet, or about twice the distance between 50th Street and Lake Street. The northern alignment would impact an estimated 65 grave sites in Section 5 of the Myrtle Hill Cemetery. For this reason, this alternative was eliminated from further consideration.

2. Comment: Several persons expressed dissatisfaction with the proposed interchange at the junction of Buffalo Avenue and U.S. 301. It was felt that an at-grade intersection would provide an easier and safer access to property in that area.

Disposition: During the first stage of construction an at-grade intersection will be built. The ultimate design for the intersection is a grade separated urban interchange with U.S. 301 over Buffalo Avenue. This design is dictated by the increases in Average Daily Traffic on both facilities and the need to provide an acceptable level of service in the design year of 2007. To provide access to land uses along U.S. 301, frontage roads will be constructed parallel to U.S. 301 with ramps connecting the frontage roads to the mainline. Buffalo Avenue would have signalization at its intersections with the frontage roads.

3. Comment: Several persons expressed the desire to have the eastern terminus of the project extended to Parsons Avenue or Kingsway Road.

Disposition: The Florida Department of Transportation is aware of the future need for upgrading S.R. 574 east of the project limits. The project development process has been initiated for multi-laning Buffalo Avenue from C.R. 579 in Mango to Plant City. The section of roadway presently under consideration was terminated at C.R. 579 due to priorities and availability of funding. The current project can function successfully as an interstate connector to and between I-4 and I-75, and as an east-west arterial into Tampa.

4. Comment: Several persons expressed concern over the maintenance of access to their property during construction of the proposed project.

Disposition: During construction ingress and egress will be provided to residences and businesses in the affected area. A detailed traffic maintenance program will be developed to ensure traffic-flow and access along the proposed Buffalo Avenue improvement corridor during construction area.

5. Comment: One person indicated that only a four-lane roadway was needed to meet traffic demands.

Disposition: Traffic forecasts indicate that a four-lane divided roadway would serve traffic demands through 1990. Six-laning, however, will be necessary prior to the design year of 2007.

6. Comment: Sabal Industrial Park has dedicated land to the Florida Department of Transportation with the agreement that any unused right-of-way will be returned to Sabal. Will this dedicated land be used for retention ponds?

Disposition: The final design for the roadway will include the location of all retention/detention areas. A complete study of the local hydraulic systems will be undertaken to ensure that the roadway improvement provides adequate drainage facilities and retention/detention areas. FDOT will attempt to make maximum use of all the land that is currently dedicated for use for the project.

7. Comment: A more northern alignment between U.S. 301 and the State Fairground would avoid right-of-way taking to a property on the south side of Buffalo Avenue.

Disposition: The alignment between U.S. 301 and the State Fairground is controlled by two factors. The first concerns the restriction of takings of 4(f) lands (the State Fairground) by the Federal Highway Administration except under certain specific extraordinary conditions. Because a viable southern alignment along this section of Buffalo Avenue is available, no such extraordinary conditions exist. The second factor involves a roadway alignment/intersection design concern. In order to avoid impacts to the State Fairground and the property to the south of Buffalo a skewed intersection of U.S. 301 and Buffalo Avenue would be required. It is

standard design practice to avoid skewed intersections for safety and vehicle turning radius considerations. A skewed intersection would require additional right-of-way acquisition, beyond that presently needed for the proposed alignment. The southern alignment for this section of roadway, therefore, is the preferred alternative.

8. Comment: Logan Properties expressed concern over the lack of a deceleration lane in the eastbound direction to facilitate entry to their property.

Disposition: The need for a deceleration lane at this location will be reviewed during the final design stage of the project. At that time, proper consideration will be given to such improvements as median openings, left turn lanes, and acceleration and deceleration lanes that will properly serve traffic.

9. Comment: Concern over future noise levels and the possibility of structural damage to the Good Shepherd Baptist Church was raised.

Disposition: A noise study was conducted to determine the future noise levels at the Church. Predicted interior noise levels were found to be within Federal Highway Administration design criteria levels for noise sensitive locations. An analysis of traffic-induced vibration was undertaken to determine the possibility of structural building damage to the Church. The analysis was performed over the life of the project with the result that the possibility for damage was high-



ly unlikely.

10. Comment: Concern was expressed over the difficulty of ingress and egress to the Good Shepherd Baptist Church and Christain School as a result of the project.

Disposition: Motorists entering or leaving the Church/School who turn right should not be substantially affected by the proposed improvement. For motorists turning left into or out of the property, a fourteen (14) foot two-way left turn lane has been proposed in front of the Church/-School. This provision should facilitate the left turn movements into and out of the site.

However, the left turn manuever will remain difficult. Several six-lane divided roadways exist in the Tampa Bay area and adequately serve the access needs of various establishments via driveways.

## VI. COMMITMENTS AND RECOMMENDATIONS

The Build alternative recommended in this document was selected based on numerous considerations including the social, economic and environmental impacts of the project, as well as traffic service. From analysis and evaluation of each of these considerations it is recommended that Buffalo Avenue be improved to a multi-lane facility. This alternative is recommended for the following reasons:

- o Facility improvements are necessary to provide improvements in the level of service needed to service existing and projected traffic volumes within the project area.
- o Compared to other roadway improvement alternatives the recommended design will minimize community and environmental impacts.
- o The recommended alternative is cost effective, when compared to all other alternatives analyzed.

To provide a transportation improvement that is in the best overall public interest this document sets forth numerous commitments to avoid or minimize impacts. To summarize, these include:

- o The Contractor will maintain continuous traffic service along Buffalo Avenue during construction of the proposed action, as well as maintain driveway access for affected property owners and/or tenants.
- o To minimize adverse impacts of relocation, a Right-of-Way and Relocation Program in accordance with Florida Statutes Chapter 337.09(4), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (P.L. 91-646), and Title VI of the Civil Rights Act of 1964 will be implemented.

