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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DETERMINATION

FORM 650-040-02
ENVIRONMENTAL MANAGEMENT - 05/97
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1. GENERAL INFORMATION

County: Hillsborough County
Project Name: SR 60 (Adamo Drive) Project Development and Environment (PD&E) Study
Project Limits: From west of 50th st. (US 41) to east of Falkenburg Rd. approximately 4.2 miles (mi)
Project Numbers: 405525 1 1812 018 U
FPID Federal

2. PROJECT DESCRIPTION

- A. Existing Conditions: See Attachment 1
- B. Recommended Improvements: See Attachment 1

3. CLASS OF ACTION

- A. Class of Action:
 - Environmental Assessment
 - Environmental Impact Statement
 - Type 2 Categorical Exclusion
- B. Other Actions:
 - Section 4(f) Evaluation
 - Section 106 Consultation
 - Endangered Species Assessment
- C. Public Involvement:
 - 1. A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
 - 2. A public hearing was held March 14, 2005, and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.
 - An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
 - 3. A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Environmental Determination DOES NOT constitute location and design concept acceptance for this project.
 - An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute location and design concept acceptance for this project.
- D. Cooperating Agency: COE USCG FWS EPA NMFS NONE

4. REVIEWERS' SIGNATURES

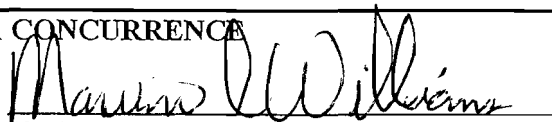
Rick Adair 6/23/05
FDOT Environmental Administrator Date
Jenelle Connelly 6/23/05
FDOT Modal Planning and Development Manager B.C. Date

FHWA Transportation Engineer Date

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5. FHWA CONCURRENCE


 (for Division Administrator)

7/27/2005
 Date

6. IMPACT EVALUATION

Topical Categories	S i g n	M i n	N o n e	N o t v	REMARKS
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A. SOCIAL IMPACTS

- | | | | | | |
|----------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------|
| 1. Land Use Changes | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment A</u> |
| 2. Community Cohesion | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment A</u> |
| 3. Relocation Potential | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment A</u> |
| 4. Community Services | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment A</u> |
| 5. Title VI Considerations | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment A</u> |
| 6. Controversy Potential | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment A</u> |
| 7. Utilities and Railroads | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment A</u> |

B. CULTURAL IMPACTS

- | | | | | | |
|------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------|
| 1. Section 4(f) Lands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 2. Historic Sites / District | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment B</u> |
| 3. Archaeological Sites | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment B</u> |
| 4. Recreation Areas | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment B</u> |

C. NATURAL ENVIRONMENT

- | | | | | | |
|-------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-----------------------------|
| 1. Wetlands | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment C</u> |
| 2. Aquatic Preserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 3. Water Quality | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>WQIE dated 7-08-2004</u> |
| 4. Outstanding Florida Waters | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 5. Wild and Scenic Rivers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 6. Floodplains | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment C</u> |
| 7. Coastal Zone Consistency | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment C</u> |
| 8. Coastal Barrier Islands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 9. Wildlife and Habitat | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment C</u> |
| 10. Farmlands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

D. PHYSICAL IMPACTS

- | | | | | | |
|------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------|
| 1. Noise | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment D</u> |
| 2. Air | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment D</u> |
| 3. Construction | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment D</u> |
| 4. Contamination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <u>See Attachment D</u> |
| 5. Navigation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

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- a. FHWA has determined that a Coast Guard permit IS NOT required in accordance with 23 CFR 650, Subpart H.
- b. FHWA has determined that a Coast Guard permit IS required in accordance with 23 CFR 650, Subpart H.

E. PERMITS REQUIRED

USACE – Dredge and Fill
SWFWMD - Environmental Resource Permit
EPA – National Pollution Discharge Elimination System
EPCHC – Wetland Authorization

7. WETLANDS FINDING

Based upon the considerations noted herein, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

8. COMMITMENTS

**(A) STANDARD MANATEE PROTECTION CONSTRUCTION
CONDITIONS FOR AQUATIC – RELATED ACTIVITIES**

The permittee/grantee/lessee shall ensure that:

1. The contractor instructs all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with manatees. All construction personnel are responsible for observing water-related activities for the presence of manatee(s), and shall implement appropriate precautions to ensure protection of the manatee(s).
2. All construction personnel are advised that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972, the Endangered Species Act of 1973, and the Florida Marine Sanctuary Act. The permittee and/or contractor may be held responsible for any manatee harmed, harassed, or killed as a result of construction activities.

