

FINAL COMMENTS & COORDINATION REPORT

SR 60 (ADAMO DRIVE)

from west of 50th Street to east of Falkenburg Road

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY



WPI SEGMENT Number: 405525-1
FINANCIAL AID PROJECT Number: 1812-018-U



Florida Department of
Transportation District Seven

May 2005

COMMENTS AND COORDINATION REPORT
State Road 60 (Adamo Drive)
Project Development and Environment (PD&E) Study
from west of 50th Street to east of Falkenburg Road
Hillsborough County, Florida
WPI Segment Number 405525-1
Financial Aid Project Number 1812-018-U

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EXECUTIVE SUMMARY

S.1 Public Involvement Program

A Public Involvement Program (PIP) was developed and carried out as an integral part of the State Road 60 (SR 60) Project Development & Environment (PD&E) Study in compliance with Section 339.155, Florida Statute, Executive Orders 11990 and 11988 Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA), and 23 Code of Federal Regulations (CFR) 771. The purpose of this program was to establish and maintain communication with the public at-large, and individuals and agencies concerned with the project and its potential impacts. As a result of this PIP, the comments and consensus received from representatives of local government agencies, as well as from the general community, minimized potential public controversy.

S.2 Advance Notification Package

To ensure open communication as well as agency and public input, the Department provided an Advance Notification (AN) Package to state, federal, and local agencies and other interested parties defining the project and describing anticipated issues and impacts. The AN package was sent to the Florida State Clearinghouse on May 15, 2003 for processing through appropriate state agencies in accordance with Executive Order 93-194.

No significant issues that would affect the implementation of this project were identified by the agencies. Agency staff provided comments regarding issues that needed to be addressed including threatened and endangered species, wetland impacts, impacts to archaeological or historic sites, stormwater treatment, land uses, public involvement, utilities, traffic demand, traffic safety, traffic management, evacuation, and cost of the project. These comments were addressed during the study and various issues were coordinated and discussed with the appropriate agencies. A complete summary of the agency comments and responses can be found in Appendix A – Advance Notification Package and Responses.

S.3 Public Hearing

The Public Hearing for the project was conducted on March 14, 2005 from 5:00 p.m. to 7:00 p.m. at the Palm River Elementary School, 805 Maydell Drive, Tampa, Florida. A court reporter was in attendance to record and prepare a verbatim transcript of the formal proceedings and verbal testimony received. Persons desiring to make a formal public statement filled out a speaker card prior to the public comments portion of the Hearing and were called to speak one at a time.

The Hearing was advertised in advance by mailing letters to 57 elected and appointed officials, including Federal Officials, State Officials, Hillsborough County Officials, planning and permitting agencies, utility companies, and the City of Tampa. Letters were also mailed to 295 property owners and tenants, business owners and operators, and other interested citizens within the SR 60 study area in Hillsborough County. Display advertisements were published in the Tampa Tribune newspaper on February 16, 2005 and March 7, 2005, as well as in the Florida Administrative Weekly on February 18, 2005. Press releases were sent from the Florida

Department of Transportation, District Seven Office, March 7, 2005, in the form of a media alert, for additional media notification. Announcements were mailed to the Florida Sentinel and La Gaceta publications, which specialize in news to the African-American and Hispanic communities in the Tampa Bay area. Project reports were available for public review 21 days prior to the Public Hearing at two (2) locations: the Florida Department of Transportation, Modal Planning and Development, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida; and the 78th Street Community Library, 7625 Palm River Road, Tampa, Florida.

The purpose of the Hearing was to present the project preferred alternative and its potential costs and impacts, and allow citizens and local government officials an opportunity to express concerns, opinions, and comments regarding the SR 60 PD&E Study as part of the official public record for the project.

Approximately 50 citizens and 18 Department and consultant staff attended the Hearing. Six (6) citizens made verbal recorded statements during the Hearing. A total of six (6) completed comment sheets were received from five (5) citizens at the Public Hearing. Eight (8) written comments were received before and five (5) were received after the Hearing. The main issues and concerns expressed were concerns over business impacts resulting from grade-separated crossings at US 301 and 50th Street/CSX railroad.

1.0 INTRODUCTION

An effective public involvement plan can foster understanding and cooperation between the Florida Department of Transportation (FDOT) and the public, help develop a transportation system that meets community needs, save money by reducing or eliminating the need to redesign, and prevent last minute project delays.

Public involvement has been a major factor in the decision-making process for the State Road 60 (SR 60) Project Development and Environment (PD&E) Study. The public involvement effort has included opportunities for the public to review project alternatives and to provide suggestions into the decision-making process. Citizen comments regarding the proposed project were encouraged during all stages of project development. Comments have been considered and, where applicable, incorporated into the development of the alternatives. Approval of the results of this study will be sought from the Federal Highway Administration (FHWA) following detailed engineering and environmental evaluations and consideration of public input. The following chapters in this report detail the public involvement approach utilized for this study.

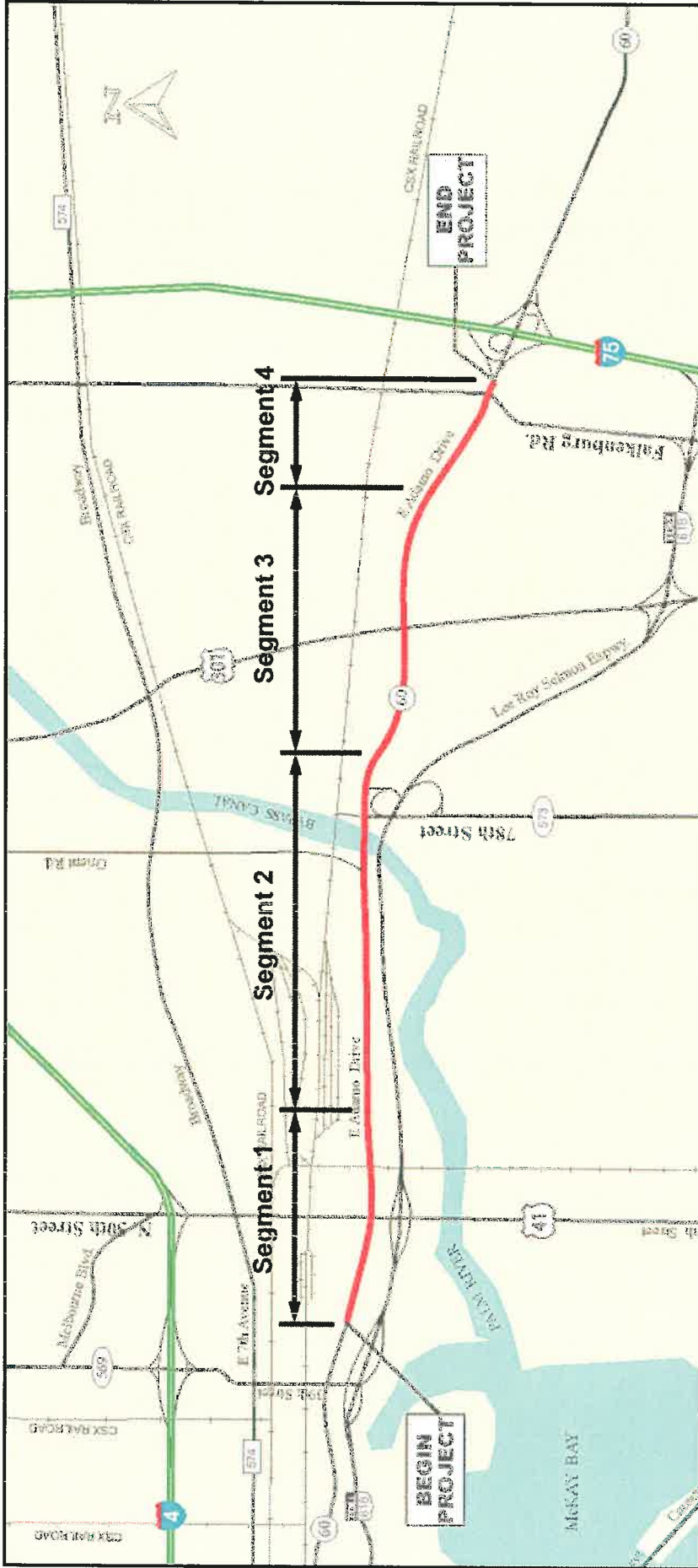
2.0 PROJECT SUMMARY

The FDOT is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements for SR 60 from west of 50th Street to east of Falkenburg Road in Hillsborough County, Florida. The project has been divided into four distinct segments, as shown in Figure 1 – Project Location Map and is described below:

- Segment 1 – extends from west of 50th Street to east of the CSX railroad, a distance of approximately 1.53 miles;
- Segment 2 – from east of the CSX railroad to east of 78th Street, a distance of approximately 1.70 miles;
- Segment 3 – from east of 78th Street to east of Philip Lee Boulevard, a distance of approximately 1.47 miles; and
- Segment 4 – from east of Philip Lee Boulevard to east of Falkenburg Road, a distance of approximately 0.77 miles.

The total project length is approximately 5.47 miles. The proposed improvements will include widening the existing four-lane divided facility and evaluating potential grade separations at 50th Street/CSX railroad and US 301.

FIGURE 1 – PROJECT LOCATION MAP



2.1 Project Purpose

The objectives of this PD&E Study are to develop a multi-lane improvement that is economically efficient and environmentally sound. This study documents the results of the environmental and engineering analyses conducted in order to assist the FDOT and the FHWA in reaching a decision on the location and conceptual design for the improvements to SR 60. In addition, this study will comply with the requirements of the National Environmental Policy Act (NEPA) and other applicable requirements to qualify the proposed project for Federal funding.

The FDOT developed alternatives for this PD&E Study in coordination with Hillsborough County, Florida and the Hillsborough County Metropolitan Planning Organization (MPO). The project as a whole is identified as part of the Long Range Transportation Plan (LRTP) Needs Plan. The segment of SR 60 between US 301 and Falkenburg Road is included in the LRTP Cost Affordable Plan.

2.2 Project Description

SR 60 is an east/west facility with a functional classification of an urban principle arterial-other. The study corridor traverses an array of urban land uses including industrial and commercial development inter-mixed with parcels of vacant land. There are existing wetlands systems both within and adjacent to the existing right-of-way.

From west of 50th Street to Philip Lee Boulevard, SR 60 is a four-lane divided facility with a depressed 40-foot median, 5-foot inside unpaved shoulders and 10-foot outside shoulders and open roadside ditches. The right-of-way width varies from 128 to 228 feet. The posted speed limit is 50 miles per hour. From Philip Lee Boulevard to I-75, SR 60 begins as a four-lane divided facility and develops into an eight-lane divided section with a depressed 40-foot median, 5-foot inside unpaved shoulders and 10-foot outside shoulders with open roadside ditches. There are two eastbound travel lanes from Philip Lee Boulevard to west of Business Entrance where a third lane is added. A fourth eastbound lane is added east of Business Entrance and continues east to the I-75 Interchange. The four westbound travel lanes reduce to three lanes at the I-75 southbound on-ramp. The third lane drops as a right-turn lane at Philip Lee Boulevard. The right-of-way width for this segment varies from 132 feet to 300 feet. The posted speed limit is 50 miles per hour.

The proposed improvements consist of increasing roadway capacity to meet the future travel demand. The existing four-lane rural section will be improved to six lanes by widening to the outside, one lane in each direction to maintain the existing 40-foot median. The existing four lanes will be milled and variable depth overlay will be used if necessary. The project will require new shoulders, drainage swales and driveway connections to be constructed or modified to adjacent properties. The project will also include grade-separated interchanges at 50th Street/CSX railroad crossing and US 301.

2.3 Need for Improvement

System Linkage

SR 60 is a major east west corridor that extends through central Hillsborough County. Within the FDOT District Seven, it runs from Mandalay Avenue in Clearwater eastward to the

Hillsborough / Polk County Line. To accommodate future traffic within the corridor, the existing roadway must be widened to six or eight lanes in the future.

Transportation Demand

Future-year traffic projections were developed for the year 2030 based on the Tampa Bay Regional Planning Model (TBRPM)¹ and adjusted using design traffic procedures adopted by FDOT. Within the study area, the projected Average Annual Daily Traffic Volumes (AADT) are projected to grow annually, resulting in a future-year LOS of E and F along mainline SR 60. This is below the acceptable LOS Standard of D for this facility. Based on these results, which are contained in the Draft Technical Traffic Memorandum (August 2004)², additional capacity will be required through the project area.

Consistency with Transportation Plan

Currently, the Hillsborough County's Adopted 2025 Long Range Transportation Plan (LRTP)³ and the County's Comprehensive Plan shows the segment from US 301 to Falkenburg Road to be improved from four to six lanes. Resurfacing improvements are currently programmed from 50th Street to US 301. There is no interim safety or intersection improvements currently programmed within the project limits.

3.0 ADVANCE NOTIFICATION

The Advance Notification (AN) is the process through which federal, state, and local agencies are informed of a proposed action by the FDOT. It is also the process of giving notice of the Department's intent to apply for Federal Aid on a project. This process provides the initial opportunity for federal, state, and local agencies to become involved early in the project development phase and share information with FDOT concerning a proposed action and the geographic area potentially impacted.

On May 15, 2003, the FDOT District Seven Environmental Management Office forwarded the AN Package defining the project and, in general terms, describing anticipated issues and impacts, to the Florida State Clearinghouse, Department of Community Affairs (DCA). A copy of the AN Letter and attachments can be found in Appendix A. The State Clearinghouse distributed the AN package to central units of the state government that may be affected by the FDOT's proposed action. A 45-day comment period (up to 60 days if requested in writing) was allowed for distribution and receipt of agency responses. Comments received by the State Clearinghouse were then consolidated and transmitted to the FDOT for integration into the development of the project. Agency responses, along with the State Clearinghouse summary were forwarded to the FDOT.

3.1 Summary of Agency Responses

A letter dated July 14, 2003, was received from the Tampa Bay Regional Planning Council with the following comments:

- ❑ The project may impact “Natural Resources of Regional Significance” as identified in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (FRSRPP);
- ❑ Regionally significant resources may be identified during the Study, including Designated Wetlands, Strategic Habitat Conservation Areas, Priority Wetlands for Species (7+), and Rare/Endangered Species Occurrences; and
- ❑ Any proposed impacts to regionally significant natural resources are of overriding public interest, and mitigation should be required according to the ratios set forth therein.

A letter dated July 21, 2003, was received from the Hillsborough County Planning and Growth Management Department with the following comments:

- ❑ The scope of the project far exceeds the need identified in the Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Cost Affordable or Needs Plan; and
- ❑ The additional capacity proposed in the SR 60 corridor would compete directly with parallel new capacity being provided on the Lee Roy Selmon Crosstown Expressway.

Copies of the AN Package were also forwarded to federal, state, regional, and local agencies, and other interested parties. The following responses to the AN Package were received.

- ❑ NOAA Fisheries.....No Action 7/9/03
- ❑ Federal Aviation AdministrationNo Action 6/23/03

No significant issues that would affect the implementation of this project were identified by the agencies. Agency staff provided comments regarding issues that needed to be addressed including threatened and endangered species, wetland impacts, impacts to archaeological or historic sites, stormwater treatment, land uses, public involvement, utilities, traffic demand, traffic safety, traffic management, evacuation, and cost of the project. These comments were addressed during the study and various issues were coordinated and discussed with the appropriate agencies. A complete summary of the agency comments and responses can be found in Appendix A – Advance Notification Package and Responses.

4.0 PUBLIC INVOLVEMENT PROGRAM

A Public Involvement Program (PIP) was developed at the beginning of the PD&E Study to develop and document the methods utilized to reach the affected people in the community. A variety of public involvement methods and activities were utilized.