- o All affected utilities shall be given the opportunity to relocate/renovate facilities during construction.
- o Erosion control measures as specified in Section 104 of the FDOT Standard Specifications will be implemented to control erosion.
- o If sites, in addition to 8Hi515, of possible archaeological significance are unearthed during construction, operations will be halted and the State Historic Preservation Officer will be notified.
- o The Contractor will limit construction activities requiring the use of heavy or noisy equipment to the time period between the hours of 7:00 a.m. to 6:00 p.m., unless written permission is obtained from the Engineer.
- o The Contractor shall not work on Sundays or legal holidays except to protect the public health and/or safety, unless written permission is obtained from the Engineer.
- o In the event the above restrictions are not adequate to keep construction noise to an acceptable level as determined by the Engineer, he may direct the use of other controls and abatement measures.
- o In addition to the above provisions, the identification of all noise sensitive sites will appear in the special provisions.
- o Archaeological testing (Phase II) will be conducted at 8Hi515. FHWA will provide the Florida SHPO the results of the Phase II investigations. The Florida SHPO, FDOT, and the FHWA will then determine if the Phase II investigations were sufficient in scale to permit mitigation of

adverse effects to archaeological resources. If the Florida SHPO, FDOT, and the FHWA determine that data recovery through Phase II investigations was not sufficient to mitigate adverse effects, archaeological salvage (Phase III) will be undertaken. This work must be of a level to mitigate adverse effects to the archaeological resources.

- o All archaeological investigations at Site 8Hi515 shall be completed prior to construction and will be conducted in accordance with "Recovery of Scientific, Prehistoric, Historic and Archaeological Data: Methods, Standards, and Reporting Requirements" (36 CFR Part 66). All work will be supervised by an archaeologist meeting the professional qualifications for supervisory archaeologist set forth in 36 CFR Part 66, Appendix C, "Professional Qualifications."

APPENDIX

## MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) Department of Transportation, proposes to provide financial assistance for Project Nos. M-1870(2) and F-208-1(1), Hillsborough County, Florida; and,

WHEREAS, pursuant to the regulations of the Advisory Council on Historic Preservation (Council), "Protection of Historic and Cultural Properties" (36 CFR Part 800), FHWA, in consultation with the Florida State Historic Preservation Officer (SHPO), has determined that this undertaking will have an adverse effect on an archaeological site, Site No. 8Hi515, a property determined to be eligible for inclusion in the National Register of Historic Places; and,

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. Sec. 470(f)) and the Council's Regulations, FHWA has requested the comments of the Council; and,

WHEREAS, representatives of the Council, the Florida SHPO, the Florida Department of Transportation (FDOT), and the FHWA have consulted and reviewed the undertaking to consider alternatives to avoid or satisfactorily mitigate the adverse effects; and, determined that avoidance of project impact is not feasible;

NOW, THEREFORE, it is mutually agreed that the undertaking will be implemented in accordance with the following stipulations to mitigate the adverse effects.

### Stipulations

FHWA will ensure that the following measures are carried out.

1. Archaeological testing (Phase II) will be conducted at 8Hi515. FHWA will provide the Florida SHPO the results of the Phase II investigations. The Florida SHPO, FDOT, and the FHWA will then determine if the Phase II investigations were sufficient in scale to permit mitigation of adverse effects to archaeological resources. If the Florida SHPO, FDOT, and the FHWA determine that data recovery through Phase II investigations was not sufficient to mitigate adverse

effects, archaeological salvage (Phase III) will be undertaken. This work must be of a level to mitigate adverse effects to the archaeological resources.

2. All archaeological investigations at Site 8Hi515 shall be completed prior to construction and will be conducted in accordance with "Recovery of Scientific, Prehistoric, Historic and Archaeological Data: Methods, Standards, and Reporting Requirements" (36 CFR Part 66). All work will be supervised by an archaeologist meeting the professional qualifications for supervisory archaeologist set forth in 36 CFR Part 66, Appendix C, "Professional Qualifications."

*John W. Finkle* 1/15/84

Executive Director  
Advisory Council on Historic  
Preservation

*Wm. L. Pugh* 3/6/84

Florida State Historic  
Preservation Officer

*P. E. Carpenter* 2/16/84

Federal Highway Administration  
Department of Transportation

*Paul V. Dwyer* 7/27/84

Florida Department of  
Transportation

*Alexander Altrich* (date) 11/23/84

Chairman  
Advisory Council on Historic  
Preservation

Approved  
*[Signature]*  
Attorney - D.O.T.

ADV. COUNCIL ON HISTORIC PRESERVATION  
NOV 29 10 04 AM '84

MPO RESOLUTION 84-13

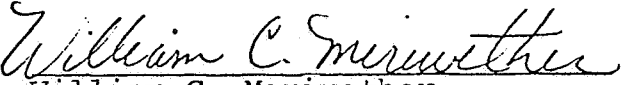
A Resolution by the Tampa Urban Area Metropolitan  
Planning Organization to the Florida Department  
of Transportation Regarding the Buffalo Avenue EIS

WHEREAS, The Tampa Urban Area  
Metropolitan Planning Organization (MPO) has reviewed the EIS for  
Buffalo Avenue from 40th Street to SR 579, and;

WHEREAS, The MPO basically  
agrees with the information provided in the EIS, and;

WHEREAS, The MPO recommends that  
the Florida Department of Transportation construct Buffalo Avenue  
in the alignment and lane configuration as set forth in the EIS.