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3. Prior to commencement of construction, the prime contractor involved in the construction activities shall construct and display at least two temporary signs (placard) concerning manatees. For all vessels, a temporary sign (at least 8½" X 11") reading "Warning, Manatee Habitat/Idle Speed in Construction Area" will be placed in a prominent location visible to employees operating the vessels. In the absence of a vessel, a temporary sign (at least 2' X 2') reading "Warning: Manatee Habitat" will be posted in a location prominently visible to land-based, water-related construction crews.

A second temporary sign (at least 8½" X 11") reading "Warning, Manatee Habitat: Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment. Any collision with and/or injury to a manatee shall be reported immediately to the Florida Marine Patrol at 1-800-DIAL-FMP" will be located prominently adjacent to the displayed issued construction permit. Temporary notices are to be removed by the permittee upon completion of construction.

4. Siltation barriers are properly secured so that manatees cannot become entangled, and are monitored at least daily to avoid manatee entrapment. Barriers must not block manatee entry to or exit from essential habitat.
5. All vessels associated with the project operate at "idle speed/no wake" at all times while in the construction area and while in waters where the draft of the vessel provides less than a four foot clearance from the bottom. All vessels will follow routes of deep water, whenever possible.
6. If manatees are seen within 100 yards of the active daily construction/dredging operation, all appropriate precautions shall be implemented to ensure protection of the manatee. These precautions shall include the operation of all moving equipment no closer than 50 feet of a manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment.
7. Any collision with and/or injury to a manatee shall be reported immediately to the Florida Marine Patrol (1-800-DIALFMP) and to the Florida Fish and Wildlife Conservation Commission, Protected Species Management at (850) 922-4330.
8. The contractor maintains a log detailing sightings, collisions, or injuries to manatees should they occur during the contract period. A report summarizing incidents and sightings shall be submitted to the Florida Fish and Wildlife Conservation Commission, Protected Species Management, 620 South Meridian Street, Tallahassee, Florida 32399, and to the US Fish and Wildlife Service, 6620 Southpoint Drive South #310, Jacksonville, Florida 32216-0912. This report must be submitted

annually or following the completion of the project, if the contract period is less than a year.

**(B) NO DEMOLITION
MANATEE AND SEA TURTLE WATCH PROGRAM GUIDELINES**

The contractor and subcontractors shall ensure that care is taken to conduct all construction and related activities with caution relative to any endangered or threatened species protected by the Federal Endangered Species Act of 1973, the Florida Manatee Act, and the Federal Marine Mammal Protection Act of 1972, as amended. All construction personnel shall be advised of the potential presence of these species, of their endangered or threatened status, of their federal or state protection, and of the need to refrain from any action that would jeopardize the well-being of these species.

To minimize the potential impacts of bridge construction on manatees and sea turtles, a continuous Manatee and Sea Turtle Watch Program (MWP) will be established. The following conditions constitute the MWP and shall be included as special provisions; no blasting or demolition activities are required.

1. Seven days prior to the first bridge-related construction event, the contractors will provide the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWC), Bureau of Protected Species Management a list of the chief and primary observers for the MWP and their qualifications. An outline of the MWP will also be submitted seven days prior to the first such event.

The outline will include time tables for any dredging, or construction watercraft activity; time tables for the MWP (start times for aerial survey as hereinafter required, and other survey positions); observer positions; a copy of the MWP log sheet; and map to record manatee sightings.

2. A formal MWP coordination meeting will be held at least two days prior to the first bridge-related construction event. Attendees will include the MWP chief and primary observers, construction contractors, FDOT, USFWS, FWC and other interested parties, such as the U.S. Coast Guard. All will be informed about the possible presence of manatees/sea turtles in the area, and that civil or criminal penalties can result from intentional or negligent annoyance, disturbance, harassment, molestation, capture, collection, injury and/or death of an endangered species or any part thereof. The construction contractors, and primary observer will present the protocol and logistics of bridge-related construction activities and the outline specified in condition No. 1.
3. All observers will follow the protocol established for the MWP and will conduct the watch in good faith and to the best of their ability.