4.1 Mailing Lists

A property owners’ mailing list was developed and updated throughout the project. The initial mailing list was obtained by contacting the Hillsborough County Property Appraiser’s Office and requesting the names and addresses of property owners whose property lies, in whole or part, within 500 feet of either side of the centerline of the project corridor. The Department also conducted door-to-door outreach to business owners in the corridor. Business owners contacted during the door-to-door program, as well as citizens who had expressed interest, were added to the mailing list. These individuals and groups were contacted in order to provide them with project information and to obtain public comment on the project development process.

An elected/appointed officials' mailing list was developed and updated throughout the study. This list included regional, local, Hillsborough County, and City of Tampa elected and appointed officials. An agency mailing list was developed and updated throughout the project.

4.2 Project Alternatives Brochure and Newsletter

Two informational brochures were distributed during the PD&E Study. The SR 60 Roadway Improvement Alternatives Brochure was completed in November 2004. Its purpose was to inform the public of the various alternatives under consideration for the SR 60 corridor. Brochures were mailed to all property owners and interested citizens in November 2004. Business owners and tenants within 500 feet of the SR 60 study corridor received a hand-delivered alternatives brochure during a door-to-door outreach program conducted from December 10, 2004 to December 29, 2004.

On February 18, 2005, a project newsletter/Letter of Notification for the Public Hearing was mailed to 57 elected and appointed officials, including Federal Officials, State Officials, planning and permitting agencies, utility companies, and local officials. The newsletter was also mailed to 295 property owners and tenants, business owners and operators, and other interested citizens within the SR 60 study area in Hillsborough County. While the SR 60 project corridor is predominantly commercial in nature, the Public Hearing newsletter was mailed to the Florida Sentinel and La Gaceta newspapers. These publications serve the African American and Hispanic communities of the Tampa Bay area.

4.3 Public Hearing

A Public Hearing for the SR 60 (Adamo Drive) PD&E Study was conducted on March 14, 2005, from 5:00 p.m. to 7:00 p.m., at the Palm River Elementary School, 805 Maydell Drive, Tampa, Florida.

This Public Hearing was advertised in advance by mailing letters to 57 elected and appointed officials, and 295 property owners and tenants, business owners and operators, and other interested citizens within the SR 60 corridor in Hillsborough County, Florida. Display advertisements were published in the Tampa Tribune Newspaper on February 16, 2005 and March 7, 2005, and in the Florida Administrative Weekly (FAW) on February 18, 2005. A press release was also sent from the FDOT District Seven office for additional media notification. Notification was also mailed to the Florida Sentinel and La Gaceta Newspapers. The Draft Preliminary Engineering Report and other project documents were available for public review at FDOT District Seven, Modal Planning and Development, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida, and the 78th Street Community Library, 7625 Palm River Road, Tampa, Florida 21 days prior to the Public Hearing.

The purpose of the Hearing was to share the project preferred alternatives (Build and No-Build) as well as the potential costs and impacts; and allow citizens and local government officials an opportunity to have their concerns, opinions, and comments regarding the SR 60 PD&E Study included as part of the official public record for the project. A copy of the Hearing Transcript can be found in Appendix B – Public Hearing Transcript, Certification, and Errata.

The first portion of the Hearing was conducted in an informal open house format. Two sets of aerial maps for the entire project corridor were displayed along the sides of the meeting room where attendees could discuss the project and their concerns with members of the project team.

Additional displays included:

- ❑ Preferred "Build" typical section graphics;
- ❑ Evaluation Matrix displaying business and residential impacts, right-of-way impacts, social, cultural impacts, natural environment and physical impacts, and estimated project costs for each alternative;
- ❑ Project schedule for the FDOT's Work Program as it relates to the SR 60 improvements; and
- ❑ Statutes and citations observed by the study.

Documents on display included:

- ❑ Draft Preliminary Engineering Report;
- ❑ Draft Contamination Screening Evaluation Report;
- ❑ Draft Traffic Noise Analysis Technical Memorandum;
- ❑ Cultural Resource Assessment Survey Report;
- ❑ Draft Pond Siting and Drainage Documentation;
- ❑ Draft Wetlands and Threatened and Endangered Species Memorandum; and
- ❑ Draft Traffic Technical Memorandum.

Guests were able to view a continuously running PowerPoint slide presentation describing the project and purpose of the Public Hearing. Signs containing information regarding the Civil Rights Act Titles VI and VIII were displayed and Discrimination Complaint Forms were available.

Those wishing to make a public statement for the Official Public Hearing Record were given speaker cards at the beginning of the Hearing and were instructed to fill them out and hand them to a member of the FDOT staff or deposit them in the designated container prior to the public comments portion of the Hearing.

At 6:00 p.m., Robert Clifford, AICP, FDOT District Seven Director of Modal Planning and Development, began the formal portion of the Public Hearing by giving a brief description of the Hearing format. Citizens wishing to make a verbal statement for the public record were then invited to speak in the order in which they had handed in their speaker cards. Citizens not wishing to make a public statement were encouraged to fill out a comment form. Written statements or exhibits received postmarked no later than March 24, 2005 would become a permanent part of the public record for this project. Six (6) speaker cards were received, and those six (6) citizens made their verbal comments at this time.

Mr. Clifford concluded the verbal statement portion of the Hearing by stating that the transcript of the oral proceedings of the Hearing, written statements or exhibits, and copies of materials related to this project would be made available for public inspection and copying at the FDOT District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida. Mr. Clifford also stated that written statements and exhibits would be accepted and recorded as part of the Hearing if postmarked on or before March 24, 2005. All information received as a result of the Hearing will be analyzed and added, as appropriate, to the project documents. The final documents will be submitted to the Federal Highway Administration (FHWA) for Location and Design Concept Acceptance. The results of the FHWA analysis will be published in the local newspaper.

Approximately 50 people attended the Hearing, not including the 18 Department and consultant staff members. Project information was provided to each attendee; including a project newsletter,

comment form, and evaluation matrix. Six (6) written comment forms were received by the close of the Hearing from five (5) citizens. 13 written comment forms were received by mail.

Public Hearing Verbal Comments Received

Table 1 – Public Hearing List of Verbal Comments, summarizes the verbal comments given by six (6) citizens during the Public Hearing. The transcript and errata of the Hearing can be found in Appendix B – Public Hearing Transcript, Certification, and Errata. Comments have been summarized into several categories, each pertaining to the Build Alternative, along with the number of comments made.

TABLE 1 – PUBLIC HEARING LIST OF VERBAL COMMENTS

Comment/Question Topic	Commenter	Number of Comments
SR 60 and US 301 Intersection		
Opposed to the grade separated intersection at SR 60 and US 301. Reasons include: Loss of business and cost of project	Steve Allison Gina Grimes Andrew Harrow	3
Opposed to the grade separated intersection at SR 60 and US 301. Reasons include: Loss of right-of-way, physical and visible barrier to site and signage	Steve Allison Gina Grimes	2
SR 60 and 50th Street Intersection		
Opposed to the grade separated intersection at SR 60 and 50 th Street. Reasons include: Blocked visibility, impede access to sites; SR 60 should not become another Crosstown Expressway	Darryl Creighton	1
In favor of grade-separated intersection, but believes the elevated roadway should be 50 th Street, not SR 60	Vincent LaLima	1
Elevated Roadway over CSX railroad Line		
In favor of elevated roadway over CSX railroad Line	Vincent LaLima	2
Sidewalks		
Opposed to sidewalks along SR 60, not necessary in commercial area	Carl Mathews Andrew Harrow	2
Traffic Signals along Segment 2		
Should be a traffic signal at 50 th Street along Segment 2 to allow easier turning for trucks	Carl Mathews Andrew Harrow	2
Turn Lanes		
Should be more turn lanes on SR 60	Andrew Harrow	1
Median Opening in Segment 3		
Opposed to median opening being closed on SR 60 in Segment 3	Gina Grimes	1
Acceleration/Deceleration Lanes along SR 60		
Should be acceleration and deceleration lanes along SR 60 to prevent accidents	Andrew Harrow Carl Mathews	2
Total	6	17

The majority of the recorded comments from citizens attending the Public Hearing were regarding the grade-separated crossings at 50th Street and US 301. The general consensus was that the project area needs some type of improvement. The verbal comments, separated into subject categories, are summarized in Table 2 – Public Hearing Summary of Verbal Comments. The comments agree with the recommended alternative, disagree with the recommended alternative or do not directly pertain to the recommended alternative.

TABLE 2 – PUBLIC HEARING SUMMARY OF VERBAL COMMENTS

Comment/Question Topic	Number of Written Comments			Total Number of Comments
	Agree	Disagree	Other	
Grade-Separated Crossing at 50 th Street		5		5
Grade-Separated Crossing at US 301	1	1		2
Grade-Separated Crossing at CSX railroad	2			2
Construction of acceleration/deceleration lanes			2	2
Traffic Signals should be installed			2	2
Greater number of turn lanes			1	1
Opposed to median closure		1		1
Construction of Sidewalks		2		2
Total				17

Public Hearing Written Comments Received

A total of six (6) written comment sheets were received from citizens at the Public Hearing by a total of five (5) attendees. Eight (8) written comment forms/letters were received prior to the Hearing, and five (5) written comment forms/letters were received after the Hearing.

The majority of citizens who submitted comments generally feel that some type of improvement(s) should be pursued within the study corridor. A majority of respondents had more than one comment. Table 3 – Public Hearing List of Written Comments, shows the list of the comments received by means of comment forms/letters as a result of the Public Hearing.

TABLE 3 – PUBLIC HEARING LIST OF WRITTEN COMMENTS

Comment/Question Topic	Commenter	Number of Comments
Right-of-Way		
Concerned about too much right-of-way being taken from his land	William Sansom Jeffrey Wooley	2
Concerned that the plans for the roadway improperly indicate the boundary of his property	Tampa Tank, Inc.	1
Road Widening		
Lanes should be added throughout study area	D. Bruce Geary Andrew Harrow Winifred Lumpkin	3
Construction of Acceleration/Deceleration Lanes	D. Bruce Geary Andrew Harrow Carl Mathews	3
Turn-Outs		
Concerned that no access will be given to his property, would like to retain current number of driveways	Rodger King Jeff Anderson	2
Grade-Separated Crossing at 50th Street		
Grade-Separated Crossing would improve traffic flow	Rodger King	1
Concerned Grade-Separated Crossings will cause SR 60 to mirror the Crosstown Expressway in intention	D. Bruce Geary Darryl Creighton Rita Godwin	3
Concerned Grade-Separated Crossing will impede entering and exiting for tenants	Arnold Kincaid Rita Godwin	2
Concerned Grade-Separated Crossing will compromise visibility to the sight	Rita Godwin	1
Concerned Grade-Separated Crossing will nullify impact of signage	Rita Godwin	1
Concerned Grade-Separated Crossing will cause a negative impact on property values	Rita Godwin	1
Concerned Grade-Separated Crossing will be substantially more expensive than At-Grade	Rita Godwin	1
Grade-Separated Crossing at US 301		
Concerned Grade-Separated Crossing will ruin tenant business	Andrew Harrow Paul Levine	2
Concerned Grade-Separated Crossing will undermine substantial financial investments to improve business	Paul Levine	1
Concerned Grade-Separated Crossing will compromise visibility to the sight	Paul Levine Jeffrey Wooley Andrew Harrow	3

TABLE 3 – PUBLIC HEARING LIST OF WRITTEN COMMENTS (CONT.)

Comment/Question Topic	Commenter	Number of Comments
Grade-Separated Crossing would improve traffic flow	Roger Rivard	1
Concerned Grade-Separated Crossing will cause physical barrier to site	Jeffrey Wooley	1
Concerned Grade-Separated Crossing will nullify impact of signage	Jeffrey Wooley	1
Concerned Grade-Separated Crossing will be substantially more expensive than At-Grade	Jeffrey Wooley	1
Concerned Grade-Separated Crossing will cause a negative impact on property values	Andrew Harrow	1
Grade-Separated Crossing at CSX railroad		
Believes Grade-Separated Crossing at CSX railroad would improve traffic flow for travelers and emergency vehicles	D. Bruce Geary Alice Anderson Rodger King D. Tilden Andrew Harrow	5
Concerned Grade-Separated Crossing will cause inadequate access to property due to the size of the vehicles (approx. 175 ft. in length)	Tampa Tank, Inc. Carl Mathews	2
Traffic Signals		
Would like a traffic signal installed at intersection of Maydell Drive & Adamo Drive	D. Tilden	1
Would like a traffic signal installed at 5604 Adamo Drive	Andrew Harrow	1
Other		
Segment 2 should not be a divided highway, but should have one wide center turn lane	Carl Mathews	1
Opposed to median closure on SR 60, in Segment 3	Jeffrey Wooley Andrew Harrow	2
In favor of construction of sidewalks and bicycle lanes	D. Tilden	1
Opposed to construction of sidewalks along SR 60	Andrew Harrow	1
Total	17	46

Out of a total number of 49 comments received from 17 citizens, all requested some type of improvement, and a large percentage referenced the grade-separated crossings at SR 60 and 50th Street, US 301, and the CSX railroad. The written comments, separated into subject categories, are summarized in Table 4 – Public Hearing Summary of Written Comments. The comments agree with the recommended alternative, disagree with the recommended alternative or do not directly pertain to the recommended alternative.

TABLE 4 – PUBLIC HEARING SUMMARY OF WRITTEN COMMENTS

Comment/Question Topic	Number of Written Comments			Total Number of Comments
	Agree	Disagree	Other	
Grade-Separated Crossing at 50 th Street	1	9		10
Grade-Separated Crossing at US 301	1	10		11
Grade-Separated Crossing at CSX railroad	5	2		7
Too much right-of-way being taken			2	2
Right-of way line seems incorrect on plans			1	1
Lanes should be added throughout study area	3			3
Construction of acceleration/deceleration lanes			3	3
Driveway turnouts not shown on plans			2	2
Traffic Signals should be installed			2	2
Center turn lane instead of median		1		1
Opposed to median closure		2		2
Construction of Sidewalks	1	1		2
Total				46

Specific Questions or Requests

The FDOT responded to specific questions or requests. Table 5 – Specific Questions or Requests, lists the requests received and the action date.

TABLE 5 – SPECIFIC QUESTIONS OR REQUESTS

Name	Specific Question/Request	Action Date
Don Hardy	Requested a copy of the PowerPoint presentation	Emailed 3/21/05
Gina Shannon	Requested to be included in the mailing list for project	Added 1/28/05
Maria Nelson	Requested a copy of the recommended alternatives	Emailed 4/27/05

5.0 SUMMARY

Public Involvement is an important aspect of the Project Development Process. Public Involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the project. The FDOT coordinated and performed the appropriate level of Public Involvement for this project as outlined in Part 1, Chapter 8 of the PD&E Manual.

Comments received were incorporated into the decision making process for determining the Preferred Alternatives. In addition, throughout the project, the FDOT coordinated with the City of Tampa, Hillsborough County, and the Hillsborough County MPO. It was determined that the Preferred Alternatives selected address each of the project needs identified by the public, local officials, and staff members.

The Preliminary Engineering Report, environmental documents, and this Comments and Coordination Report will be forwarded to the Federal Highway Administration (FHWA) for concurrence and the project will be moved forward to Design and Construction. A complete description of the Preferred Alternatives, as well as the other alternatives considered can be found in the *Preliminary Engineering Report*, prepared by T.Y. Lin International, January 2005.

Appendix A

**Advance Notification
Package and Responses**

11201 N. McKinley Drive XTampa, FL 33612-6456 X (813) 975-6077 X 1-800-226-7220
Modal Planning & Development X MS 7-500

May 15, 2003

Mr. Steve Terry, NAGPRA Representative
Miccosukee Tribe of Indians of Florida
Miccosukee Business Committee
P.O. Box 440021, Tamiami Station
Miami, FL 33144

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Mr. Terry:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments and participate in this Study. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any comments you may have regarding the project in general.

Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,

Kirk Bogan, P.E.
District Development Engineer

KB/
Enclosures
cc: George Ballo, CEMO

11201 N. McKinley Drive XTampa, FL 33612-6456 X (813) 975-6077 X 1-800-226-7220
Modal Planning & Development X MS 7-500

May 15, 2003

Mr. R. Perry Beaver, Principal Chief
Muskogee (Creek) Nation of Oklahoma
P.O. Box 580
Okmulgee, OK 74447

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Mr. Beaver:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments and participate in this Study. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any comments you may have regarding the project in general.

Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,

Kirk Bogan, P.E.
District Development Engineer

KB/
Enclosures
cc: George Ballo, CEMO

11201 N. McKinley Drive XTampa, FL 33612-6456 X (813) 975-6077 X 1-800-226-7220
Modal Planning & Development X MS 7-500

May 15, 2003

Mr. Fred L. McGhee, Chairman
Poarch Band of Creek Indians
HRC 69A, Box 85B
5811 Jack Spring Road
Atmore, AL 36502

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Mr. McGhee:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

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Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,

Kirk Bogan, P.E.
District Development Engineer

KB/
Enclosures
cc: George Ballo, CEMO

11201 N. McKinley Drive XTampa, FL 33612-6456 X (813) 975-6077 X 1-800-226-7220
Modal Planning & Development X MS 7-500

May 15, 2003

Mr. Jerry Haney, Principal Chief
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, OK 74884

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Mr. Haney:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

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Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

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Sincerely,

Kirk Bogan, P.E.
District Development Engineer

KB/
Enclosures
cc: George Ballo, CEMO

11201 N. McKinley Drive XTampa, FL 33612-6456 X (813) 975-6077 X 1-800-226-7220
Modal Planning & Development X MS 7-500

May 15, 2003

Ms. Patricia Wickman, PhD. Director
Department of Anthropology & Genealogy
Seminole Tribe of Florida
6300 Sterling Road, Room 421
Hollywood, FL 33024

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Ms. Wickman:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments and participate in this Study. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any comments you may have regarding the project in general.

Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,

Kirk Bogan, P.E.
District Development Engineer

KB/
Enclosures
cc: George Ballo, CEMO

11201 N. McKinley Drive XTampa, FL 33612-6456 X (813) 975-6077 X 1-800-226-7220
Modal Planning & Development X MS 7-500

May 15, 2003

Mr. Mitchell Cypress, Chairman
Seminole Tribe of Florida
6300 Sterling Road, Room 421
Hollywood, FL 33024

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Mr. Cypress:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments and participate in this Study. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any comments you may have regarding the project in general.

Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,

Kirk Bogan, P.E.
District Development Engineer

KB/
Enclosures
cc: George Ballo, CEMO

11201 N. McKinley Drive XTampa, FL 33612-6456 X (813) 975-6077 X 1-800-226-7220
Environmental Management Office (EMO) X MS 7-500

May 15, 2003

Lauren P. Milligan, Environmental Consultant
Florida State Clearinghouse
Florida Department of Environmental Protection
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: Financial Project ID No.: 405525 1 22 01/FAP No.: 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Ms. Milligan:

The attached Advance Notification package is for a Project Development and Environment (PD&E) Study on SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. This information is forwarded to your office for processing through the appropriate state agencies in accordance with Executive Order 95-359. Distribution to local and federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45-day comment period. Your comments should be addressed to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,

Kirk Bogan, P.E.
District Development Engineer

KB/
Attachment

MAILING LIST:

Federal Highway Administration, Division Administrator

Federal Emergency Management Agency – Mitigation Division, Chief

Federal Aviation Administration - Airports District Office

U.S. Army Corps of Engineers - Regulatory Branch, District Engineer

U.S. Department of Agriculture – Southern Region, Regional Forester

U.S. Department of Commerce – National Marine Fisheries Service – Habitat Conservation Division

U.S. Department of Health & Human Services - Center for Environmental Health and Injury Control

U.S. Department of Housing and Urban Development, Regional Environmental Officer

U.S. Department of Interior – Bureau of Indian Affairs – Office of Trust Responsibilities

U.S. Department of Interior - Bureau of Land Management, Eastern States Office

U.S. Department of Interior – National Park Service – Southeast Regional Office

U.S. Department of Interior - U.S. Geological Survey, Chief

U.S. Department of Interior - Fish and Wildlife Service, Field Supervisor

U.S. Environmental Protection Agency - Region IV, Regional Administrator

Florida Department of Environmental Protection - District Office

Florida Fish and Wildlife Conservation Commission - Office of Environmental Services, Director

Florida Fish and Wildlife Conservation Commission - Regional Director

Environmental Management Office, Manager (MS 37)

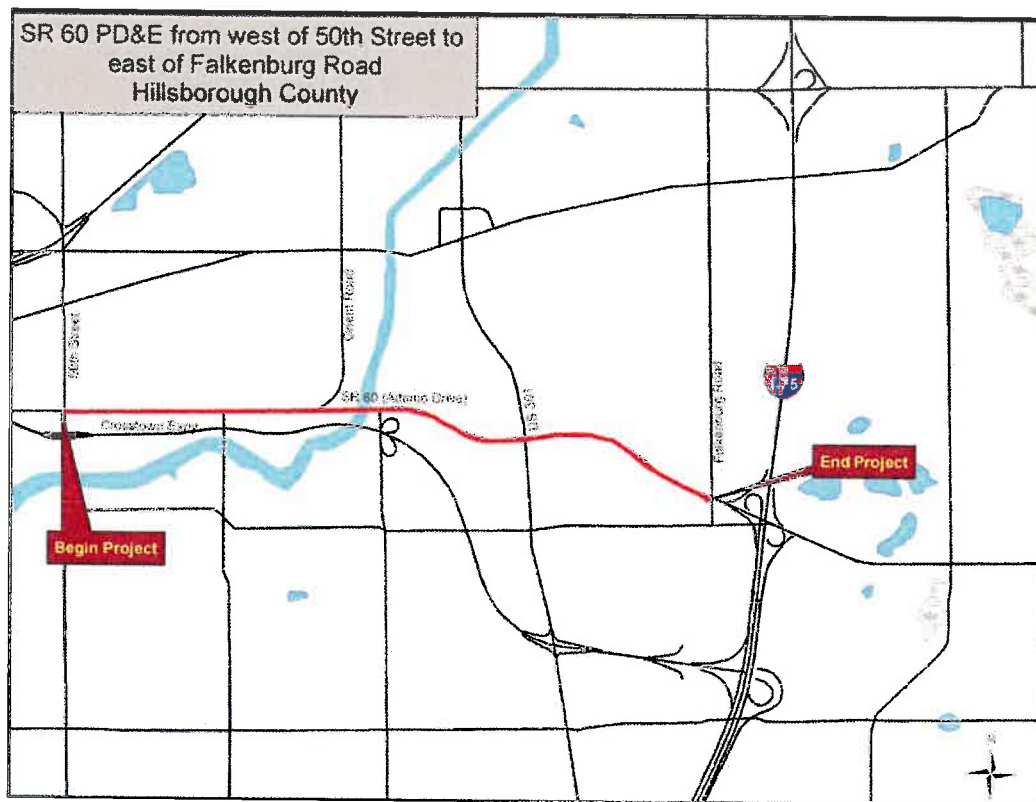
Federal-Aid Program Coordinator (MS 35)

Withlacoochee Regional Planning Council, Executive Director

Southwest Florida Water Management District, Executive Director

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET**

1. **Need for Project:** The Hillsborough County Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) have identified the need to make improvements to SR 60 in Hillsborough County, Florida.
2. **Description of the Project:** The proposed Project Development and Environment (PD&E) Study limits for SR 60 are from west of 50th Street (US 41) to just east of Falkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The total length of the project is approximately 4.2 miles. A project location map is below.



3. **Environmental Information:**
 - a. **Land Uses:** The project study area contains a variety of land uses, including commercial, industrial, and undeveloped land. The predominate land use along the project corridor is commercial.
 - b. **Wetlands:** Preliminary reviews indicate that there are Palustrine forested and Riverine tidal systems found along the corridor.

- c. **Floodplains:** Based on Flood Insurance Rate Maps (FIRM) Community Panel numbers prepared by the Federal Emergency Management Agency (FEMA), most of the project lies within the 100-year zone. (See Community-Panel Numbers 120112 0380E, 0378E, 120114 0026C, 0027C). Potential impacts will be evaluated as set forth in Executive Order 11988 “Floodplain Management” and 23 CFR 650 and coordinated with the appropriate regulatory agencies.
 - d. **Wildlife and Habitat:** Manatees (*Trichechus manatus*) are known to utilize Six Mile Creek located within the project area. Therefore, coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish & Wildlife Service (USFWS) will be conducted during the PD&E Study. The Florida Natural Areas Inventory (FNAI) database will be consulted for occurrences of rare species and other natural resources located within the project limits. Based on identified habitat types and information provided by the regulatory agencies, protected species surveys will be conducted by experienced wildlife biologists. Specific field surveys for protected species that potentially occur within the study area will be conducted following established survey protocols and guidance provided by the regulatory agencies. Potential impacts to wildlife/protected species will be assessed and appropriate mitigation and minimization measures will be developed.
 - e. **Outstanding Florida Waters:** There are no Outstanding Florida Waterbodies (OFW) within the project area.
 - f. **Aquatic Preserves:** There are no aquatic preserves within the project area.
 - g. **Coastal Zone Consistency:** The project is subject to a consistency review, as required by 15 CFR 930.
 - h. **Cultural Resources:** A cultural resource survey will be conducted during the PD&E Study to identify all historic and archaeological sites listed or eligible for listing on the National Register of Historic Places (NRHP).
 - i. **Coastal Barrier Resources:** There are no Coastal Barrier Resource Units within the project limits.
 - j. **Contamination:** Based on a preliminary field review, contamination involvement is expected to be elevated due to the current and historical presence of industrial activities (i.e. dry cleaning, plating) located within the project area. A contamination screening evaluation will be conducted in accordance with Chapter 22 of the FDOT PD&E Manual.
 - k. **Sole Source Aquifer:** The project is not located within a sole source aquifer.
4. **Navigable Waterway Crossings:** Yes. Six-Mile Creek.

5. Permits Required: Various permit applications may be required to be filed and approved prior to construction. Agencies that may have an interest from a permitting standpoint include, but may not be limited to, the following (actual permits required will be determined during subsequent project development):

- Southwest Florida Water Management District - Environmental Resource Permit
- U.S. Environmental Protection Agency - NPDES Permit
- U.S. Army Corps of Engineers - Dredge and Fill Permit
- Seventh District Coast Guard District – Bridge Permit

BRIDGE PROJECT QUESTIONNAIRE

Please provide the following information:

- 1a. Name of Waterway: Six Mile Creek.
- 1b. Mileage along waterway measured from mouth or confluence: 3.5 miles (Hillsborough Bay)
- 1c. Tributary of Palm River 2.5 miles downstream.
(Name of River)
2. Geographical Location: SR 60, Tampa, Hillsborough County, Florida.
(Road Number City County State)
3. Township, section and range, if applicable: 29s 13 19e
4. Tidally influenced at proposed bridge site? Tidal
Range of Tide: 2.0'
5. Depth and width of waterway at proposed bridge sites:
- | | Depths | Widths |
|-------------------|--------------|-------------|
| At Mean High Tide | <u>2.50'</u> | <u>586'</u> |
| At Mean Low Tide | <u>.42'</u> | <u>574'</u> |
- 6a. Character of present vessel traffic on waterway. If none so state:
Canoe Rowboat Small Motorboat
*None observed at time of inspection
- 6b. If tidal, is waterway used only by recreation boating, fishing and other small vessels less than 21 feet in length. Yes, boat survey was not conducted.
- 6c. Provide vertical clearance requirement for largest vessel using the waterway. <8.0'
- 6d. Provide length of largest type vessel using the waterway. None observed at time of inspection.
- 6e. Provide photograph of each type vessel using the waterway. None observed at time of inspection.
- 6f. If the types of vessels using the waterway are not known, provide any documentation of coordination with the U.S. Coast Guard. No coordination initiated at this time.
- 7a. Are these waters used to transport interstate or foreign commerce?
No.

- 7b. Are these waters susceptible to use in their natural condition or by reasonable improvement as a means to support interstate or foreign commerce? **No, SFWMD lock approximately ¾ mile upstream prevents navigation.**
- 7c. Any planned waterway improvements to permit larger vessels to navigate based on coordination with U.S. Army Corps of Engineers? **No coordination with USACOE at this time.**
- 8a. Any natural or manmade obstructions, bridges, dams, weirs, etc. downstream or upstream? **Yes.**
- 8b. If yes, provide upstream/downstream location with relation to the proposed bridge. **Yes, upstream CSX bridge crossing approximately 3000' from SR 60 and SWFMD – Tampa Bypass Canal (C-135) lock approximately 4000' from SR 60. Downstream Leroy Selmon Expressway (L.S.E.) approximately 3500' from SR 60.**
- 8c. If bridges, provide vertical clearance at mean high water and mean low water and horizontal clearance normal to axis of waterway.

	<u>Vertical Clearance</u>		<u>Horizontal Clearance</u>	
	<u>L.S.E.</u>	<u>C.S.X.</u>	<u>L.S.E.</u>	<u>C.S.X.</u>
Mean High	<u>16'</u>	<u>9' 2"</u>	<u>65' 9"</u>	<u>20'</u>
Mean Low	<u>22'</u>	<u>11' 3"</u>	<u>65' 9"</u>	<u>20'</u>

- 8d. Provide a photograph of the upstream/downstream bridge from the waterway showing channel spans.



Figure 1 CSX Railroad upstream



Figure 2 Leroy Selmon Expressway downstream

- 9a. Will the structure replace an existing bridge? **Yes.**
- 9b. Provide permit number and issuing agencies of permits for bridges(s) to be replaced. **Unknown.**

- 9c. Provide vertical clearance above mean high water and mean low water and horizontal clearance normal to axis of waterway for existing bridge.

	Vertical Clearance	Horizontal Clearance
Mean High	<u>5' 10"</u>	<u>48' 3"</u>
Mean Low	<u>7' 10"</u>	<u>48' 3"</u>

- 9d. Provide a photograph of the bridge from the waterway showing channel spans(s).



Figure 3 SR 60 looking south at spans

10. List names and addresses of persons whose property adjoins bridge right-of-way. **Florida Department of Transportation and Southwest Florida Water Management District (2379 Broad Street, Brooksville, FL 34604-6899, Telephone: 352-796-7211.**
11. List names and address/location of marinas, marine repair facilities, public boat ramps, private piers/docks along waterway within ½ mile of site. **None observed within ½ mile of site.**
12. Attached location map and plans (Figure 16) for the proposed bridge; include vertical clearances above mean high water and mean low water and horizontal clearance normal to axis of the waterway. **To be determined during PD&E study.**

	Vertical Clearance	Horizontal Clearance
Mean High	<u>T.B.D.</u>	<u>T.B.D.</u>
Mean Low	<u>T.B.D.</u>	<u>T.B.D.</u>

13. Attach three (3) photographs taken at the proposed bridge site: one looking upstream, one looking downstream, and one looking along the alignment centerline across the bridge site.