October 24, 1984  
Date

  
William C. Meriwether,  
Vice-Chairman, TUATS MPO



15c  
AS-Walt  
NEW



6055 J. M. SPAN  
SECRETARY OF STATE

George Firestone

STATE OF FLORIDA  
Department of State  
THE CAPITAL  
TALLAHASSEE 32304

February 19, 1979

PROJECT  
FEB 26 1979  
DEVELOPMENT

ROBERT WILLIAMS, DIRECTOR  
DIVISION OF ARCHIVES, HISTORY, AND  
RECORDS MANAGEMENT  
(904) 487-1480

IN REPLY REFER TO  
Mr. Louis D. Tesar  
Historic Sites Specialist  
(904) 487-2333

Mr. J. C. Kraft, Chief  
Bureau of Environment  
Florida Department of  
Transportation  
Burns Building  
605 Suwannee Street  
Tallahassee, Florida 32304

Re: State Project Numbers 10340-1501 and 1502 State Road  
574-A (Buffalo Avenue) from State Road 585-A (40th  
Street) to State Road 574 in Mango, Hillsborough  
County, Budget Item Numbers 113197 and 113257,  
F.A.P. # (Not Yet Assigned).

Dear Mr. Kraft:

We have reviewed the results of a preliminary field survey of the above referenced project performed by Mr. William Browning, an archaeologist attached to the Florida Department of Transportation and coordinated by our office. Although there were several previously located archaeological sites in the immediate vicinity of the proposed project, the survey demonstrated that all but one of the sites had been destroyed in the recent past. With the exception of the one remaining intact site, none of the previously located sites are considered eligible for listing in the *National Register of Historic Places* or otherwise of national, State, or local significance.

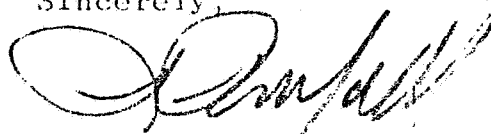
The one archaeological site which appears to contain undisturbed cultural deposits could not be properly assessed as to its significance during the field check of the project because it is on privately owned lands and permission could

Mr. J. C. Kraft, Chief  
February 19, 1979  
Page Two

not be obtained for a thorough investigation. Therefore, it is the determination of this office that this project may have an adverse effect on a potentially valuable archaeological site. A more comprehensive evaluation of the area needs to be made after the acquisition of the required rights-of-way, prior to the start of construction, in order to determine whether the site is eligible for listing in the *National Register of Historic Places* or of lesser significance.

Your interest and concern with protecting Florida's irreplaceable cultural resources are appreciated.

Sincerely,



L. Ross Morrell  
Deputy State Historic  
Preservation Officer

LRM:Bjw

cc: P. E. Carpenter  
G. P. Neubauer  
C. W. Monts De Oca  
J. G. Kennedy

cc  
AT  
NEW



~~15835 - 11-11-78~~  
SECRETARY OF STATE

George Firestone

STATE OF FLORIDA  
Department of State  
THE CAPITOL  
TALLAHASSEE, FLORIDA

February 19, 1979

PROJECT  
FEB 26 1979  
DEVELOPMENT

ROBERT WILLIAMS, DIRECTOR  
DIVISION OF ARCHIVES, HISTORY, AND  
RECORDS MANAGEMENT

(904) 487-1180

REPLY REFER TO  
Mr. Louis D. Tesar  
Historic Sites Specialist  
(904) 487-2333

Mr. J. C. Kraft, Chief  
Bureau of Environment  
Florida Department of  
Transportation  
Burns Building  
605 Suwannee Street  
Tallahassee, Florida 32301

Re: State Project Numbers 10340-1501 and 1502 State Road  
574-A (Buffalo Avenue) from State Road 585-A (40th  
Street) to State Road 574 in Mango, Hillsborough  
County, Budget Item Numbers 113197 and 113257,  
F.A.P. = (Not Yet Assigned).

Dear Mr. Kraft:

We have reviewed the results of a preliminary field survey of the above referenced project performed by Mr. William Browning, an archaeologist attached to the Florida Department of Transportation and coordinated by our office. Although there were several previously located archaeological sites in the immediate vicinity of the proposed project, the survey demonstrated that all but one of the sites had been destroyed in the recent past. With the exception of the one remaining intact site, none of the previously located sites are considered eligible for listing in the *National Register of Historic Places* or otherwise of national, State, or local significance.

The one archaeological site which appears to contain undisturbed cultural deposits could not be properly assessed as to its significance during the field check of the project because it is on privately owned lands and permission could



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET  
ATLANTA, GEORGIA 30365

RECEIVED  
FEB 22 1982

February 17, 1982

Mr. J. C. Kraft  
Bureau of Environment  
Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32304

10340-1501, 1502

Dear Mr. Kraft:

We have reviewed the advance information on the proposed widening of SR-574-A (Buffalo Avenue) from 40th Street to SR 574 in Hillsborough County. Our review indicates that if proper erosion control measures are incorporated into the project, the environmental losses associated with the project are acceptable. However, we would suggest that you minimize construction impacts to the extent possible in wetland area 9.

If we can be of further assistance, feel free to call on us.

Sincerely yours,

*Sheppard N. Moore*  
Sheppard N. Moore  
Acting Chief, EIS Section

STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL REGULATION

TWIN TOWERS OFFICE BUILDING  
2600 BLAIR STONE ROAD  
TALLAHASSEE, FLORIDA 32301

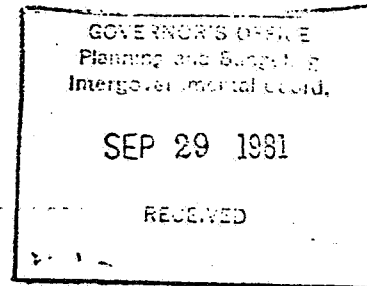


BOB GRAHAM  
GOVERNOR

VICTORIA J. TSCHINKEL  
SECRETARY

September 28, 1981

Mr. Ron Fahs, Director  
Intergovernmental Coordination  
State Planning and Development  
Clearinghouse  
Office of the Governor  
The Capitol  
Tallahassee, Florida 32301



Dear Mr. Fahs:

Re: Department of Transportation, Advance Notification  
of Intent to Apply for Federal Assistance for  
State Project Numbers 10340-1501 and 1502, SR574-A,  
Tampa, SAI No. FL8109080387

The Department of Transportation proposes to widen State Road 574-A from State Road 585-A to State Road 574. New facilities would involve the addition of a new bridge over the Tampa Bypass Canal. The Department of Environmental Regulation has reviewed the above referenced advance notification and submits the following comments.