4. Each observer will be equipped with a two-way radio that will be dedicated exclusively to the MWP. Observers will also be equipped with polarized sunglasses, binoculars, a red flag for a backup visual communication system, and a sighting log with a map to record sightings at the bridge construction site and vicinity.
5. Any problems encountered during bridge construction events will be evaluated by the observers and contractors and logistical solutions will be presented to the USFWS and FWC. Corrections to the MWP will be made prior to the next event.
6. If an injured or dead manatee/sea turtle is sighted during construction, an observer will contact the Florida Fish and Wildlife Conservation Commission, Division of Law Enforcement, Tampa Office (813) 272-2516. In any such case, an observer will also call the USFWS Jacksonville Field Office at (904) 232-2580. The observer will act according to the situation and will maintain contact with the injured or dead manatee/sea turtle. The foregoing telephone numbers shall be posted at all on-site telephones.
7. If an injured or dead manatee/sea turtle is rescued/recovered within three miles up or down the waterway from the bridge site during construction or if the injury/death of any manatee/sea turtle in the vicinity is documented to be caused by construction activity, that activity will be postponed until cause of injury or mortality can be determined by FWC and USFWS. If injuries are substantially documented, all contributing construction activities will be suspended and the principle parties will meet to determine a better way to conduct the activity.
8. Operators of watercraft will be responsible for any collisions with manatees/sea turtles. Vessels associated with the project should operate at slow (no wake) speed while in shallow water, especially where the draft of the boat provides less than 3 feet of clearance with the bottom. Workboats should load and off-load at designated sites. Vessels used to transport personnel shall be shallow-draft vessels of the light displacement category, and shall follow routes of deep water to the maximum extent possible where navigational safety permits.
9. When turbidity barriers are used to prevent or minimize degradation of water quality, the barriers shall be of appropriate dimension to restrict the animals' access to the work area and to allow egress of any manatees/sea turtles that may enter the work area. Under such conditions, the barriers should use tangle-resistant or hemp rope when anchoring, or employ surface anchors to prevent entangling manatees. Continuous surveillance will be maintained in order to free animals that may become trapped in silt or turbidity barriers.
10. Construction debris shall not be discarded into the water.
11. Signs will be posted on-site warning of the presence of manatees/sea turtles, their endangered status, and precautions needed.

12. Within two weeks (14 days) after completion of all bridge-related construction, the chief observer will submit a report to the USFWS and FWC providing the names of the observers and their positions during the event, number and location of manatees/sea turtles seen and what actions were taken.
13. If any one of the above conditions is not met prior to or during the applicable activity, the chief observer of the MWP will have the authority to terminate the activity. Any liability for a violation of the above protective measures will be assumed by the construction contractors.

9. **RECOMMENDATIONS**

1. Access Management for Segments 1 and 2 should be developed in detail during the design phase. The existing land use in these segments is primarily commercial industrial with a large number of heavy trucks using the corridor. The analysis should include detailed analyses of alternative median opening locations and should include peak-hour traffic counts by vehicle type, trip generation and intersection analyses based on the land use anticipated at the time of design.
2. A Pond Siting Report should be prepared to revisit drainage design and pond sizing for the project. The use of a double closed drainage system was required in some areas to eliminate commingling of project and off-site runoff without requiring additional right-of-way. The cost of this type of system should be evaluated and compared to right-of-way that may be available at the time of design. In addition, the box culvert and cross drains should be analyzed in detail. This should include a thorough field review and televideo survey to determine the remaining service life due to the highly corrosive environment and because they have been extended one or more times.
3. Implementation of at-grade improvements to the SR 60 and US 301 intersection should be considered in the context of providing additional capacity in the future. Providing maximum at-grade improvement to this intersection within the right-of-way now would preclude the ability to add capacity without the need for additional right-of-way specifically for maintenance of traffic.

ATTACHMENT 1 – PROJECT DESCRIPTION

- A. Existing Conditions:** The project study limits are from just west of 50th Street (US 41) to east of Falkenburg Road. The length of this project is 5.47 miles. The existing posted speed limit for SR 60 in this area is 50 miles per hour. The current laneage of the study corridor is as follows: From 50th Street (US 41) (milepost 2.1) eastward to milepost 6.12, SR 60 is a 4 -lane divided facility. From milepost 6.12 eastward to Falkenburg Road (milepost 6.30), SR 60 is generally a 6-lane divided facility including the addition of a 4th lane in the eastbound direction prior to Falkenburg Road. Each segment of SR 60 consists of 12-foot travel lanes and 40-foot grass medians. There are two existing bridge structures (#101080, #101081) just east of 78th street over the Tampa Bypass Canal, where each structure carries two travel lanes. Drainage of the roadway is accommodated through ditches and swales within the existing right-of-way . Refer to Appendix A-Figure 1 for a Location Map.
- B. Recommended Improvements:** Improvements recommended as part of this PD&E Study include constructing from a four to a six-lane rural divided roadway along the corridor to improve capacity, level of service and safety. Grade separation options are also being recommended at the intersection of SR 60 with the CSX Railroad crossing and 50th street and a second at SR 60 and US 301.