Figure 4 Leroy Selmon Expressway downstream



Figure 5 CSX Railroad upstream



Figure 6 SFWMD lock upstream from CSX Railroad



Figure 7 SR 60 looking west between spans

14. Describe any bridge related boating accidents. **None identified.**
15. Provide number of bridge openings required to serve waterborne traffic. **Fixed span structure.**
16. Describe the potential impacts of the project on navigation including effects during the construction period. **None expected due to presence of SFWMD canal lock approximately 1/2 mile upstream currently prevents navigation upstream.**

DATE: _____

SIGNATURE: _____
Proposed Bridge Owner or Agent

Looking Under



Figure 8 SR 60 under westbound span

Looking Across



Figure 9 Eastside of SR 60 looking west



Figure 10 North of SR 60 looking south



Figure 11 SR 60 looking west



Figure 12 South of SR 60 looking north

Looking Upstream



Figure 13 CSX Railroad crossing from SR 60



Figure 14 SFWMD Tampa Bypass Canal lock from CSX

Looking Downstream



Figure 15 Leroy Selmon Expressway looking south from SR 60

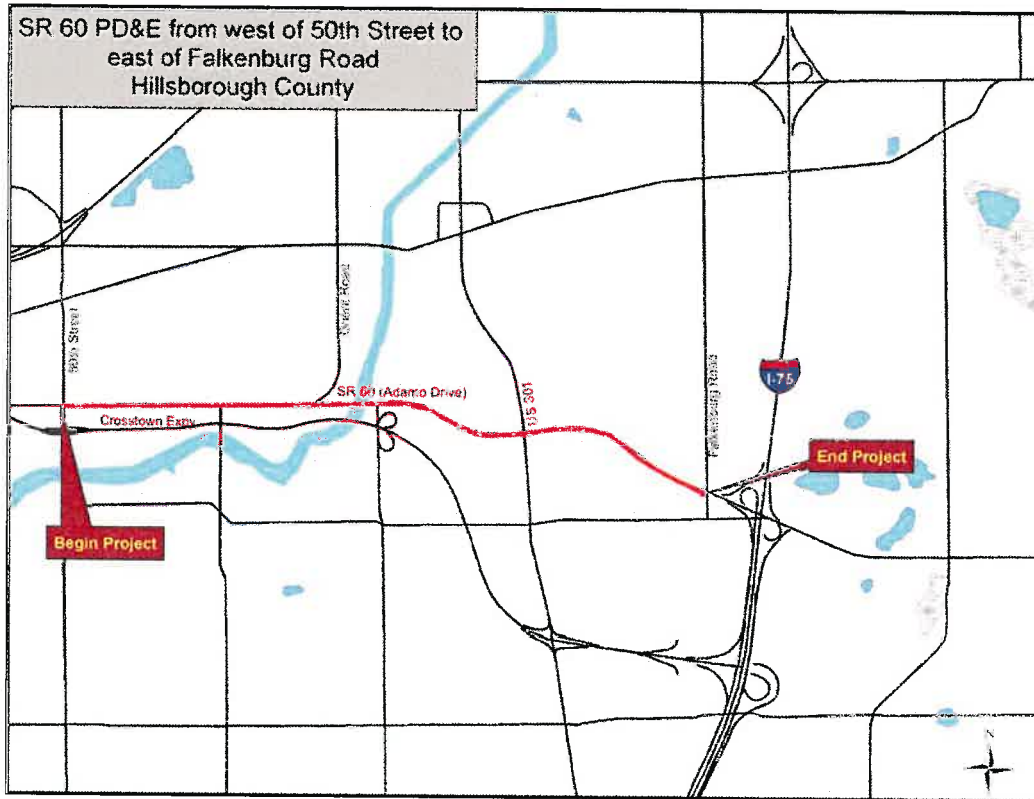


Figure 16 – Project Location Map



Kenneth Hartmann/D7/FDOT
Sent by: Marian Scorza

02/15/2005 08:09 AM

pam.iorio@tampagov.net, mary.alvarez@tampagov.net,
john.dingfelder@tampagov.net, rose.ferita@tampagov.net,
shawn.harrison@tampagov.net, gwen.miller@tampagov.net,
linda.saul-sena@tampagov.net, kevin.white@tampagov.net,
sharpem@hillsboroughcounty.org,

To blairb@hillsboroughcounty.org,
castork@hillsboroughcounty.org,
hagank@hillsboroughcounty.org,
scottth@hillsboroughcounty.org,
stormsr@hillsboroughcounty.org,
normanj@hillsboroughcounty.org
cc Lee Roy/D7/FDOT@FDOT, Mark
Clasgens/D7/FDOT@FDOT

bcc

Subject SR 60 Public Hearing, March 14, 5 to 7 pm

The Florida Department of Transportation invites you to participate in the Public Hearing regarding the proposed improvements to SR 60 from west of 50th Street to east of Falkenburg Road in Hillsborough County. The public hearing is being held:

*Date: Monday, March 14, 2005
Time: 5 to 7 p.m.
Location: Palm River Elementary School
805 Maydell Drive
Tampa, FL*

The Hearing is being held to give the public an opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed improvements to SR 60. The Hillsborough County Metropolitan Planning Organization's 2025 Adopted Long Range Transportation Plan has identified a need for improvements for only a portion of the State Road 60 study limits, from US 301 to Falkenburg Road. The proposed improvements consist of widening the road from four to six lanes and the addition of sidewalks. The recommended alternatives also include options for grade separated interchanges at 50th Street/CSX Railroad and US 301.

Written comments may be mailed to:

*Robert M. Clifford, AICP
District Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive, M.S. 7-500
Tampa, Florida, 33612-6456
or e-mail robert.clifford@dot.state.fl.us*



Kenneth Hartmann/D7/FDOT
Sent by: Marian Scorza

02/15/2005 08:34 AM

john.kynes@mail.house.gov, jean.anthony@mail.house.gov,
digna_alvarez@billnelson.senate.gov,
To lee.tom.web@flsenate.gov, miller.lesley.web@flsenate.gov,
trey.traviesa@myfloridahouse.gov,
dfoundat@tampabay.rr.com
cc Lee Royal/D7/FDOT@FDOT, Mark
Clasgens/D7/FDOT@FDOT

bcc

Subject SR 60 Public Hearing, March 14, 5 to 7 pm

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Written comments may be mailed to:

*Robert M. Clifford, AICP
District Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive, M.S. 7-500
Tampa, Florida, 33612-6456
or e-mail robert.clifford@dot.state.fl.us*



**SR60/Adamo Drive
PD&E STUDY**
From West of 50th St. To East of Falkenburg Rd.
Hillsborough County, Florida
FPID No.: 405525 12201

LOCATION MAP

FIGURE 1

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: <i>Application</i> <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction <i>Preapplication</i> <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		2. DATE SUBMITTED <input type="text"/>	Applicant Identifier <input type="text"/>
		3. DATE RECEIVED BY STATE <input type="text"/>	State Application Identifier <input type="text"/>
		4. DATE RECEIVED BY FEDERAL AGENCY <input type="text"/>	Federal Identifier <input type="text"/>
5. APPLICANT INFORMATION			
Legal Name: <input type="text"/>		Organizational Unit: <input type="text"/>	
Address (give city, county, state, and zip code): <input type="text"/>		Name and telephone number of the person to be contacted on matters involving this application (give area code) <input type="text"/>	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): <input type="text"/> - <input type="text"/>		7. TYPE OF APPLICANT: (enter appropriate letter in box) <input type="checkbox"/>	
8. TYPE OF APPLICATION: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es): <input type="checkbox"/> <input type="checkbox"/> A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration Other (specify): <input type="text"/>		A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District H. Independent School Dist. I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify): <input type="text"/>	
		9. NAME OF FEDERAL AGENCY: <input type="text"/>	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: <input type="text"/>		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: <input type="text"/>	
TITLE: <input type="text"/>			
12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.): <input type="text"/>			
13. PROPOSED PROJECT:		14. CONGRESSIONAL DISTRICTS OF:	
Start Date <input type="text"/>	Ending Date <input type="text"/>	a. Applicant <input type="text"/>	b. Project <input type="text"/>
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Federal \$ <input type="text"/> .00		a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE <input type="text"/>	
b. Applicant \$ <input type="text"/> .00		b. NO. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW <input type="text"/>	
c. State \$ <input type="text"/> .00		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes," attach an explanation. <input type="checkbox"/> No	
d. Local \$ <input type="text"/> .00			
e. Other \$ <input type="text"/> .00			
f. Program Income \$ <input type="text"/> .00			
g. TOTAL \$ <input type="text"/> .00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED			
a. Typed Name of Authorized Representative <input type="text"/>		b. Title <input type="text"/>	c. Telephone number <input type="text"/>
d. Signature of Authorized Representative <input type="text"/>		e. Date Signed <input type="text"/>	



Florida Department of Transportation

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

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

June 19, 2003

Mr. Jerry Haney, Principal Chief
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, OK 74884

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Mr. Haney:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments and participate in this Study. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any comments you may have regarding the project in general.

Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,

Robert M. Clifford, AICP
Modal Planning and
Development Manager

RC/

Enclosures

cc: George Ballo, CEMO

4055251-18

Lee Royal

09/23/2003 08:43 AM

To: Mark Clasgens/D7/FDOT@FDOT

cc:

Subject: SR 60 Project Development and Environment Study

For your files

Lee Royal, AICP
Community Liaison Administrator; District Seven;
11201 N. McKinley Drive, MS 7-340; Tampa, FL 33612
Phone (813) 975-6427; SC 512-7784; Fax (813) 975-6443
lee.royal@dot.state.fl.us

----- Forwarded by Lee Royal/D7/FDOT on 09/23/2003 09:43 AM -----

Marian Scorza

09/22/2003 03:56 PM

To: john.keynes@mail.house.gov, joan.anthony@mail.house.gov

cc: Lee Royal/D7/FDOT@FDOT

Subject: SR 60 Project Development and Environment Study

Below is the notice and a fact sheet for the kick off of the SR 60 Project Development and Environment (PD&E) Study from 50th Street to Falkenburg Road in Hillsborough County.

If you need further information, please do not hesitate in contacting me!!

Marian M. Scorza
District Public Information Officer
Phone: 813 - 975-6038
Fax: 813 - 975-6091
Cell: 813 - 323-1194
E-mail: marian.scorza@dot.state.fl.us

This e-mail is being sent to notify you that Florida Department of Transportation is conducting a Project Development and Environment (PD&E) Study for SR 60 from west of 50th Street to east of Falkenburg Road in Hillsborough County, Florida. This PD&E Study will involve identifying the potential impacts widening the existing SR 60 facility may have on the social, economic, and natural environment; identifying key issues and concerns; and developing alternative location and design concepts for transportation improvements.

If you have any questions, comments or concerns regarding this project, please contact Mark E. Clasgens, Project Manager, by mail at the Florida Department of Transportation District Seven Office, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403, by telephone (813) 975-6446, or by e-mail mark.clasgens@dot.state.fl.us. Your interest and participation in this important project will be appreciated.

1



02 Kick-Off Fact Sheet Revised.



STATE ROAD 60 PD&E STUDY
 FROM WEST OF 50TH STREET TO EAST OF FALKENBURG ROAD
 HILLSBOROUGH COUNTY, FLORIDA
 WPI SEGMENT NUMBER: 405525-1
 FEDERAL AID PROJECT NUMBER: 1812-018-U

SEPTEMBER 2003

PROJECT FACT SHEET

CONTACT

Mark Clasgeas, Project Manager or Marian Scorza, District Public Information Officer at (800) 226-7220/(813) 975-6000

STUDY DESCRIPTION

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study for State Road 60 from West of 50th Street to East of Falkenburg Road. The total length of this project is approximately 4.2 miles.

EXISTING FACILITY

Currently, State Road 60 is a four-lane, divided arterial facility with an at-grade CSX railroad crossing.

PROPOSED IMPROVEMENTS

The proposed improvements to be evaluated include basic capacity improvements (widening from four to six lanes), a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street, and special treatment and/or auxiliary lanes at major intersections. Access management improvements and Transportation System Management (TSM) alternatives will be evaluated. The "No-Build" alternative will also be considered. The anticipated Class of Action is a Type 2-Categorical Exclusion.

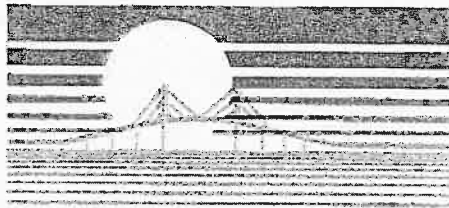
PROJECT SCHEDULE

Event	PD&E Study
Public Workshop	Winter 2004
Public Hearing	Spring/Summer 2004
FHWA Approval	Fall 2004

FDOT 5-YEAR TENTATIVE WORK PROGRAM FUNDING

Segment	Design	ROW	Construction
From US 301 to Falkenburg Road	2004/2005 (\$750,000)	Not Currently Funded	Not Currently Funded

4055251-18



Tampa Bay Regional Planning Council

Chair
Commissioner Barbara Sheen Todd

Vice-Chair
Commissioner Steve Simon

Secretary/Treasurer
Commissioner Jane von Hahmann

Executive Director
Manny L. Purnanega

July 14, 2003

Mr. Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
District Seven
11201 North McKinley Drive, MS 7-500
Tampa, FL 33612-6456

Subject: *IC&R #FSC031-03, Florida Department of Transportation PD&E
Study for State Road 60 (Adamo Drive), SAI #FL200306242704C*

Dear Mr. Bogan:

The aforementioned project was reviewed for consistency with the Tampa Bay Regional Planning Council's *Strategic Regional Policy Plan*. The attached report was approved by the Council at its July 14, 2003 meeting and summarizes the Council staff's findings.

Please contact me if further information regarding this item is desired.

Sincerely,

A handwritten signature in black ink, appearing to read 'Angela Hurley', is written over a horizontal line.

Angela Hurley
Planner/ IC&R Coordinator

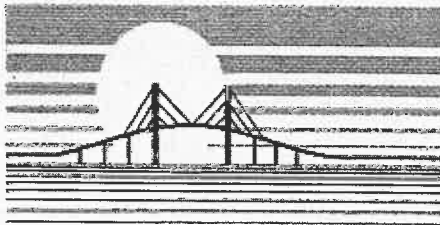
AH/bj

Enclosure

IC&R

Intergovernmental Coordination and Review

9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702
Phone (727) 570-5151 Suncom 513-5066 FAX (727) 570-5118
<http://www.tbrpc.org>



Tampa Bay Regional Planning Council

FLORIDA DEPARTMENT OF TRANSPORTATION PD&E STUDY OF STATE ROAD 60 (ADAMO DRIVE), SAI#FL200306242704, HILLSBOROUGH COUNTY, IC&R #FSC031-03

The Florida State Clearinghouse has requested review and comment on the regional issues which should be addressed in the Project Development and Environment (PD&E) Study for the proposed widening and possible grade separation of the titled roadway. The Project Site is located in central Hillsborough County, south of Interstate 4 and north of the Leroy Selmon Crosstown Expressway, between 39th Street and Interstate 75.

The existing roadway is four-laned. The proposed improvements, over the 4.2 miles of roadway, include expansion to six lanes, intersection improvements, and possibly a grade-separated overpass at the CSX rail line east of 50th Street.

Council Comments/Concerns

The project may impact Natural Resources of Regional Significance" as identified in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (FRSRPP). The attached map illustrates the regionally-significant resources that have been identified in vicinity of the Project Site. Additional regionally-significant resources may be identified during the Study, including Designated wetlands, Strategic Habitat Conservation Areas, Priority Wetlands for Species (7+), and Rare/Endangered Species Occurrences. Pursuant to SRPP Policies 4.5.2 and 4.5.6, it must be determined that any proposed impacts to regionally-significant natural resources are of overriding public interest, and mitigation should be required according to the ratios set forth therein.

Further, it is recommended that any additional comments addressing local concerns be considered.