The proposed construction will require permits from the Department, pursuant to Chapters 253 and 403, Florida Statutes, and water quality certification under Public Law 92-500. Project plans should be coordinated with our Southwest District Office in Tampa. Early coordination may help to eliminate problems in the permitting process.

The replacement bridge should be at least as long as the existing bridge to avoid additional filling in the floodplain. Further, the new bridge should span historical floodplain limits with removal of any wetlands fill placed during original approach construction. Work roads and detour roads often require clearing and temporary filling in the floodplain. Existing roads should be utilized for detour routes and bridges should be constructed without the use of work roads.

The proposed construction can be expected to cause/increase stormwater runoff. Adverse impacts should be minimized by (a) avoiding direct discharge into waters by channelized and scupper drainage, (b) directing

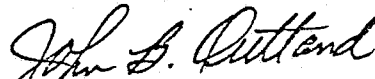
Mr. Ron Fahs  
Page Two  
September 28, 1981

stormwater discharges into vegetated areas, (c) installing erosion control structures and energy dissipaters at points of discharge, and (d) constructing as few lanes as possible. We do not recommend the premature widening of roads prior to demonstrated need or the exercise of alternative use of existing facilities. Licenses may be required for the discharge of stormwater associated with the proposed construction, pursuant to Section 17-4.248, Florida Administrative Code.

Erosion and siltation should be controlled during all construction activities. Disturbed soil surfaces should be revegetated promptly to prevent erosion.

We appreciate the opportunity to comment on this advance notification. We would like to review any environmental assessments prepared for this project.

Cordially,



Lynn F. Griffin  
Environmental Specialist  
Intergovernmental Programs  
Review Section

LFG/jb

cc: Bill Hennessey, DER/Tampa



STATE OF FLORIDA

# Office of the Governor

THE CAPITOL  
TALLAHASSEE 32304

BOB GRAHAM  
GOVERNOR

October 14, 1981



Mr. J. C. Kraft, Chief  
Bureau of Environment  
Department of Transportation  
Burns Building  
Tallahassee, Florida 32301

RE: State Project # 10340-1501 & 1502 - BI # 113197 & 113257 - Hillsborough County

SAI: FL8109080387

Dear Mr. Kraft:

The State Planning and Development Clearinghouse, in compliance with U. S. Office of Management and Budget Circular A-95, has provided a review of your notification of intent to apply for federal assistance in the amount of \$15,000,000.

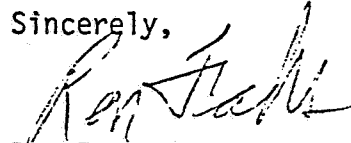
During the review process we submitted your project to the Departments of Veteran and Community Affairs, Environmental Regulation, Natural Resources, State, and Game and Fresh Water Fish Commission. The Departments of Veteran and Community Affairs, State, and Game and Fresh Water Fish Commission have no objections to the project. The Department of Environmental Regulation indicates that permits will be required prior to any construction activities. Early coordination with that agency's Tampa Office will help to eliminate problems during the permitting process. They also state that the replacement bridge should be at least as long as the existing bridge to avoid additional filling in the floodplain. Work roads and detour roads often require clearing and temporary filling in the floodplains. Existing roads should be utilized for detour routes and bridges should be constructed without the use of work roads. The proposed construction can be expected to cause/increase stormwater runoff. Adverse impacts should be minimized, and erosion and siltation should be controlled during all construction activities. We have enclosed their letter giving complete details.

Please append a copy of this letter to your application, and on Item 3a of the SF 424 form insert the above referenced State Application Identifier (SAI) number. Completion of these requirements will assure the federal agency of your compliance with the provisions of U. S. Office of Management and Budget Circular A-95, and will assist the federal agencies in preparing the Notification of Grant-In-Aid Action in accordance with U. S. Treasury Circular 1082. Accommodating these requests will reduce the chance of unnecessary delays in processing your applications.

Mr. J. C. Kraft  
Page two

Thank you for your cooperation.

Sincerely,



Ron Fahs, Director  
Intergovernmental Coordination

RF/mt

Enclosure

CC: Wendy Giesy  
Department of Transportation  
P.O. Box 1249  
Bartow, Florida 33830

The amount of \$18,000,000.

INCORPORATED INTO BUDGET OF THE STATE OF FLORIDA FOR THE FISCAL YEAR 1987.





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV  
345 COURTLAND STREET  
ATLANTA, GEORGIA 30365

RECEIVED

OCT 12 1981

October 8, 1981

4SA-EIS

Mr. J. C. Kraft  
Bureau of Environment  
Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32304

Dear Mr. Kraft:

We have reviewed the advanced information on the following highway improvement projects:

- (1) Reconstruction of existing State Road 7 from Broward County line to north of Glades Road from Broward County line to north of Glade Road, Palm Beach County.
- (2) Improvements to State Road 686 from Missouri Avenue to the vicinity of Clearwater-Largo Road, Pinellas County.
- (3) Improvement to State Road 574-A (Buffalo Avenue) from State Road 585-A, Tampa, to State Road 574, Mango in Hillsborough County.

Our primary environmental concerns are contained in the attached Appendix C. If we can be of further assistance, feel free to call on us.