The recommended improvements are outlined below:

Segment 1 – West of 50th Street to East of CSX Railroad

Alternative 1B modified with sidewalks is recommended for Segment 1 and utilizes the six-lane rural typical section. This alternative consists of a 40-foot median with three 12-foot travel lanes in each direction, 10-foot unpaved inside shoulders and 10-foot outside shoulders with 5-foot paved in each direction on SR 60. Drainage swales will be located on both sides of the roadway with 5-foot sidewalks and the right-of-way required for this section would be 200-feet. (see Appendix B-Figure 2)

A Single Point Urban Interchange (SPUI) at 50th Street, a grade separation of mainline SR 60 over the CSX Railroad and one-way frontage roads on the north and south sides of SR 60 that require crossing the railroad at-grade. These ramps function as the access to local properties, and widen to two lanes to allow right-in and right-out turning movements for adjacent properties. Additional right-of-way will be required for the ramps/frontage roads on the north and south of SR 60. Sidewalks are located along all ramps/frontage roads and on both sides of SR 60 east of 50th Street. (see Appendix B-Figure 3)

Segment 2 – East of CSX Railroad to East of 78th Street

Alternative 1 with sidewalks is recommended for Segment 2 from east of CSX Railroad to east of 78th Street and utilizes the six-lane rural typical section. This alternative consists of a 40-foot median with three 12-foot travel lanes in each direction, 10-foot unpaved inside shoulders and 10-foot outside shoulders with 5-foot paved in each direction. Drainage swales will be located on both sides of the roadway with 5-foot sidewalks and the right-of-way required for this section would be 200-feet. The proposed structure over Palm River will consist of three through lanes in each direction, inside and outside shoulders and sidewalks on both sides. No additional right-of-way will be needed for these roadway improvements. (see Appendix B-Figure 2)

Segment 3 – East of 78th Street to East of Phillip Lee Boulevard

Alternative 1B modified 2 right with sidewalks is recommended for Segment 3 from east of 78th Street to east of Phillip Lee Boulevard and utilizes both the six-lane rural and reduced six-lane rural typical section. From 78th Street to US 301, this alternative consists of a 40-foot median with three 12-foot travel lanes in each direction, 10-foot unpaved inside shoulders and 10-foot outside shoulders with 5-foot paved in each direction on SR 60. Drainage swales will be located on both sides of the roadway with 5-foot sidewalks and the right-of-way required for this section would be 200-feet. (see Appendix B-Figure 2)

From US 301 to east of Phillip Lee Boulevard, the alternative consists of a 40-foot median with three 12-foot travel lanes in each direction, 10-foot unpaved inside shoulders and 10-foot outside shoulders with 5-foot paved in each direction. The majority of this section has 12-foot right turn lanes that will require shoulder gutters for roadway drainage. This typical has 5-foot sidewalks in both directions and the right-of-way required would be 182-feet. (see Appendix B-Figure 4)

A SPUI Option (Alternative 1 B Modified 2 Right) is also considered, that carries four through lanes of US 301 over SR 60. It is understood that this improvement would be considered an ultimate design and would be done at a later time in the future. The alignment of US 301 is shifted to the right (east) holding the existing west right-of-way line. The ramps for the SPUI also provide access to local properties and allow right-in and right-out turning movements. The improvements to US 301 will require the bridges over the CSX Railroad to be replaced. Additional right-of-way will be required along the east side of US 301. (see Appendix B-Figure 5)

Segment 4 – East of Phillip Lee Boulevard to East of Falkenburg Road

Alternative 1 modified 2 with sidewalks is recommended for Segment 4 from east of Phillip Lee Boulevard to east of Falkenburg Road and utilizes the reduced six-lane typical section. This alternative consists of a 40-foot median with three 12-foot travel lanes in each direction, 10-foot unpaved inside shoulders and 10-foot outside shoulders with 5-foot paved in each direction. The majority of this section has 12-foot right turn lanes that will require shoulder gutters for roadway drainage. This typical has 5-foot sidewalks in both directions and the right-of-way required would be 182-feet. (see Appendix B-Figure 4)

The Federal Highway Administration (FHWA) has approved the SR 60 PD&E study limits, from 50th Street to Falkenburg Road with the understanding that Location and Design Concept Acceptance will only be granted for the section of SR 60 from US 301 to Falkenburg Road. This section is in the Hillsborough County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP). FHWA approval of the remainder of the SR 60 PD&E Study limits, from 50th Street to U.S. 301, will be requested at a later date, after the MPO's LRTP is amended or updated to include that section.