Council adopted July 14, 2003

Barbara Sheen Todd, Chair
Tampa Bay Regional Planning Council

Pertinent policies from the Council's adopted policy plan, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*, include:

- 4.5.1: Protect, preserve and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

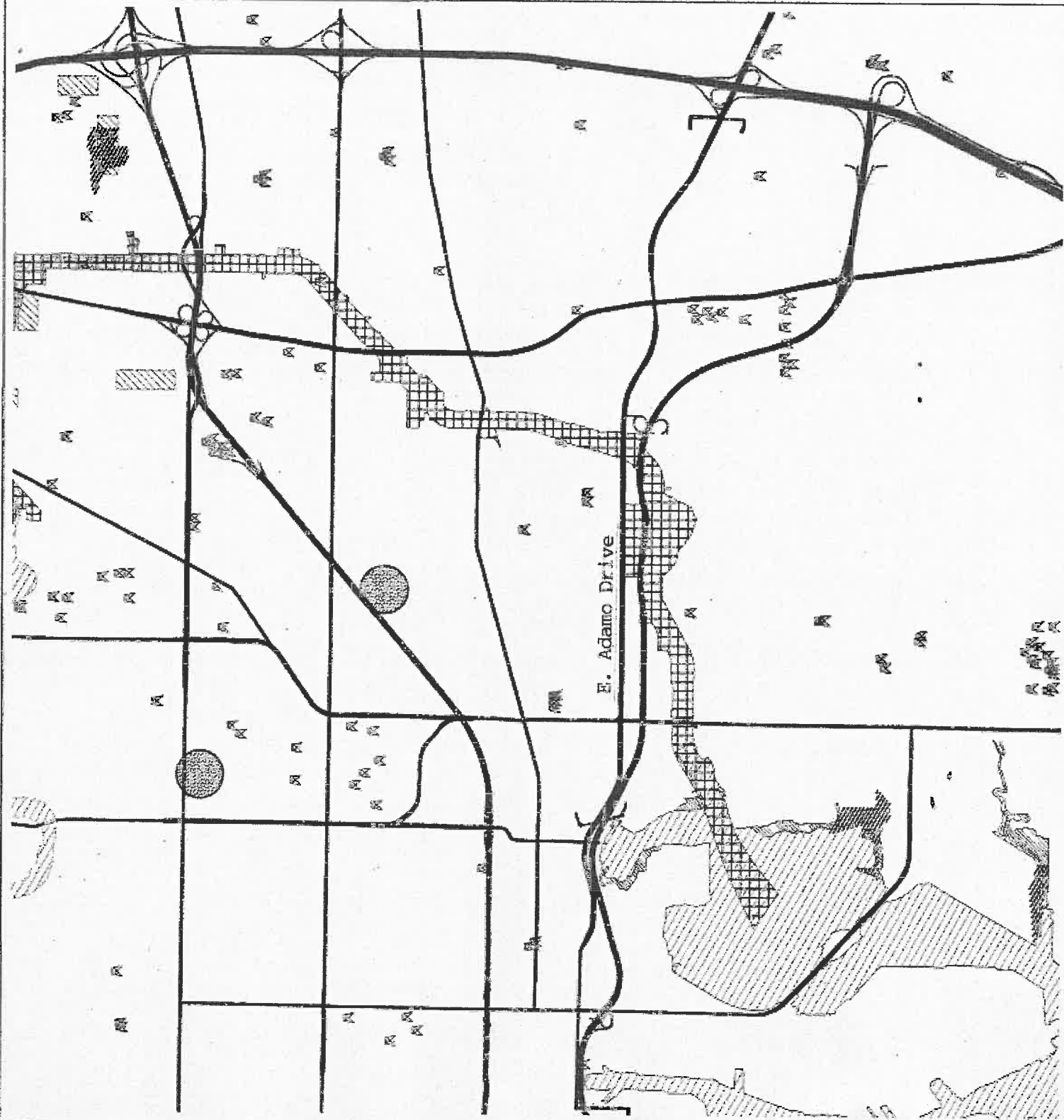
Natural Resources of Regional Significance

Specific area detail

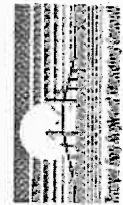
SOURCE: TERC Strategic Regional Policy Plan (1995).

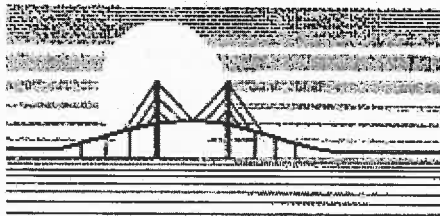
LEGEND

- County
- Major Roads
- Class 1
- Class 2
- Ramp
- Bridge
- Other
- Reg Wells
- Species of Concern
- Critical Areas
- Strategic Habitat
- Managed Areas
- Pri. Wetlands
- Significant Habitats
- Intertidal
- Coastal Strand
- Gulf/Open Water
- Beaches
- Riverine
- Lakes
- Special Habitat



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Tampa Bay Regional Planning Council

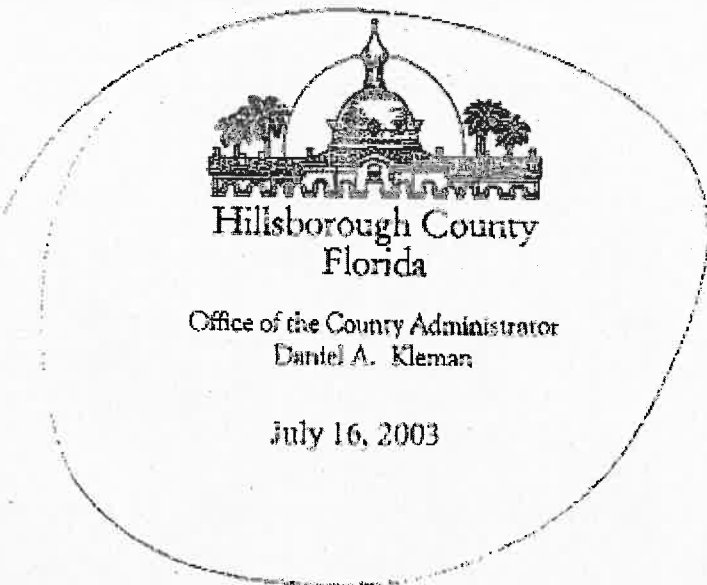
FAX

IC&R Program & Economic Development
9455 Koger Boulevard, Suite 219, St. Petersburg, FL 33702-2491
727/570-5151 (ext. 257) / Suncom: 513-5066 / Fax: 727/570-5118
email: angela@tbrpc.org

TO: Kirk Bogan, P.E.
FROM: Angela Hurley, Planner/IC&R Coordinator
SUBJECT: Hillsborough county comments for SR60 PD&E Study
DATE: July 21, 2003
OF PAGES: 3, including cover sheet

I received comments from Hillsborough County on the SR60 (Adamo Dr.) Project and I am forwarding them to you. I noticed that they had cc(ed) Kenneth Hartman, but I had you listed as the contact. If you have any questions regarding the comments please contact Tom Thomson, Director, Transportation Division Hillsborough County at 813-272-5179.

FAX: 813-975-6443



BOARD OF COUNTY COMMISSIONERS

Kishy Castro
 Pat Frank
 Ken Hagan
 Jim Nitzman
 Jon K. Platt
 Thomas Scott
 Ronald Sorenson

Deputy County Administrator
 Patricia Bean
 Assistant County Administrator
 Kathy C. Harris
 Edwin J. Hunsacker

Ms. Angela Hurley
 Regional Planning Council
 9455 Koger Boulevard, Suite 219
 St. Petersburg, FL 33702-2491

Re: SR 60 (ADAMO DR) PD&E STUDY
 FINANCIAL ID #405525 1 22 01

Dear Ms. Hurley:

The Planning and Growth Management Department has reviewed the Florida Department of Transportation Advance Notification Fact Sheet for the forthcoming PD&E Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Falkenburg Road. The Fact Sheet indicates the project will include widening SR 60 from four to six lanes for the entire length of the project or 4.2 miles, with a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street.

The scope of the project far exceeds the need identified in the Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Cost Affordable or Needs Plan. The MPO Cost Affordable Plan identifies future need for six lanes on SR 60 from US 301 to Falkenburg Road, or a distance of approximately 1.1 miles. The potential cost for six-laning 4.2 miles of roadway including a grade separation will cost many times more than the amount estimated in the MPO Cost Affordable Plan for improvements to SR 60. Our concern is the added cost of this project that may come at the expense of other needed projects identified in the MPO Plan.

Further, the additional capacity proposed in the SR 60 corridor would compete directly with parallel new capacity being provided on the Lee Roy Selmon Crosstown Expressway, which is dependent upon traffic demand to provide sufficient toll revenues to repay bonds on the approximate \$400 million project.

We believe the FDOT should address the inconsistency with the MPO Plan and evaluate the impact of the potential diversion of traffic from the Crosstown Expressway on toll revenues prior to beginning the PD&E Study.

SR 60 (Adamo Drive) PD&E Study
Page 2

Questions concerning our comments may be directed to Tom Thomson, Director, Transportation Division, at 813-272-5179.

Sincerely,



Bruce W. McClendon, Director
Planning & Growth Management

BWC/TLT/cew

cc: Board of County Commissioners
Daniel A. Kiernan, County Administrator
Bernardo Garcia, Director, Public Works Department
Lucie Ayer, Executive Director, MPO
Ned Baier, Manager, Transportation Division
Kenneth Hertmann, District Secretary, FDOT
William McCall, P.E., Senior Professional Engineer
Pat McCue, Executive Director, Expressway Authority
Thomas L. Thomson, Director, Transportation Division
Joe Zambito, Metropolitan Planning Organization

4055251-18



Miccosukee Tribe of Indians of Florida

Business Council Members
Billy Cypress, Chairman

Jasper Nelson, Ass't. Chairman
Max Billie, Treasurer

Andrew Bert Sr., Secretary
Jerry Cypress, Lawmaker

July 9, 2003

Mr. Kirk Bogan, P.E.
District Development Engineer
FDOT
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

RE: SR 60 PD&E Study / Financial Project ID No. 405525 1 22 01/ FAP No. 1812 018 U

Dear Mr. Bogan:

The Miccosukee Tribe received your letter concerning the above referenced proposed project. We have no direct knowledge of any cultural, religious, or traditional sites at the proposed project location. We suggest that a cultural resources survey be conducted of the project area. We further request that we be kept informed of this project and receive a copy of the cultural resources survey.

Thank you for consulting with us. Please call me at (305) 223-8380, Ext. 2244, if you require further information.

Sincerely,

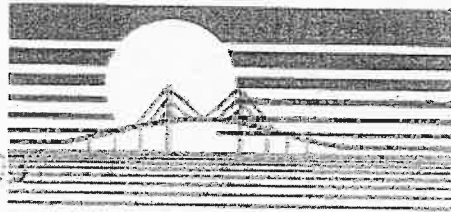
A handwritten signature in black ink that reads "Steve Terry". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Steve Terry
NAGPRA & Section 106 Representative

2003 JUL 14 AM 10:11
RECEIVED
PLANNING UNIT

4055251-18

RECEIVED
PLANNING UNIT
2003 JUL -7 AM 9:07



Tampa Bay Regional Planning Council

Chair
Commissioner Barbara Sheen Torid

Vice-Chair
Commissioner Steve Simon

Secretary/Treasurer
Commissioner Jane von Hatmann

Executive Director
Manny L. Pumariega

July 3, 2003

Mr. Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
District Seven
11201 North McKinley Drive, MS 7-500
Tampa, FL 33612-6456

Subject: *IC&R #FSC031-03, Florida Department of Transportation PD&E Study for State Road 60 (Adamo Drive), SAI #FL200306242704C*

Dear Mr. Bogan:

The above-referenced item will appear on the Consent Agenda for the July 14, 2003 meeting of the Tampa Bay Regional Planning Council which will be held at the Council offices at 10:00 a.m. An agenda and a copy of the report are enclosed for your information should you or your representative wish to attend.

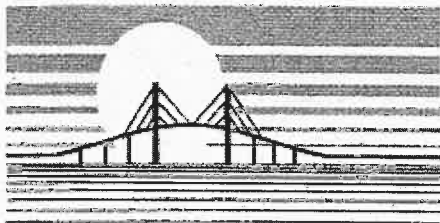
If you have any questions, please call me at (727) 570-5151, Ext. 257.

Sincerely,

Bobbi Gray for
Angela Hurley
Planner/IC&R Coordinator

AH/bj

Enclosures



Tampa Bay Regional Planning Council

IC&R

Intergovernmental Coordination and Review

9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702
Phone (727) 570-5151 Suncom 513-5066 FAX (727) 570-5118
<http://www.tbrpc.org>

FLORIDA DEPARTMENT OF TRANSPORTATION PD&E STUDY OF STATE ROAD 60 (ADAMO DRIVE), SAI#FL200306242704, HILLSBOROUGH COUNTY, IC&R #FSC031-03

The Florida State Clearinghouse has requested review and comment on the regional issues which should be addressed in the Project Development and Environment (PD&E) Study for the proposed widening and possible grade separation of the titled roadway. The Project Site is located in central Hillsborough County, south of Interstate 4 and north of the Leroy Selmon Crosstown Expressway, between 39th Street and Interstate 75.

The existing roadway is four-laned. The proposed improvements, over the 4.2 miles of roadway, include expansion to six lanes, intersection improvements, and possibly a grade-separated overpass at the CSX rail line east of 50th Street.

Council Comments/Concerns

The project may impact Natural Resources of Regional Significance" as identified in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (FRSRPP). The attached map illustrates the regionally-significant resources that have been identified in vicinity of the Project Site. Additional regionally-significant resources may be identified during the Study, including Designated wetlands, Strategic Habitat Conservation Areas, Priority Wetlands for Species (7+), and Rare/Endangered Species Occurrences. Pursuant to SRPP Policies 4.5.2 and 4.5.6, it must be determined that any proposed impacts to regionally-significant natural resources are of overriding public interest, and mitigation should be required according to the ratios set forth therein.

Further, it is recommended that any additional comments addressing local concerns be considered.

Council adopted July 14, 2003

Barbara Sheen Todd, Chair
Tampa Bay Regional Planning Council

Pertinent policies from the Council's adopted policy plan, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*, include:

- 4.5.1: Protect, preserve and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

Natural Resources of Regional Significance

Specific area detail

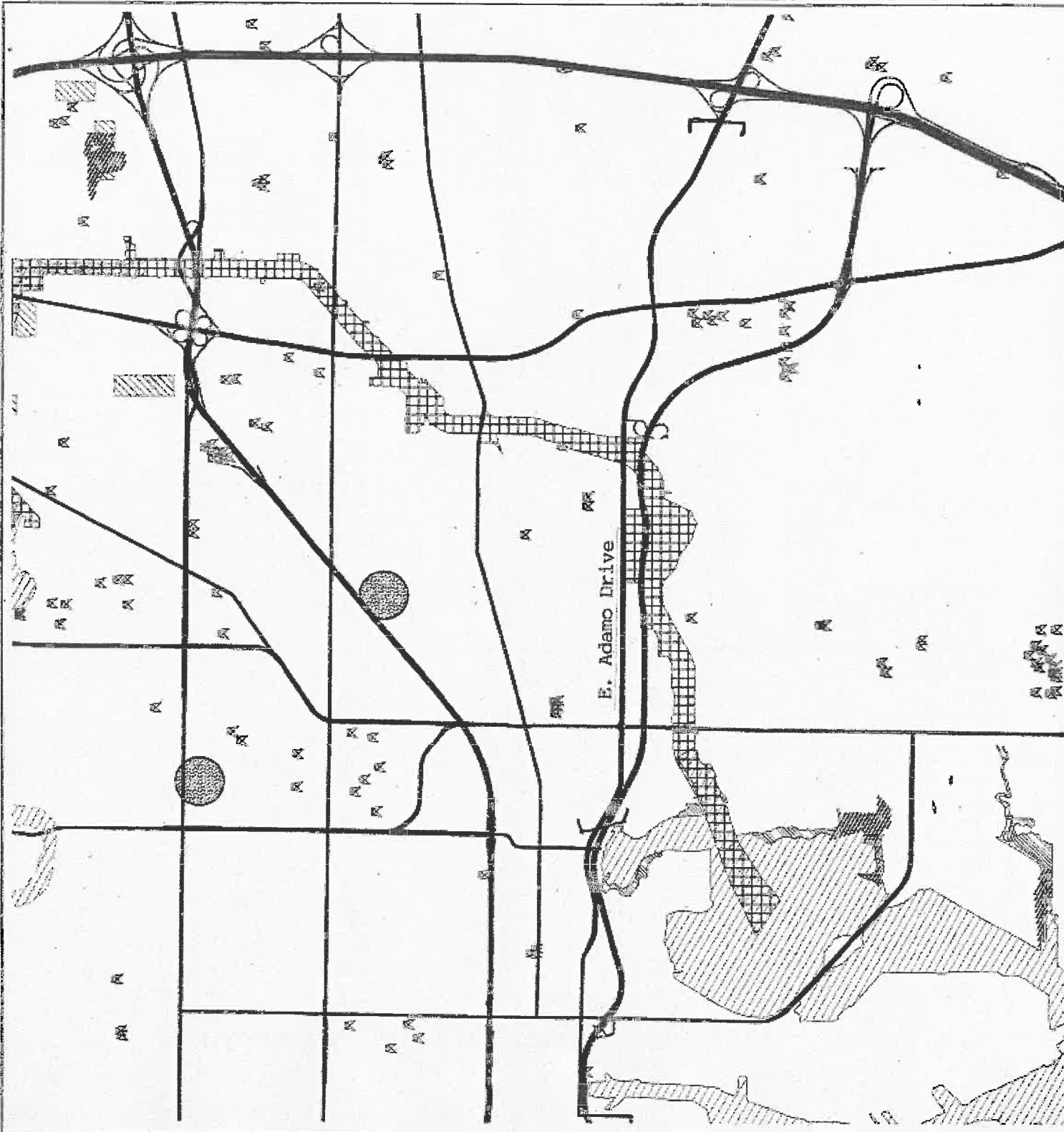
SOURCE: TARP Strategic Regional Policy Plan (1996).