Sincerely yours,

*Joe T. Moore*  
Sheppard N. Moore  
Chief, EIS Review Section

Enclosure:  
Appendix C



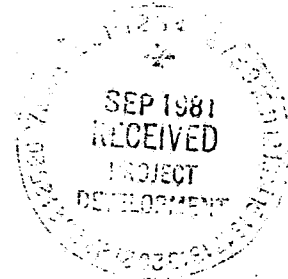
APPENDIX C

1. A review of the highway widening and/or improvement project does not indicate that the proposed work will cause serious water quality or ecological problems if proper consideration is given to erosion control measures. However, if wetland fill or stream crossings are involved, the Corps of Engineers and the Coast Guard should be contacted with regard to permit requirements. We will review the permits for conformance with current EPA 404(b) guidelines, Executive Order 11988, "Floodplain Management," and Executive Order 11990, "Protection of Wetlands." Therefore, we recommend that the highway project be designed with these criteria in mind.
2. Relative to air quality, all applicable State air pollution control rules and regulations to include those dealing with indirect sources, must be followed prior to and during construction of the project. Additionally, the State DOT must address conformity of the proposed project with the EPA approved State Implementation Plan pursuant to Section 176(c) of the Clean Air Act.

NO. 1000  
Palmdale, California

to State Road 5400 in Palmdale, CA

September 2, 1981



Mr. J. C. Kraft, Chief  
Bureau of Environment  
Florida Department of Transportation  
605 Suwannee Street, MS 37  
Tallahassee, Florida 32304

Dear Mr. Kraft:

Subject: A-95 #220-81; State Road 574A Improvements Feasibility Study,  
SP #10320-1501 and 1502, Hillsborough County

This letter constitutes acknowledgement and preliminary assessment of an application summary for the above-mentioned project. Pursuant to the provisions of Office of Management and Budget (OMB) Circular A-95 (revised), we find the notification for a feasibility study concerning improvements to State Road 574A (Buffalo Avenue) is consistent with the TBRPC's adopted growth policy, Future of the Region and other applicable plans. It is the Council's policy to encourage priority funding for the reconstruction and maintenance of the existing highway system. While we do not find your proposal to be regionally significant, all member local governments will be notified of the receipt of your application no later than September 4, 1981 for any comments concerning local significance. Should any local issues regarding the project arise, you will be contacted directly by the concerned local government office.

In accordance with staff findings, and subject to concurrence of TBRPC's Clearinghouse Review Committee (CRC) and the full Council, no regional issues have been identified which would preclude approval of this project. Should additional regional review be directed by the Clearinghouse Review Committee or TBRPC's full policy Council, you will be notified within thirty (30) days of receipt of this letter. Unless notified within thirty (30) days, your project is considered to have met the requirement of OMB Circular A-95 and no further review will be required.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Michael R. McKinley, Chief  
Governmental Services Division

MM/jls

cc: Windy J. Giesy

Florida



Department of Transportation

Haydon Burns Building, 605 Suwannee Street, Tallahassee, Florida 32301. Telephone (904) 488-8541

BOB GRAHAM  
GOVERNOR

JACOB D. VARN  
SECRETARY

September 3, 1981



Ms. Carolyn A. Dekle  
State A-95 Coordinator  
State Planning & Development  
Clearinghouse  
Executive Office of the Governor  
Room 415, Carlton Building  
Tallahassee, Florida 32301

Dear Ms. Dekle:

Subject: Advance Notification  
State Project Numbers 10340-1501 & 1502  
Budget Item Numbers 113197 and 113257  
Federal Aid Numbers M-1870(2) & F-208-1(1)  
Hillsborough County, Florida

The attached "Advance Notification" package is forwarded for further processing through appropriate State agencies. Distribution to local and Federal agencies is being made as noted.

Please forward your responses as soon as possible, referring to our State and Federal Aid Project numbers.

Sincerely,

C. L. Irwin, Administrator  
Environmental Impact Review

CLI:jh

Attachment

cc: Federal Highway Administration  
Environmental Protection Agency  
Area Manager - Fish & Wildlife Service  
National Marine Fisheries  
Department of the Army  
Area Supervisor-National Marine Fisheries  
National Park Service  
State Conservationist-Dept. of Agriculture  
Assistant Director of Operations-H.U.D.  
Commander (oan)-Seventh Coast Guard  
Mr. A. B. Burke  
Mr. C. W. Monts De Oca  
Mr. J. G. Kennedy

M  
G  
M  
NEW ✓  
P.O. Box 2676  
Vero Beach, Florida 32960

January 14, 1982



Mr. J. C. Kraft  
Chief, Bureau of Environment  
Florida Department of Transportation  
608 Suwannee Street, MS-37  
Tallahassee, Florida 32304

Dear Sir:

The Fish and Wildlife Service has reviewed the Advance Notification package (State Project Number 10340-1501 and 1502, Hillsborough County), dated September 3, 1981. We have reviewed the general alignment for the proposed expansion of S.R. 574-A. Development and previous road construction has significantly altered the wetlands potentially impacted by this project. We are concerned about filling in some of the areas. The nine sites along Buffalo Avenue noted in the Advance Notification package are discussed below.

Site one is a landlocked lake and water retention pond located in cemeteries on both sides of the road. The pond on the south contains the smaller ratio of wetland vegetation to open water. The site north of the road contains cattail, melaleuca, willow, oak, and wax myrtle. The area functions as a water retention site and would remove nutrients from the runoff waters. Groundwater recharge likely occurs at this site. Filling either south or north of the road in this area will reduce the functions currently performed by this wetland and lake system. The primary concern in this area would be the maintenance of water retention capacity. Filling the wetlands should be mitigated with creation of the lost retention capacity in an area adjacent to the existing system. Vegetation and wetland values on the south side are lower than those on the north, therefore, we would recommend that south-bound road expansion be considered.

Site two is a drainage ditch near Interstate 4. This is a small area and our only concern would be the maintenance of water conveyance capacity.

Site three is a water retention pond vegetated with cattail. The site is small and has little fish and wildlife resource values. Our concern at this location is the water retention and nutrient assimilation function performed by the pond. The project should assure that the retention capacity is maintained in the area after road construction is completed.