ATTACHMENT A – SOCIAL IMPACTS

A-1. Land Use Changes

The existing land uses adjacent to the study limits consist of primarily commercial and open areas containing some wetlands in both rural and urban settings, with a designation of heavy and light commercial, heavy and light industrial, public communications/utilities, agricultural and vacant land. There are no residential developments directly adjacent to the corridor throughout the study area. Commercial uses include light industrial, gas stations, restaurants, hotels, night clubs, shopping centers, retailers, auto repair shops, banks, automotive dealerships, and various other businesses. A CSX rail yard sits adjacent to the study corridor.

The City of Tampa Future Land Use (2015), from 50th street to the Tampa Bypass Canal, indicates that future land uses will be Heavy Industrial.

The Unincorporated Hillsborough County Future Land Use (2015), from the Tampa Bypass Canal to US 301 depicts “Light Industrial Planned” and from US 301 to Falkenburg Road, “Urban Mixed Use -20” is depicted. Any ROW acquisition that may be required to construct the proposed improvements is not likely to affect the area land use patterns.

Expanding SR 60 to six-lanes from US 301 to Falkenburg Road is consistent with the Hillsborough County Comprehensive Plan as well as the Hillsborough County MPO’s Long Range Transportation Plan (LRTP). During the course of this study, coordination with the MPO was conducted to confirm that the LRTP would not be amended to reflect the PD&E Study limits (from 50th to Falkenburg Road) even though this is the Study’s logical termini. It is understood that the section from 50th street to US 301 will be revisited again in the future if the MPO adds this section to their LRTP.

Again, we are only requesting partial LDA from US 301 to Falkenburg Road.

A-2. Community Cohesion

Since the proposed project involves the widening of an existing facility with minimal expected ROW acquisition limited to that needed for ponds, no splitting or isolation of neighborhoods or any particular ethnic group will occur. The project is not anticipated to affect elderly persons, handicapped individuals, non-drivers and transit-dependent individuals, or minorities.

The SR 60 project has proposed improvements that could enhance community cohesiveness. These improvements include adding, enhancing, and providing connectivity of sidewalks from 50th street to Falkenburg Road. The proposed roadway improvements will in most cases accommodate bicyclists by providing either a 4-ft undesignated bike lane or a 5-ft paved shoulder.

The proposed improvements are considered to have a beneficial effect on community cohesiveness. It is anticipated that the proposed improvements will not impact community cohesiveness.

A-3. Relocation Potential

The proposed improvements may require business relocations. There are no residential relocations anticipated. In order to minimize the unavoidable effects of ROW acquisition and displacement of people, the Florida Department of Transportation (FDOT) will carry out a ROW and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

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

The brochures which describe in detail the FDOT's relocation assistance program and ROW acquisition program are, "*Your Relocation: Residential*", "*Your Relocation: Businesses, Farms and Nonprofit Organizations*", "*Your Relocations: Signs*", and "*The Real Estate Acquisition Process*". These brochures are distributed at all public hearings and made available upon request to any interested persons.

A-4. Community Services

There are no community services within the project corridor.

A-5. Title VI Considerations

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. A Public Hearing was held in March 14, 2005. The project is not expected to impact any distinct minority, ethnic, elderly, or handicapped groups.

Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (EPA, 1994). The project does not have an adverse or disproportionate impact on minority or low-income households.

A-6. Controversy Potential

A comprehensive Public Involvement Program was initiated for this project. This program is in compliance with the FDOT's PD&E Manual; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for implementing the procedural provisions of the National Environmental Policy Act; and 23 CFR 771.

The Advance Notification (AN) Package was mailed to the Florida State Clearinghouse and local and federal agencies on June 19, 2003. As a result of the AN process, there were no controversial comments received.

A Public Official/Agency Kickoff letter was mailed out on September 15, 2003. The purpose of the letter was to introduce the project to local officials and agency representatives, and to solicit information regarding local issues and concerns.