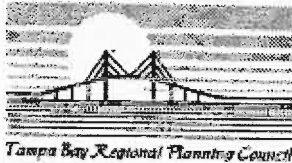
LEGEND

- County
- Major Roads
- Class 1
- Class 2
- Ramp
- Bridge
- Other
- Reg Wells
- Species of Concern
- Critical Areas
- Strategic Habitat
- Managed Areas
- Pri. Wetlands
- Significant Habitats
- Intertidal
- Coastal Strand
- Gulf/Open Water
- Beaches
- Riverine
- Lakes
- Special Habitat



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Council Agenda

www.tbrpc.org

9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702
Phone (727) 570-5151 Suncom 513-5066 FAX (727) 570-5118

July 14, 2003
10:00 a.m.

*** THIS MEETING IS OPEN TO THE PUBLIC ***

Call to Order

Chair Todd

Invocation and Pledge

Commissioner Barbara Sheen Todd, Chair

Roll Call

Recording Secretary

Voting Conflict Report

Recording Secretary

1. Approval of Minutes

Sec/Treasurer von Hahmann

Approve minutes from the June 9th, 2003 regular meeting. (report attached).

Staff contact: Lori Denman, ext. 213. Email: lori@tbrpc.org

2. Budget Committee

Sec/Treasurer von Hahmann

A. Approve Financial report for the period ending 5/31/03. (report attached).

B. Approve Proposed FY 2003/2004 Budget.

Staff contact: John Jacobsen, ext. 214. Email: johnj@tbrpc.org

3. Consent Agenda

Chair Todd

A. Budget and Contractual

1. Approve award of interior tenant improvements contract, for the Gateway Centre office building.

Recommended Action:

Accept the contractors listed herein, and authorize the Chair to negotiate and enter into an Interior Tenant Improvements contract with the top responsive bidder. In alphabetical order: Bandes, Erickson, Sierra and Southeast.

Staff contact: Gary Sepsi, ext. 219. Email: gary@tbrpc.org.

2. Approval of Department of Community Affairs (DCA) Tampa Bay Regional Planning Council (TBRPC) Annual 2003/2004 Contract. Tentative: \$269,045.

Staff contact: John Jacobsen, ext. 214. Email: johnj@tbrpc.org.

3. Public Education & Training Facilitation - FDOT Stormwater Management Program. The Florida Department of Transportation, District 7, wishes to engage TBRPC to continue Council's coordination, through June 2004, of the Public Education component of the Department's NPDES (National Pollutant Discharge Elimination System) Permit held jointly by the Department and several local governments. The funds are to be expended for projects in Pasco, Pinellas and Hillsborough Counties.

Recommended Action:

Authorize the Chair to accept a Purchase Order from the Florida Department of Transportation, District 7, in the amount of \$50,000.

Staff contact: Suzanne Cooper, ext. 240. Email: suzanne@tbrpc.org.

E. Notice of Proposed Change (NOPC) Reports

1. DRI # 226 - Busch Gardens Substantial Deviation, City of Tampa (report attached).
2. DRI # 240 - Heritage Sound (a/k/a Heritage Harbour), Manatee County (report attached).

Recommended Action: Approve staff reports.

Staff Contact: John Meyer, ext. 255. Email: johnm@tbrpc.org

F. Annual Report Summaries (ARS)

1. DRI #78 - Tampa Downtown Development, RY 2001-02, City of Tampa (report attached).
2. DRI # 83 - Tampa Bay Park, RYs 2001-03, City of Tampa (report attached).
3. DRI # 97 - St. Petersburg Intown Areawide, RY 2002-03, City of St. Petersburg (report attached).
4. DRI #106 - Corporex Park, RY 2002-03, Hillsborough County (report attached).
5. DRI #131 - Regency Park North, RY 2002-03, Hillsborough County (report attached).
6. DRI #163 - Cannon Ranch, RY 2002-03, Pasco County (report attached).
7. DRI #231 - CFI Gypsum Stack Expansion, RY 2002-03, Hillsborough County (report attached).
8. DRI # 240 - Heritage Sound (aka Heritage Harbour), RY 2002-03, Hillsborough County (report attached).

Recommended Action: Approve staff reports.

Staff Contact: John Meyer, ext. 255. Email: johnm@tbrpc.org

G. DRI Status Report

Information Only. (report attached).

Staff contact: John Meyer, ext. 255. Email: johnm@tbrpc.org

H. Local Government Comprehensive Plan Amendments Reviewed

1. DCA # 03D-2, Pasco County (report attached).
2. DCA # 03-2, City of Bradenton (report attached).
3. DCA # 03-02, City of Dunedin (report attached).
4. DCA # 03-1, City of Pinellas Park (report attached).
5. DCA #03-1, Pinellas County (report attached).
6. DCA #03-2, City of Tampa (report attached).
7. DCA #03-1, Hillsborough County (report attached).

Recommended Action: Approve staff reports.

Staff contact: Jessica White, ext. 288. Email: jessica@tbrpc.org

4. **Item(s) Removed from Consent Agenda, Addendum Item(s) or Any Other Item Requiring Council Discussion**

Council members should notify Chairman of any items they wish to be pulled from the Consent Agenda. These items will be discussed and voted on separately after the remainder of the consent agenda is approved.

5. **Review Item(s) for Discussion - None**

E. Regional Planning Advisory Committee (RPAC) - No Report.
Staff contact: Avera Wynne, ext. 215. Email: avera@tbrpc.org

9. **Executive/Budget Committee Report - Chair Todd**

10. **Other Council Reports**

A. Building Update

Additional material: Building Budget Synopsis (report attached).

Staff contact: Manny Pumariega, ext. 213. Email: manny@tbrpc.org

11. **Chairman's Report - Chair Todd**

12. **Executive Director's Report - Manny Pumariega**

Adjournment

Next Meeting - Monday, August 11th, 2003 at 10:00 a.m.

The Council, in accordance with its adopted rules of procedure, may only take action on matters not on the printed agenda involving the exercise of agency discretion and policy-making upon a finding by the Council of an emergency situation affecting the public's health, safety, and welfare. Council meetings are Public Meetings within the context of Section 286.011, Florida Statutes. Council meetings are not Public Hearings within the context of Section 120.54, Florida Statutes. The Chairman has full discretion as to whether or not to recognize speakers other than Council members or staff, and is not required to recognize individuals to speak on issues before the Council. Public Hearings on issues before the Council are conducted by individual local governments, and are the proper forum for public comment.

Please note that if a person decides to appeal any decision made by the Council with respect to any matter considered at the above cited meeting or hearing, s/he will need a record of the proceedings, and for such purpose, s/he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Persons wishing to speak at a Council meeting are required to complete the form provided at the entrance to the meeting room. The form, after being completed, must be given to the Recording Secretary.

If you are a person with a disability who needs any accommodation in order to participate in this meeting you are entitled, at no cost to you, to the provision of certain assistance. Please contact Tampa Bay Regional Planning Council at 727-570-5151 within 3 working days of the meeting.

405525-18

405525 1 22 01

Subject: 405525 1 22 01

Date: Wed, 09 Jul 2003 15:19:07 -0500

From: Habitat <NMFS.HCDPC@noaa.gov>

Organization: NOAA

To: DOT Bogan <kirk.bogan@dot.state.fl.us>, "Roifes, Sharon" <Sharon.Roifes@noaa.gov>

RE: Financial Project 405525 1 22 01

COUNTY: Hillsborough Countu

Dated: June 19, 2003

The National Marine Fisheries Service has reviewed the information contained in the above referenced project. Based on our assessment of the proposed project, the resources affected are not ones for which we are responsible and, therefore, we do not have any comments to provide regarding this activity.

4055251-18



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

ORLANDO AIRPORTS DISTRICT OFFICE
5950 Hazeltine National Dr., Suite 400
Orlando, Florida 32822-5024
Phone: (407) 812-6331 Fax: (407) 812-6978

June 23, 2003

Mr. Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, Florida 33612-6456

Dear Mr. Bogan:

RE: SR 60 (Adamo Drive) PD&E Study/ Hillsborough County/
Advance Notification

The Federal Aviation Administration (FAA) has reviewed the attached Advance Notification package, which was transmitted with your June 19, 2003 letter, and we offer no objection from an aeronautical standpoint.

Please let us know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Vernon P. Rupinta".

Vernon P. Rupinta
Program Manager

Enclosure



JUN 23 2003

Florida Department of Transportation

11201 N. McKinley Drive • Tampa, FL 33612-6456 • Phone (813) 975-6000 • 1-800-226-7270

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

June 19, 2003

Lauren P. Milligan, Environmental Consultant
Florida State Clearinghouse
Florida Department of Environmental Protection
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: Financial Project ID No.: 405525 1 22 01/FAP No.: 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Ms. Milligan:

The attached Advance Notification package is for a Project Development and Environment (PD&E) Study on SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. This information is forwarded to your office for processing through the appropriate state agencies in accordance with Executive Order 95-359. Distribution to local and federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

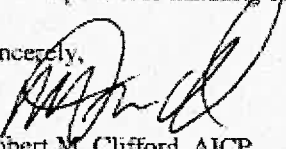
In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45-day comment period. Your comments should be addressed to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,


Robert M. Clifford, AICP
Modal Planning and Development Manager

RC/
Attachment

MAILING LIST:

Federal Highway Administration, Division Administrator

Federal Emergency Management Agency - Mitigation Division, Chief

Federal Aviation Administration - Airports District Office

U.S. Army Corps of Engineers - Regulatory Branch, District Engineer

U.S. Department of Agriculture - Southern Region, Regional Forester

U.S. Department of Commerce - National Marine Fisheries Service - Habitat Conservation Division

U.S. Department of Health & Human Services - Center for Environmental Health and Injury Control

U.S. Department of Housing and Urban Development, Regional Environmental Officer

U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities

U.S. Department of Interior - Bureau of Land Management, Eastern States Office

U.S. Department of Interior - National Park Service - Southeast Regional Office

U.S. Department of Interior - U.S. Geological Survey, Chief

U.S. Department of Interior - Fish and Wildlife Service, Field Supervisor

U.S. Environmental Protection Agency - Region IV, Regional Administrator

U.S. Coast Guard - Commander (can) - Seventh District

Florida Department of Environmental Protection - District Office

Florida Fish and Wildlife Conservation Commission - Office of Environmental Services, Director

Florida Fish and Wildlife Conservation Commission - Regional Director

Central Environmental Management Office, Manager

Federal-Aid Program Coordinator

Tampa Bay Regional Planning Council, Executive Director

Southwest Florida Water Management District, Executive Director

Hillsborough County Government Officials

Poarch Band of Creek Indians of Alabama

Muscogee (Creek) Nation of Oklahoma

Seminole Tribe of Florida

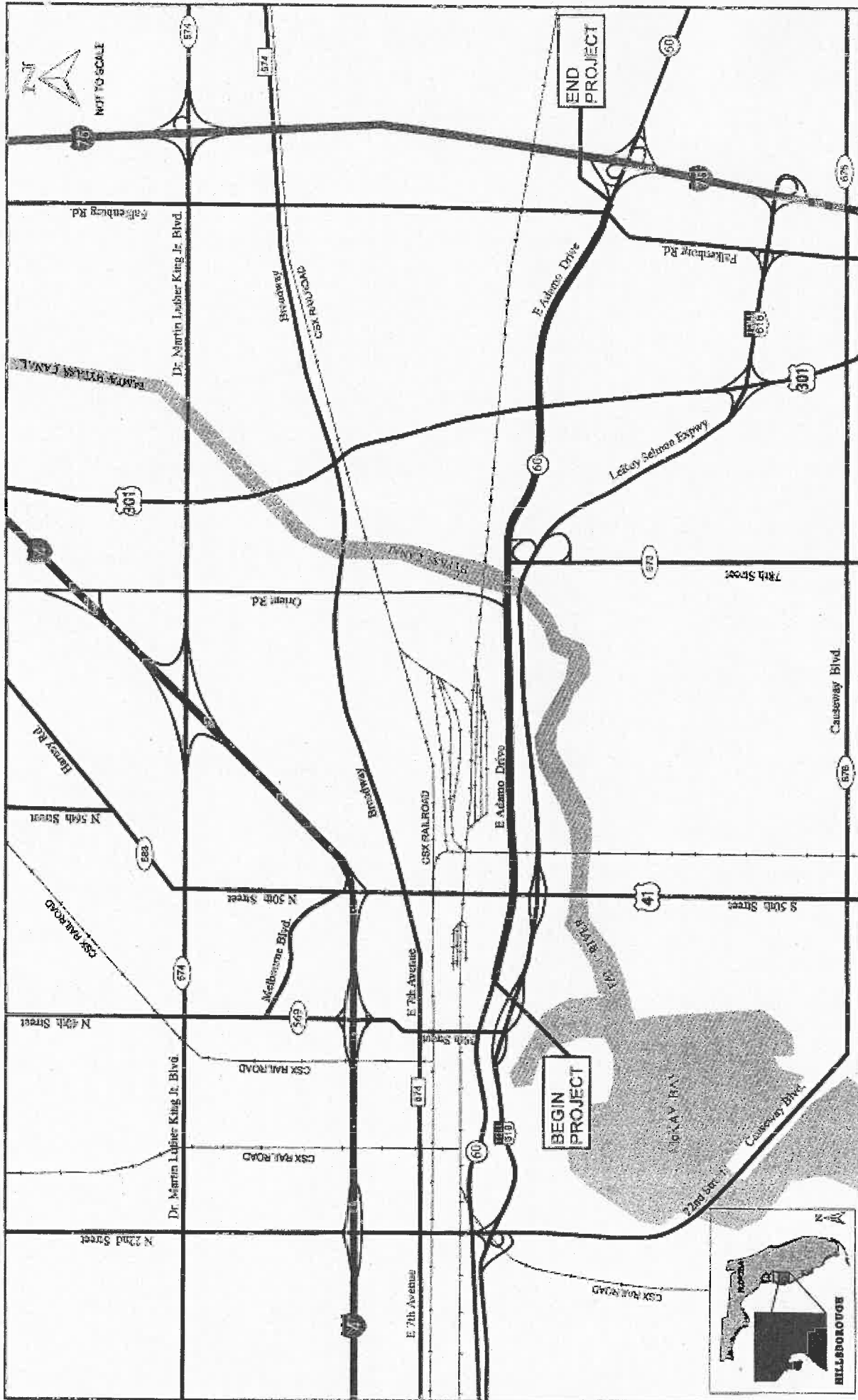
Miccosukee Tribe of Indians of Florida

Seminole Nation of Oklahoma

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET**

1. **Need for Project:** The Hillsborough County Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) have identified the need to make improvements to SR 60 in Hillsborough County, Florida.
2. **Description of the Project:** The proposed Project Development and Environment (PD&E) Study limits for SR 60 are from west of 50th Street (US 41) to just east of Falkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The total length of the project is approximately 4.2 miles. A project location map is shown in **Figure 1**.
3. **Environmental Information:**
 - a. **Land Uses:** The project study area contains a variety of land uses, including commercial, industrial, and undeveloped land. The predominate land use along the project corridor is commercial.
 - b. **Wetlands:** Preliminary reviews indicate that there are Palustrine forested and Riverine tidal systems found along the corridor.
 - c. **Floodplains:** Based on Flood Insurance Rate Maps (FIRM) Community Panel numbers prepared by the Federal Emergency Management Agency (FEMA), most of the project lies within the 100-year zone. (See Community-Panel Numbers 120112 0380E, 0378E, 120114 0026C, 0027C). Potential impacts will be evaluated as set forth in Executive Order 11988 "Floodplain Management" and 23 CFR 650 and coordinated with the appropriate regulatory agencies.
 - d. **Wildlife and Habitat:** Manatees (*Trichechus manatus*) are known to utilize Six Mile Creek located within the project area. Therefore, coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish & Wildlife Service (USFWS) will be conducted during the PD&E Study. The Florida Natural Areas Inventory (FNAI) database will be consulted for occurrences of rare species and other natural resources located within the project limits. Based on identified habitat types and information provided by the regulatory agencies, protected species surveys will be conducted by experienced wildlife biologists. Specific field surveys for protected species that potentially occur within the study area will be conducted following established survey protocols and guidance provided by the regulatory agencies. Potential impacts to wildlife/protected species will be assessed and appropriate mitigation and minimization measures will be developed.
 - e. **Outstanding Florida Waters:** There are no Outstanding Florida Waterbodies (OFW) within the project area.