Site 4 is predominantly a forested swamp with a small area of freshwater marsh near the eastern edge of the swamp. Willows and maples on the site vary to about 25-feet tall. Water was present in small depressions at the time of the inspection. The area appears to be a remnant of a larger wetland pocket that has been impacted by local development. Fish and wildlife resource values are limited to the local area except where water quality and runoff impact the Tampa Bypass Canal. The forested wetlands of the area are more valuable than the freshwater marshes and non-forested areas. The north side of S.R. 574-A is open and filling would be less damaging in this area. If filling is required on the south side, then attempts should be made to maintain the water retention capacity and nutrient assimilation capability of the area. This may be accomplished by the construction of shallow ponds in the non-forest areas adjacent to the wetlands. The ponds should not be constructed in the forested wetlands.

Site five is a drainage canal that is of limited value to the fish and wildlife resources of the region. The values of the canal are basically local and are water retention and nutrient assimilation capabilities. Our only concern with this site is that the water retention capabilities be maintained.

Site six is the Tampa Bypass Canal and has limited shallow-water habitat at the site of the proposed activity. Our concern is the shallow-water habitat not be reduced in the area as a result of the construction. If this does occur, then we would request that adjacent areas be recontoured to create an area of shallow-water habitat equal to that which was eliminated.

Site seven is a small forested wetland that serves as a catchment area for runoff from the adjacent areas. Filling is proposed in the wetlands and thus retention, habitat, and nutrient assimilation would be reduced. Mitigation for the filling should be performed in the adjacent areas. This should include creation of a small retention area with endemic wetland trees planted at the mitigation site.

Site eight is a freshwater marsh and small pond that is not proposed to be altered by the project. If future plans propose to impact this area, then mitigation, as with the other sites, should be performed.

Site nine is a large lake traversed by the existing road. Filling of the shallow-water habitat adjacent to the road would require mitigation in the form of recreating that shallow-water habitat adjacent to the finished road. This shallow water should slope from the road shoulder, on a slope of 1 vertical on 7 horizontal, to a point about 2 feet below average water elevation. This would provide an area suitable for wetland plant growth and benefit the fish and wildlife resources of the area and water quality.

Overall, the wetlands of the area have been stressed by past development but we believe that there are functions of these areas that should be maintained. These are water retention, nutrient assimilation and fish and wildlife habitat for local resources.

If you have any questions about these recommendations, please contact this office.

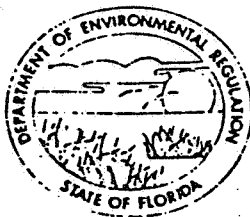
Sincerely yours,

Joseph D. Carroll, Jr.  
Field Supervisor

cc:  
AO, Jacksonville, Fla.  
DOT, Bartow, Fla.

STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL REGULATION

TWIN TOWERS OFFICE BUILDING  
2600 BLAIR STONE ROAD  
TALLAHASSEE, FLORIDA 32301-8241



BOB GRAHAM  
GOVERNOR

VICTORIA J. TSCHINKEL  
SECRETARY

July 8, 1982

Mr. P. E. Carpenter  
Division Administrator  
U. S. Department of Transportation  
Federal Highway Administration  
Region Four  
Post Office Box 1079  
Tallahassee, Florida 32302

Dear Mr. Carpenter:

The department has reviewed your ongoing project submittal of January 28, 1982, for consistency with Florida's Coastal Zone Program as required under Subpart F of 15 CFR Part 930. We have determined that all of the attached projects are consistent with Florida's Coastal Zone Management Program. Previous correspondence between FDOT and FDER have found 13 federal-aid projects to be consistent. As some of these projects are in various planning stages, they will undergo future review as required by federal regulations. Two additional projects, 99004-1522 and 78040-1528, have been exempted from a consistency review due to final FHWA approval prior to October 1, 1981. While we find SR 951 consistent, we still have concerns which will be expressed in forthcoming correspondence.

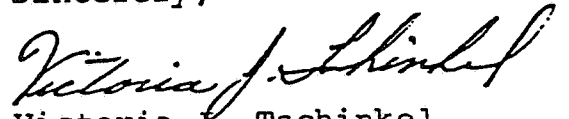
In arriving at these consistency determinations, my staff expended considerable effort in a review of each project. They have compiled a large number of comments that will aid FDOT in future project development and will better ensure that the projects are environmentally acceptable. These comments have been included in several letters to you with copies to FDOT. By copy of this letter, I am requesting that the Secretary of Transportation strongly consider these comments as these projects move forward.



Mr. P. E. Carpenter  
July 8, 1982  
Page Two

Future correspondence in regard to consistency will be directed to FDOT and we hope to soon establish procedures to better facilitate this process.

Sincerely,

  
Victoria J. Tschinkel,  
Secretary

VJT/ml  
Attachment

cc: Mr. Paul Pappas  
Mr. Ron Fahs  
Mr. Jake Kraft  
Mr. Dave Worley  
Mr. Walt Kolb

<u>Project Description</u>	<u>Project No.</u>	<u>Date of A-95</u>
Upgrading US 1 (SR 5) from 4-L to 6-L or 8-L facility from SR 968 (NE 123 St.) to Dade/Broward County line, Dade County	SJN 87030-1533 FAP F-485-2(10) BI 612833	8-31-81
Widening of 2-L section of US 1 (SR 5) to a 4-L roadway from SR S-905 to Monroe/Dade line, Monroe County	SJN 90060-1543 FAP F-485-1(9) BI 616783	5-21-79
Widening US 1 (SR 5) from 2-L to 4-L from Monroe/Dade County line to Card Sound Road, Dade County	SJN 87010-1505 FAP F-485-2(7) BI 613184	5-21-79
Widening SR 76 from 2-L to 4-L from SR 76A to Monterey Road, Martin County	SJN 89060-1514 FAP RS-4854(3) BI 416129	12-23-77
Widening SR 710 from 2-L to 4-L from Military Trail to SR 5, Palm Beach County	SJN 93310-1506 FAP M-6560-(1) BI 418041	10-10-78
Widening SR 706 from 2-L to 4-L from Turnpike to SR 5, Palm Beach County	SJN 93190-1508 FAP RS-4844(1) BI 418178	10-26-78
Widening SR 710 from 2-L to 4-L from SR 706 to Military Trail, Palm Beach County	SJN 93310-1510 FAP F-130-1(6) BI 418243	9-24-79
Adding additional lanes to existing 4-L US 1 from Martin County line to 17th St., Vero Beach, Florida	SJN 99004-1521 FAP F-485-5(7) BI 410004	8-25-80
Intersection improvement US 1 from Martin County line to Indian River line	SJN 94010- FAP F-485-5(5) BI 419254	1-3-79
I-95 HOV Study, 6-L to 8-L, Interchanges in Broward County	SJN 99004-1522 FAP F-195-1(235) 16 BI 410035	1-28-78
I-95 HOV lanes, 6-L to 8-L, from Danie Boulevard to M.P. 15.5, Broward County	SJN 86070-1472 FAP I-95-1(256) 27 BI 440820	N.A.
SR 820 from 2-L to 4 or 6 lanes from I-75 to SR 7, Broward County	SJN 86040-1518 FAP F-036-1(8) BI 410299	1-13-77
SR 951 from 2-L to 4-L from SR 92 to US 41, Collier County	SJN 03030-1505 FAP F-325-1(1) BI 412031	7-13-78

<u>Project Description</u>	<u>Project No.</u>	<u>Date of A-95</u>
SR 43 from 2-L to 6-L from Gibsonton Road to SR 60, Hillsborough County	SJN 10010-1508 FAP F-311-1(9) BI 113256	5-15-79
SR 60, 4-L to 6-L, from SR 43 to Knight Avenue	SJN 10110-1549 FAP F-200-1(5) BI 113330	11-12-81
and		
SR-60, 4-L to 6-L, from SR 45 to SR 43, Hillsborough County	SJN 10110-1550 FAP M-1812-(6) BI 113658	11-12-81
Dale Mabry at Waters, 4-L to 6-L, from CR 587 and CR 584 to SR 580 Interchange, Hillsborough County	SJN 10160-1511 FAP F-295-1(7) BI 113380	12-8-81
SR 582, 2-L to 4-L, from CR 582B to SR 43, Hillsborough County	SJN 10290-1508 FAP M-1918(2) BI 113269	9-6-77
SR 574, 2-L to 4-L, from 585 to SR 43	SJN 10340-1501 FAP M-1870(2) BI 113197	9-3-81
and		
SR 574, 2-L to 4-L, From SR 43 to SR 574, Hillsborough County	SJN 10340-1502 FAP F-208-1(1) BI 113257	9-3-81
Replace existing bridge over Turkey Creek on Yukon Road, Hillsborough County	SJN 10513-1925 FAP BRZ-0001(3) BI 123340	7-8-80
Upgrade Edison Bridge from 2-L to 4-L from SR 80 to SR 78A, Lee County	SJN 12001-1511 FAP BRM-0671(2) BI 114459	12-10-79
SR 80, 2-L to 4-L, from SR 45 to I-75, Lee County	SJN 12020-1532 FAP F-100-1(3) BI 114444	12-3-80
SR 78, 2-L to 4-L, from CR 765 to SR 31, Lee County	SJN 12060-1519 FAP F-106-1(1) BI 114427	9-17-79
New bridge at Madison Street, Bridge #140064, Pasco County	SJN 14714-3901 FAP SOS-0001(62) BI 125813	11-2-79
SR 60, 4-L to 6-L, from SR 55 to CR 593, Pinellas County	SJN 15040-1517 FAP M-1456(3) BI 116542	4-25-80

Replace Bridge #154255 at 49th Street, Pinellas County

SJN 15665-1601  
FAP BRZ-0001(6)  
BT 126588

7-11-80

Sunshine Skyway Pier Protection, Hillsborough and Manatee Counties

SJN 15170-1412  
FAP T-275-7(189)438  
BT 147819

9-24-81

Apalachicola River/Bay Bridges replacement, Franklin County

SJN 49010-1533  
FAP BRP-422-3(3)  
BT 312614

5-3-78

and

SJN 49010-1536  
FAP BRP-422-3(6)  
BT 312627

5-3-78

Blackwater River Bridge, US 98, bridge replacement, Santa Rosa County

SJN 58010-1524  
FAP BRP-480-1(6)  
BT 317984

11-25-81

Highland View, US 98, bridge replacement, Gulf County

SJN 51010-1521  
FAP F-422-3(5)  
BT 313731

4-30-79

SR 13, 2-L to 4-L, from SR 9A (1-295) in Duval County to Race Track Road in St. Johns County