- f. **Aquatic Preserves:** There are no aquatic preserves within the project area.
 - g. **Coastal Zone Consistency:** The project is subject to a consistency review, as required by 15 CFR 930.
 - h. **Cultural Resources:** A cultural resource survey will be conducted during the PD&E Study to identify all historic and archaeological sites listed or eligible for listing on the National Register of Historic Places (NRHP).
 - i. **Coastal Barrier Resources:** There are no Coastal Barrier Resource Units within the project limits.
 - j. **Contamination:** Based on a preliminary field review, contamination involvement is expected to be elevated due to the current and historical presence of industrial activities (i.e. dry cleaning, plating) located within the project area. A contamination screening evaluation will be conducted in accordance with Chapter 22 of the FDOT PD&E Manual.
 - k. **Sole Source Aquifer:** The project is not located within a sole source aquifer.
4. **Navigable Waterway Crossings:** Yes. Six-Mile Creek.
5. **Permits Required:** Various permit applications may be required to be filed and approved prior to construction. Agencies that may have an interest from a permitting standpoint include, but may not be limited to, the following (actual permits required will be determined during subsequent project development):
- Southwest Florida Water Management District - Environmental Resource Permit
 - U.S. Environmental Protection Agency - NPDES Permit
 - U.S. Army Corps of Engineers - Dredge and Fill Permit
 - Seventh District Coast Guard District - Bridge Permit



LOCATION MAP

FIGURE 1

**SR60/Adiamo Drive
PD&E STUDY**
From West of 50th St. To East of Falkenburg Rd.
Hillsborough County, Florida
FPID No.: 405525 12201



DATE PLOTTED: 05/20/2008 10:00:00 AM

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: <i>Application</i> <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction <i>Preapplication</i> <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	2. DATE SUBMITTED June 19, 2003	Applicant Identifier 405525 1 22 01
	3. DATE RECEIVED BY STATE _____	State Application Identifier _____
	4. DATE RECEIVED BY FEDERAL AGENCY _____	Federal Identifier _____

5. APPLICANT INFORMATION

Legal Name: Florida Department of Transportation Organizational Unit: Office of Design

Address (give city, county, state, and zip code):
605 Suwannee Street
Tallahassee, Leon County, Florida 32399-0450

Name and telephone number of the person to be contacted on matters involving this application (give area code):
Kirk Bogan, P.E.
(800) 226-7220

6. EMPLOYER IDENTIFICATION NUMBER (EIN):
 5 9 - 6 0 0 1 8 7 4

7. TYPE OF APPLICANT: (enter appropriate letter in box) **A**

A. State	H. Independent School Dist.
B. County	I. State Controlled Institution of Higher Learning
C. Municipal	J. Private University
D. Township	K. Indian Tribe
E. Interstate	L. Individual
F. Intermunicipal	M. Profit Organization
G. Special District	N. Other (Specify): _____

8. TYPE OF APPLICATION:
 New Continuation Revision

If Revision, enter appropriate letter(s) in box(es):

A. Increase Award B. Decrease Award C. Increase Duration
 D. Decrease Duration Other (specify): _____

9. NAME OF FEDERAL AGENCY:
U.S. Department of Transportation

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 - 2 0 5

TITLE: Highway Planning and Construction

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
WPI Segment No.: 405525 1 22 01
FAP No.: 1812 018 U

12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.):
Hillsborough County, Florida

13. PROPOSED PROJECT: Start Date: 3/16/03 Ending Date: 9/17/04

14. CONGRESSIONAL DISTRICTS OF:
 a. Applicant: District 10 and District 11
 b. Project: District 11

15. ESTIMATED FUNDING:

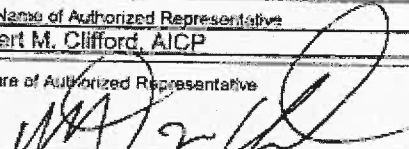
a. Federal	\$ <u>8850,000</u> .00
b. Applicant	\$ _____ .00
c. State	\$ _____ .00
d. Local	\$ _____ .00
e. Other	\$ _____ .00
f. Program Income	\$ _____ .00
g. TOTAL	\$ <u>8850,000</u> .00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?
 a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE June 19, 2003
 b. NO. PROGRAM IS NOT COVERED BY E.O. 12372
 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
 Yes If "Yes," attach an explanation. No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Typed Name of Authorized Representative: Robert M. Clifford, AICP
 b. Title: Modal Planning and Development
 c. Telephone number: (800) 226-7220

d. Signature of Authorized Representative: 
 e. Date Signed: 17 Jun 03

Previous Editions Not Usable

4055251-18



Florida Department of Transportation

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

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

June 19, 2003

Mr. Fred L. McGhee, Chairman
Poarch Band of Creek Indians
HRC 69A, Box 85B
5811 Jack Spring Road
Atmore, AL 36502

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Mr. McGhee:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments and participate in this Study. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any comments you may have regarding the project in general.

Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,

Robert M. Clifford, AICP
Medal Planning and
Development Manager

RC/

Enclosures

cc: George Ballo, CEMO



Florida Department of Transportation

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

JEB BUSH
GOVERNOR

JOSE ABREU
SECRETARY

June 19, 2003

Ms. Patricia Wickman, PhD, Director
Department of Anthropology & Genealogy
Seminole Tribe of Florida
6300 Sterling Road, Room 421
Hollywood, FL 33024

RE: Financial Project ID No.: 405525 1 22 01/ FAP No. 1812 018 U
SR 60 (Adamo Drive) PD&E Study / Hillsborough County / Advance Notification

Dear Ms. Wickman:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), will be conducting a Project Development and Environment (PD&E) Study for SR 60 (Adamo Drive) from west of 50th Street (US 41) to just east of Faulkenburg Road in Hillsborough County. The project includes widening from 4 to 6 lanes, including, intersection improvements and a potential grade separation/overpass at the CSX Railroad crossing just east of 50th Street. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

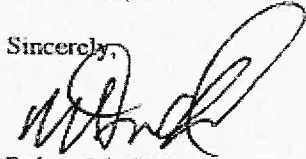
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Please submit any written comments you may have to:

Kirk Bogan, P.E.
District Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark E. Clasgens, Project Manager (mark.clasgens@dot.state.fl.us) or Lee Royal, AICP, Community Liaison Administrator (lee.royal@dot.state.fl.us), at (800) 226-7220.

Sincerely,



Robert M. Clifford, AICP
Modal Planning and
Development Manager

RC/
Enclosures
cc: George Ballo, CEMO

Appendix B

Public Hearing Transcript, Certification, and Errata

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

S.R. 60
PROJECT DEVELOPMENT & ENVIRONMENT STUDY

PUBLIC HEARING
HELD BY ROBERT M. CLIFFORD A/CP
MODAL PLANNING AND DEVELOPMENT MANAGER
AT THE PALM RIVER ELEMENTARY SCHOOL
805 MAYDELL DRIVE
TAMPA, FLORIDA

ON MARCH 14, 2005
COMMENCING AT 6:00 P.M.

COPY

SHARYN E. COLLIER
MONTANA REPORTING SERVICE, INC.
3000 GULF TO BAY BOULEVARD
CLEARWATER, FL 33759
(727) 797-2304
(800) 432-2304
FAX: (727) 544-5293

INDEX TO SPEAKERS

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MR. ROBERT M. CLIFFORD	3
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MR. CARL MATTHEWS	8
ADDITIONAL STATEMENT	20
MS. GINA GRIMES, ESQ.....	9
DARRYL CREIGHTON	13
VINCENT J. LaLIMA	14
ANDREW M. HARROW	16

1 BY MR. CLIFFORD: Good evening. My name is
2 Bob Clifford and I am the Modal Planning and Development
3 Manager for District Seven of the Florida Department of
4 Transportation. Welcome to the SR 60 (Adamo Drive)
5 Project Development and Environment Study Public Hearing.

6 This Public Hearing concerns the proposed
7 improvements on SR 60 from just west of 50th Street to
8 just east of Falkenburg Road.

9 Today is Monday, March 14, 2005 and it is
10 approximately 6:00 p.m. We are assembled at the Palm
11 River Elementary School in Tampa, Florida.

12 This is your opportunity to receive information on
13 the project and to officially comment on the recommended
14 "Build" Alternative and the other documents available
15 here tonight.

16 The recommended "Build" Alternative is based on
17 comprehensive environmental and engineering analyses
18 completed to date, as well as on public comments that
19 have been received.

20 This Project Development and Environment, or PD&E
21 Study, and Public Hearing are being conducted under
22 applicable Federal and State laws. Those citations are
23 listed on the board next to the sign-in table.

24 When you arrived this evening, you should have
25 received an information packet containing an

1 informational newsletter and project evaluation matrix, a
2 comment form and a speaker's card. If you weren't able
3 to sign-in or did not receive an information packet,
4 please stop by our sign-in table before leaving this
5 evening. You should have also had the opportunity to
6 view the audio-visual presentation that is continuously
7 running throughout this Public Hearing.

8 If anybody needs any of that information, raise
9 your hand and we will provide it to you.

10 Those who wish to provide comments during this
11 portion of the Public Hearing should complete a speaker's
12 card and submit it to a Department Representative. If
13 you do not receive a card, please raise your hand and a
14 Department Representative would be happy to provide you
15 with one like Cassandra has here.

16 In addition to making oral statements, you may
17 also submit your comments to the District in writing.
18 Comment forms may be placed in one of the comment boxes
19 this evening or you may complete the form at a later date
20 and mail it to us at the pre-printed address located on
21 the back of the sheet. Please keep in mind that written
22 comments should be postmarked by March 24, 2005 to be
23 included in the official Public Hearing record.

24 Before I continue, I would like to recognize any
25 elected officials or their representatives who are here

1 tonight. Are there any here tonight?

2 MEMBER OF AUDIENCE: I'm here for Representative
3 Traviesa, District Fifty-six.

4 MR. CLIFFORD: Great. Thank you.

5 At this time, we will begin taking public
6 comments. I will call each speaker in the order in which
7 their requests are received. In an effort to accommodate
8 all requests to speak, we ask that each speaker keep
9 their comments to five minutes.

10 Those who wish to provide additional comments, may
11 return to the microphone following the last speaker or
12 you may present your additional comments directly to the
13 court reporter at the end of this portion of the hearing.

14 As I call your name, please step to the microphone
15 and state your name and address before making your
16 comment. This portion is not a question and answer
17 session. It's for the formal portion of the hearing to
18 provide those comments.

19 If you have questions, please see one of the
20 Department Representatives following this portion of the
21 hearing.

22 Currently I have two folks signed up to provide
23 comment. The first speaker is Steve Allison.

24 Mr. Allison.

25

1 MR. ALLISON: Good evening and thank you for the
2 opportunity. We do appreciate the process that you are
3 utilizing here. I represent Brandon Ford located at the
4 Northwest corner of 301 and SR 60.

5 We had communicated with the Department based upon
6 your initial information that was put out sometime last
7 fall in which we essentially stated our objections to the
8 concept of the elevated roadways.

9 At that time, there were two alternatives. One
10 extending on 301 over SR 60. The other, which has
11 apparently since been eliminated, which was the
12 SR 60 elevation over 301.

13 The reasons for that are particularly related to
14 the nature of their business. We have observed tonight
15 the actual design concepts. The real problem is that
16 this is very much to a degree that I would not have
17 otherwise thought.

18 These are businesses that are very much catering
19 to a drive-thru public. And anything that reduces either
20 their visibility to that facility or their easy
21 opportunity for access to that facility, we think would
22 be terrifically detrimental to their business.

23 They're very happy with the location they are in
24 right now. We certainly welcome needed improvements to
25 the level of service of those important roadways, but

1 think the at grade alternatives are far better.

2 And as I understand from the information that I've
3 seen here tonight, there's a cost differential of some
4 eighty million dollars between the at grade and the
5 elevated alternative which in the context of shrinking
6 public dollars for these kinds of things, it would seem
7 to me that the one-hundred-twenty million dollar
8 alternative or one-hundred-eleven, exceeding the other
9 one by some eighty million dollars, would be at this
10 point somewhat easy to dismiss.

11 I am a little bit confused about the long-range
12 transportation plan and the western segments of this not
13 showing on the 20/25 plan. I don't understand. I know
14 that that's not your call. That's the MPO. I don't
15 understand how that couldn't be because everyone does
16 recognize that this is certainly a congested situation
17 and one that does warrant some public investment in
18 improvements.

19 I think that's all I really need to state at this
20 point. It would seem that in the decision matrix that
21 they utilize, certainly cost has to be a principle of one
22 of those which would certainly favor our position.

23 But in addition to that, the public input and
24 people that think that their property rights and their
25 businesses could be hurt by one of the alternatives

1 certainly needs to be figured into the decision making as
2 well.

3 Thank you very much.

4 MR. CLIFFORD: Thank you. We appreciate your
5 comments. The next speaker I have is Carl Matthews.

6 MR. MATTHEWS: I'm Carl Matthews and mainly I'm
7 speaking about Segment 2. Along that area is known as
8 Rental Row and we have a lot of trucks and semi-tractors
9 and so forth going in and out of there.

10 Several of the things that I think might be
11 considered. One, putting in a center turn-lane rather
12 than having a ditch in the middle which would help
13 tremendously in these semis turning into the proper
14 driveway.

15 Another one is the sidewalks. The sidewalks
16 really along that area are not needed. They would be
17 utilized by undesirables, I'm afraid, such as Nebraska
18 and Dale Mabry has experienced. Those would be the only
19 ones that I know of that would be using sidewalks along
20 that area.

21 The other thing, the traffic light at 50th Street
22 would be desirable along that area simply to break up the
23 traffic so the trucks and other vehicles going in and out
24 of businesses have a break in between the scattered cars.