SJN 72160-1540  
FAP F-415-2(5)  
BT 214476

11-18-81

and

SJN 78070-1514  
FAP F-415-1(3)  
BT 516825

11-18-81

Bridge of Lions, SR 1A, St. Augustine, St. Johns County

SJN 78040-1537  
FAP BRP-491-2(3)  
BT 516826

6-2-81

SR 1A, Port Orange Causeway, 2-L to 4-L, excluding bridges

SJN 79180-1508  
FAP M-8094(1)  
BT 518961

10-10-77

and

Port Orange Bridge, SR 1A, Volusia County

SJN 79180-1902  
FAP BRM-8094(2)  
BT 518855

10-10-77

SR 518, Eau Gallie Causeway, 2-L to 4-L, excluding bridge

SJN 70120-1522  
FAP M-8546(8)  
BT 510043

8-29-79

and

<u>Project Description</u>	<u>Project No.</u>	<u>Date of A-95</u>
SR 518, Eau Gallie Causeway Bridges, Brevard County	SJN 70120-1513 FAP BRM-8546(3) BI 510183	8-29-79
Goat Creek Bridge Replacement (Bridge No. 704023) in Valkaria, Brevard County	SJN 70000-1614 FAP BRZ-0005(14) BI 520010	7-29-80
SR 44, 2-L to 4-L, from SR 55 to E. C/L. Crystal River, Citrus County	SJN 02050-1516 FAP F-324-1(13) BI 511539	12-12-77
SR 44, 2-L to 4-L, from CR 581 to SR 45, Citrus County	SJN 02050-1517 FAP F-324-1(4) BI 511540	12-12-77
SR 45, 2-L to 4-L, from SR 44 to SR 44E., Citrus County	SJN 02010-1516 FAP F-324-1(5) BI 511544	12-12-77
SR 45, 2-L to 4-L, Withlacoochee River Bridge Replacement, Citrus County	SJN 02010-2517 FAP BRF-301-5(1) BI 511549	11-10-77
SR 11A, 2-L to 4-L, from SR 312 to existing 4 land, St. Johns County	SJN 78040-1528 FAP F-491-2(2) BI 516831	12-12-74
Bishop Estate Road bridge replace- ment (Bridge No. 784034), St. Johns County	SJN 78000-1604 FAP BRZ-0005(22) BI 526829	8-12-80
SR 600, 4-L to 6-L, from I-95 to Clyde Morris, Volusia County	SJN 79060-1514 FAP F-344-1(4) BI 518907	2-17-77
SR 430, intersection improvement (Mason Avenue) at SR 5 in Volusia County	SJN 79220-1501 FAP M-8170(2) BI 519037	1-23-81
CR 40A Bridge Pioneer Trail bridge replacement (Bridge Nos. 794109, 10, 11) in Volusia County	SJN 79550-1605 FAP BRZ-0005(7) BI 528811	5-18-79
Main Street, Rose Bay bridge replace- ment (Bridge No. 794028), Volusia County	SJN 79000-1619 FAP BRZ-0005(30) BI 528814	8-18-80
CR 444, Maytown Road bridge replace- ment (Bridge Nos. 794039, 40, 41), Volusia County	SJN 79504-1602 FAP BRZ-0005(26) BI 528833	4-28-80

-more-

Project Description

Project No.

Date of A-95

High Bridge Road bridge replacement  
(Bridge No. 794026), Volusia County

SJN 79000-1616  
FAP BRZ-0005(26)  
BT 528835

8-18-80

CR 444, Mayton Road bridge replace-  
ment (Bridge Nos. 794043, 44),  
Volusia County

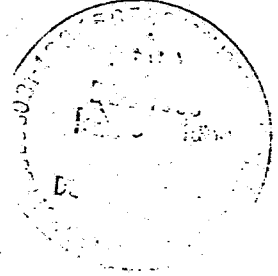
SJN 79504-1603  
FAP BRZ-0005(27)  
BT 528839

7-18-80

November 30, 1983

HEC-FL

Ms. Carol Shull, Keeper of the Register  
National Register of Historic Places  
National Park Service  
1100 L Street, N.W., Room 6209  
Washington, D.C. 20240



Dear Ms. Shull:

Subject: Florida - Project Nos. M-1870(2) & F-208-1(1)  
State Project Nos. 10340-1501 & 10340-1502  
Hillsborough County  
State Road 574-A

The Federal Highway Administration, in cooperation with the Florida Department of Transportation, is conducting an environmental study for the subject project. The proposed improvement provides for the widening and reconstruction of State Road 574-A (Buffalo Avenue) from State Road 585-A (40th Street) in Tampa to State Road 574 in Mango.


In order to comply with the requirements of Section 106 of the National Historic Preservation Act of 1966, a survey has been conducted to locate any significant archaeological sites which may be located in the project vicinity. This survey revealed that there is one site located in the project area which may potentially be archaeologically significant. This site is identified as the Muck Pond Site (Site No. 8Hi515) and is located adjacent to State Road 574-A. Enclosed for your use is a copy of the Florida Master Site File form for the subject site and a map showing its location.

We have consulted with the State Historic Preservation Officer (SHPO) concerning the eligibility of this site for inclusion on the National Register of Historic Places. Enclosed for your use is a copy of an October 28, 1983 letter from Mr. George W. Percy, SHPO. In his letter, Mr. Percy indicated that he believes Site No. 8Hi515 is potentially eligible for listing on the National Register of Historic Places.

Pursuant to CFR 36, we are requesting your opinion on the eligibility of Site No. 8Hi515 (Muck Pond Site) for inclusion on the National Register of Historic Places. We would appreciate your expeditious handling of this request.

Sincerely yours,

James M. Tumlin

 P. E. Carpenter  
Division Administrator

Enclosures

cc: Mr. George Percy, SHPO



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Florida Division Office

227 N. Bronough St.  
Room 2015  
Tallahassee, Florida 32301

December 5, 1984

IN REPLY REFER TO: HEC-FL

Division of Preconstruction and Design  
Florida Department of Transportation  
Tallahassee, Florida

Attention: Mr. J. C. Kraft

Gentlemen:

Subject: Florida - Project Nos. M-1870(2) & F-208-1(1), Hillsborough County  
State Project Nos. 10340-1501 & 10340-1502  
State Road 574A (Buffalo Avenue)

Enclosed for your use is a copy of a Memorandum of Agreement (MOA) between the National Advisory Council on Historic Preservation, the Florida State Historic Preservation Officer, the Federal Highway Administration, and your agency for the subject project, which provides for the widening and reconstruction of State Road 574A in the Tampa area. This MOA, which has been ratified by the Chairman of the National Advisory Council, provides for the satisfactory mitigation of the adverse project impacts on an archaeological site (Site No. 8Hi515). The various mitigation measures provided for in this MOA must be incorporated into the development of the subject project.

Sincerely yours,

P. E. Carpenter  
Division Administrator

*Dennis B. Luhrs*

Dennis B. Luhrs  
District Engineer  
For the Division Administrator

Enclosure

cc: Mr. George W. Percy, SHPO