25 So with that in mind, that's all I have to say

1 about Segment 2.

2 MR. CLIFFORD: Thank you. We appreciate your
3 comments. The next speaker I have is Gina Grimes.

4 MS. GRIMES: Good evening. I'm Gina Grimes. I
5 represent Mr. Jeff Wooly who owns the Courtesy Car
6 Dealerships at the Northeast corner of the intersection
7 of 301 and SR 60.

8 I'm here really to speak as to the Segment 3 of
9 the PD&E. That's really where our main concerns lie.
10 And we have several concerns and objections regarding the
11 PD&E.

12 The first concern that we have is there seems to
13 be a median opening right in front of the Toyota store,
14 which is proposed to be closed. If that median opening
15 is closed, the full median opening right now on SR 60
16 headed eastbound, customers will have to travel
17 substantially further east in order to access the site.
18 It appears to be almost a mile to a half-mile further
19 eastbound that they would have to travel in order to turn
20 and do a U-turn and then come back into the site.

21 We object to the closure of that median opening.

22 Next we want to register our strong, strong
23 objections to the proposed elevated roadway that you have
24 for the intersection of 301 and 60. We have three basic
25 concerns with this proposal.

1 The first is that it imposes a substantial
2 physical and visual barrier to the site. If you are
3 traveling eastbound from downtown towards the site, the
4 elevated roadway is going to visually block the site on
5 the Northeast corner of that intersection. You're not
6 going to see it because of the columns and the elevated
7 roadway.

8 You also have a tremendous impact on the signage
9 on the front of the site and along 301. The elevated
10 roadway will completely block all the signage along that
11 way. Customers will have a very difficult time in
12 locating the site.

13 The second basis for our objection to the elevated
14 roadway is that you are going to require, at least the
15 right-of-way maps show that you're going to require,
16 substantial amount of right-of-way. In fact, almost
17 along the entire western boundary of our site from SR 60
18 north to along 301. You're going to be taking
19 approximately 20 to 30-feet of right-of-way.

20 Not only will that substantially impact the visual
21 display area that we have on site, but will also require
22 basically for us to reconfigure the internal circulation
23 on the whole site. And that's a substantial impact.

24 The third objection that we have is the cost. The
25 costs are astronomical. Some part of the plan indicates

1 that it was ninety-five million. It's my understanding
2 after talking to certain representatives tonight, the
3 cost of this improvement is one-hundred-ten million
4 dollars to do the elevated roadway as compared to the
5 at grade option which is only approximately twenty-eight
6 million dollars.

7 We are talking about an eighty million dollar
8 difference in these two recommended alternatives. It
9 appears from our review of the PD&E, that the only
10 benefit that you get from the elevated roadway is a
11 slight improvement to the level of service at that
12 intersection and you get one additional through lane on
13 the elevated roadway.

14 So, you're talking about an eighty million dollar
15 investment of taxpayer's money to have a slight
16 improvement at an intersection.

17 And on top of that, you're imposing the burden on
18 our property that we would have to give up or release a
19 certain amount of our site in order to accommodate the
20 right-of-way needs for this alternative. We strongly
21 object.

22 The problem that this presents in promoting or
23 proceeding with this elevated roadway option after this
24 Public Hearing is that you have out there an alternative
25 that shows that we're going to have a portion of our site

1 taken. From what I understand, this is not a funded
2 alternative. The elevated roadway is not funded.

3 Then why promote it, why advance it as an
4 alternative? It's not real. It's not likely. It's not
5 viable. In the meantime as long as it's out there and
6 being studied and being considered, we bear the burden of
7 having that encumbrance on our property that the
8 right-of-way could be taken for that elevated roadway
9 alternative.

10 We believe that the at grade option is the best
11 alternative for this intersection. While it won't solve
12 the level of service problem at that intersection for
13 long term, it will improve it. From my understanding, it
14 will improve it for the next 10 to 15 years.

15 The roadway level of service at that intersection
16 will not deteriorate to the levels that it's currently at
17 until 15 to 20 years from now. In the meantime, you will
18 save approximately eighty million dollars by doing the
19 at grade improvement. We think it's a much better return
20 for the investment.

21 For these reasons, we think that you should remove
22 the recommended alternative of the elevated roadway
23 immediately. It should not be studied any further. If
24 it's not a viable option, my client should not have the
25 burden of carrying that encumbrance on his property while

1 it's studied.

2 And lastly, we just again want to register our
3 concerns and objections to the closure of the median
4 opening on SR 60.

5 MR. CLIFFORD: Thank you. The next speaker I have
6 is Darryl Creighton.

7 MR. CREIGHTON: Good evening.
8 I'm Darryl Creighton, Trustee of the Crosstown Business
9 Center. We are located at the southwest corner of 50th
10 and Adamo.

11 I would like to state my objection to the proposed
12 elevated intersection at 50th and Adamo Drive. You've
13 heard other business centers so far tonight also stating
14 objections. I think we have the same reasons for having
15 objections to an elevated roadway at that intersection.

16 It would block visibility and impede entrance and
17 exits to the center. I think a lot of businesses on
18 Adamo Drive do depend on visibility and customers being
19 able to access their property.

20 I'd like to also point out the obvious that there
21 is a wonderful expressway that parallels Adamo Drive
22 that's elevated and is having major improvements to it to
23 move traffic at a high rate of speed and parallel with
24 Adamo Drive.

25 So, why would you want to turn Adamo Drive into

1 another fast moving facility? It really is serving more
2 of a local purpose. I think that having at grades,
3 interchanges, serve that local purpose as opposed to
4 trying to build an elevated alternative.

5 Thank you.

6 MR. CLIFFORD: Thank you. Vincent LaLima.

7 MR. LaLIMA: My name is Vincent LaLima. I work at
8 50th Street at Ain Plastics.

9 Since people are objecting to I think Segment 3,
10 objected to having it. I'm in favor of doing it on
11 Segment 1. I think that Segment 1 is definitely an area
12 to be addressed.

13 When I came down here and I saw that there was a
14 problem at 301, I said wow, I can't believe that.
15 Because when I drive in the morning and I listen to the
16 radio, I never hear that 301 is backed up. I always hear
17 that 50th Street is backed up by the train.

18 I think based on the fact that there's equal
19 traffic on 301 compared to 50th Street, I think the
20 concern should be to address the concern on 50th Street.
21 That is a very congested area every morning and
22 throughout the day on peak hours.

23 I don't think the train, the CSX is that what it's
24 called? I don't think they're really concerned about
25 angry drivers. I don't think they're concerned about

1 people getting to work late. I don't think they're
2 concerned. They're only concerned about getting their
3 freight across the tracks at the expense of a lot of
4 people who are sitting in their cars, angry, frustrated,
5 in the morning going to work late. A lot of down time.
6 A lot of angry drivers.

7 I think that is an area that definitely has to be
8 addressed. It's unfortunate. When I saw that in the
9 paper that they were going to address an overpass or an
10 improvement on 50th Street, I got excited.

11 Then when I came here, I saw that there's no plans
12 for 50th Street. I said, wow, what a waste. What a
13 waste because that is an area that is hurt by northbound,
14 southbound, east and west.

15 When that train comes, that whole area is stopped,
16 actually stopped. You have nowhere to go. You can't go
17 through the tracks. You're stuck. You can have eighty
18 cars. And the eighty cars decides to go backwards and
19 then they go forward. They're not sure which direction
20 to go. And you're just sitting there. I mean, really.

21 Why doesn't CSX charge a tariff on peak hours to
22 their customers? So if they want their freight to be
23 moved during 10-minutes to 8:00 when people are going to
24 work, they should charge the customer top dollar. I mean
25 treat it like a fuel surcharge.

1 That to me is an area that should be addressed
2 more than 301.

3 Now on 301, I think they have a lot of businesses
4 that are effected by it.

5 On 50th Street, there isn't that much business
6 there. I mean like it's all centered in the back. It's
7 not frontal business. I don't think there is that much.

8 I just think that if they're going to do a study
9 and spending the money, I think there is a difference in
10 price between the 50th Street Project, Project 1 versus
11 Project 3. I think they should definitely address that
12 area. That to me is an area that definitely needs some
13 work.

14 MR. CLIFFORD: Thank you. Andrew Harrow.

15 MR. HARROW: Hello. I'm Andrew Harrow. I own
16 Highway 60 Center, 8501 Adamo Drive to 8505 Adamo Drive,
17 100 Consuel Drive, 8504 Adamo Drive, 8506 Adamo Drive. I
18 own quite a few properties on Adamo Drive and I have
19 fifty tenants that are commercial property owners.

20 First of all, it's good that you have the meeting.
21 I appreciate it. But I think what you really need to do,
22 I wouldn't say it's a democracy in America that's for
23 sure, but I think you should have all the landowners sit
24 down here or whenever you have another meeting and those
25 people should design the road.

1 Because I've talked to the D.O.T. many times.
2 It's like talking to that concrete wall there. They just
3 don't understand and I don't know if the people here are
4 going to understand.

5 There are tractor-trailers that are 53-feet long
6 that go into my property day-in and day-out and they
7 cannot turn.

8 I don't think the D.O.T. understands or have every
9 driven down the road and seen the problems.

10 For example, I called about on 301 they need a
11 longer turn-lane setting back going east. If you're
12 going east towards Brandon, and I said do you see the
13 road-marks down the road. They never figured it out and
14 they never came out to figure it out. That's just an
15 example.

16 I don't think you need this complicated overpass,
17 more government bureaucracy. That's wonderful, but they
18 should have thought about it 20 or 30-years ago. But I
19 don't want to talk about the County Commission either.

20 You need more turn lanes. You need more median
21 openings. You need to have acceleration and deceleration
22 lanes onto the sides of the roads. Maybe one-way median
23 openings so the tractor-trailers could turn. They can't
24 turn in these roads.

25 Right in front of my property at 8504 Adamo Drive

1 in the last three months, I've seen two accidents because
2 of long vehicles trying to get into those center lanes.

3 So again, I don't know how to explain it good
4 enough. But I think they're called long, way long, maybe
5 200-feet for example, 300-feet long acceleration and
6 deceleration lanes.

7 I think you also need some traffic lights because
8 we have a truck driving school and I see the nightmare
9 that comes out there every day. People coming from 301
10 and 60, there's some long turns or there's some bends in
11 the road and people can't get out of those buildings.

12 I think some of the purpose you have here is so
13 people don't get hurt or killed on these roads. You need
14 to make this road as wide as possible. And I would be
15 glad to give up any of my right-of-way so the road goes
16 better.

17 Sidewalks. I heard somebody say that. I'll
18 concur. That's ridiculous. I mean I see what the county
19 does in sidewalks. But you don't need any sidewalks on
20 Adamo Drive. I mean it's ludicrous.

21 The train overpass. I can see that as very
22 important because it is frustrating if you had to go to
23 work. And I did take that way before and that train -- I
24 don't know if there's a law, but they go so slow. I mean
25 I don't know, they go back and forth sometimes. You just

1 shake your head. And you say well, I guess it's the
2 union. They just go over and over again.

3 The only other thing I'd like to tell everybody,
4 which is not related, is the Storm Water Management
5 District has a big increase. People don't realize it.
6 It's a 4,000-percent increase because they want it over
7 eight years and it's very deceptive. So if anybody wants
8 to get with me. Most people if they have business
9 owners, they'll pay the tax. If they own the real
10 estate, they'll pay the tax, even though some of it is
11 passed through to the tenants. Most businesses are going
12 to pay at least \$10,000 a year more. I got \$30,000 in
13 bills for the storm water. I surely don't know what
14 they're going to do with the two-hundred million dollars
15 they want except to waste it.

16 Hopefully, you'll do a better job in wasting our
17 money.

18 MR. CLIFFORD: Thank you. Is there anyone else
19 who would like to speak here this evening?

20 No. Seeing none. The Public Hearing transcript,
21 written statements, exhibits, and reference materials
22 will be available for public inspection at the District
23 Seven Office of the Florida Department of Transportation
24 located at 11201 N. McKinley Drive in Tampa, Florida,
25 within three weeks.

1 It is approximately 6:25 and I hereby officially
2 close this formal portion of the Public Hearing for the
3 SR 60 (Adamo Drive) PD&E Study.

4 The Department of Transportation thanks you for
5 attending. Good night.

6 ADDITIONAL STATEMENT BY MR. CARL MATTHEWS:

7 In Segment 1 in front of the CSX going west,
8 there's no deceleration lane. There are businesses on
9 the south side that have semis coming in and out of them
10 every day. We need an deceleration lane there because
11 right now they're having to go off of the main roads into
12 the dirt. They're having to block the lefthand lane to
13 the fast traffic. This is needed immediately when they
14 repave Highway 60 there.

15 So, please consider putting in a deceleration lane
16 there in front of Utility Battery and United Rental area
17 there and one on the north side for the westbound traffic
18 to slow down so they can turn around and go back.

19 COURT REPORTER: Thank you, sir.

20 MR. MATTHEWS: Thank you.

21 (Whereupon, the Public Hearing was concluded.)
22
23
24
25

C E R T I F I C A T E

STATE OF FLORIDA

COUNTY OF CITRUS

I, Sharyn E. Collier, do hereby certify that proceedings were held in the above-entitled case at the time and place set forth in the caption hereof; that the testimony and proceedings had in said proceedings were verbatim recorded, and that the foregoing pages, number 1 through 20 inclusive, constitute a true and correct transcript of the Public Hearing held on March 14, 2005 by Robert M. Clifford for the State of Florida Department of Transportation

WITNESS MY HAND THIS 22nd day of March, 2005 at Citrus County, Florida.



SHARYN E. COLLIER
Verbatim Reporter
Notary Public



Sharyn E. Collier
Commission #DD175673
Expires: Jan 06, 2007
Bonded Thru
Atlantic Bonding Co., Inc.

**COMMENTS AND COORDINATION REPORT
State Road 60 (Adamo Drive)
Project Development and Environment (PD&E) Study
from west of 50th Street to east of Falkenburg Road
Hillsborough County, Florida
WPI Segment Number 405525-1
Financial Aid Project Number 1812-018-U**

TRANSCRIPT ERRATA

PREPARED BY: Jennifer Lewis

- Page 7, Line 13: The number 20/25 should be 2025
Page 9, Line 17: The word "further" should be "farther"
Page 14, Line 2-3: The sentences "I think that having at grades, interchanges, serve that local purpose as opposed to..." should be "I think that having at-grades, not interchanges, serve that local purpose as opposed to..."
Page 15, Line 18: The word "decides" should be "decide"
Page 18, Line 9: The sentence "...that comes out there every day." should read "...that comes out of there every day."
Page 20, Line 12: The word "lefthand" should be "left-hand"

END OF TRANSCRIPT ERRATA

PUBLIC HEARING TRANSCRIPT CERTIFICATION

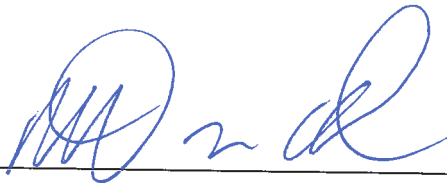
I hereby certify that on March 14, 2005, beginning at 6:00 p.m., I presided over a public hearing for the following project:

**State Road 60 (SR 60)
Project Development and Environment (PD&E) Study
from west of 50th Street to east of Falkenburg Road**

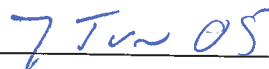
WPI Segment Number: 405525-1

Financial Aid Project Number: 1812-018-U

I further certify that the subject public hearing was conducted relative to the economic and social effects of the location and design concept for the subject project and its impact on the environment, that a transcript was made and the document attached herein is a full, true, and complete transcript of what was said at the hearing, and that the Florida Department of Transportation has considered the social, economic, and environmental effects of the proposed improvement and is of the opinion that it is properly located and should be constructed.



Robert M. Clifford
Public Hearing Master



Date