A Project Alternatives Newsletter was mailed out in November, 2005. This newsletter presented the current alternatives being studied and encouraged the recipient to express any concerns about the project, and make comments. FDOT staff available to meet with business owners, and other affected organizations to discuss the project. There were no requests from local businesses to meet formally.

A Public Hearing was held on March 14, 2005 at Palm River Elementary School, 805 Maydell Drive, Tampa, Florida. Approximately 50 citizens and 18 Department and consultant staff were in attendance. A total of 6 verbal and 13 written comments were made. As a result of early and continued coordination with the public and agencies to date, there is expected to be minimal controversy associated with the proposed improvements.

A-7. Utilities and Railroads

Several utility companies, including AT&T, Broadwing, Level 3, MCI, Quest, Teleport, Wiltel, XO, Xspedius, Central Florida Pipeline, City of Tampa Water and Sewer Department, Tampa Electric Company, TECO Peoples Gas and Verizon Florida Inc. have facilities within the SR 60 ROW.

Although the proposed improvements will require the relocation of some utilities, the project is expected to have minimal impacts to utilities.

There is one operational at-grade railroad crossing within the project limits just east of 50th street in segment 1. The railroad is owned and maintained by CSX. All train traffic is freight which includes phosphates, chemicals and orange juice. The crossing has an approximate frequency of twenty four or more trains per day with an approximate travel speed of 10-15 mph. No impacts to the railroad are anticipated for any at-grade improvements to SR 60 other than a modification to the crossing due to the addition of frontage roads in each direction. The recommended grade separation over the CSX crossing and 50th Street would also require altering the existing crossing.

ATTACHMENT B – CULTURAL IMPACTS

B-2. Historic Sites/District

A Cultural Resource Assessment Survey (CRAS) has been prepared for the Study in order to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised January 2001), as well as the provisions contained in the revised Chapter 267, F.S. All work was carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the FDOT's PD&E Manual (revised January 1999) and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990). The CRAS included background research and a field survey coordinated with the Florida State Historic Preservation Officer (SHPO). The CRAS was prepared for the roadway alignment alternatives. A preliminary CRAS was also prepared for 32 proposed pond alternative sites.

The CRAS located and identified any cultural resources within the project's Area of Potential Effects (APE) and assessed their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural field survey was conducted in March 2004.

Historical background research, including a review of the Florida Master Site File (FMSF) and the NRHP was conducted. As a result of background research and field survey, two previously recorded (8HI8739 and 8HI6441) and one newly identified (8HI9649) historic properties (50 years of age or older) were identified within the SR 60/Adamo Drive historic structures APE. Of these, the previously recorded circa 1950 CSX Railroad Depot (8HI8739) located at 5300 Uceta Road north of SR 60 was determined eligible for the NRHP, under Criterion A for Transportation Systems/Commerce, by the SHPO in 2003. In addition, the previously recorded Campoamor Modern Dairy Silo located at 915 US 301 (8HI6441) has been determined eligible for the NRHP by the SHPO, under Criterion C for Agriculture and Architecture, as one of the few remaining silos in Florida. In excellent condition with few alterations, the circa 1930 silo remains a fine example of a historic masonry silo constructed of hollow clay tile reinforced by steel rims. The newly identified building at 509 Falkenburg Road (8HI9649) is a ca. 1952 Masonry Vernacular style commercial structure. It is typical of post-World War II construction found throughout the region and appears to lack significant historical associations. These factors, combined with the extensive alterations and the loss of integrity, indicate that 8HI9649 does not meet the criteria of eligibility for listing in the NRHP.

Through the application of the Criteria of Adverse Effect, the Federal Highway Administration (FHWA) in consultation with the SHPO determined that the proposed project did not constitute an adverse effect on the CSX Railroad Depot (8HI8739) and the Campoamor Silo (8HI6441). Although the properties containing these two significant historic resources are located adjacent to the project, both significant structures are located far enough away (approximately 1000 feet and 200 feet respectively) from the proposed right-of-way so that they will not be affected by the proposed project.

The CRAS was submitted to the FHWA on August 18, 2004 for review and coordination with the SHPO. The SHPO concurred with the results of the CRAS and the effects determination in a letter dated October 13, 2004. In conclusion, improvements to SR 60/Adamo Drive will have no effect on any historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Based on the fact that no additional historical sites or properties are expected to be encountered during subsequent project development, the FHWA has determined that no other NRHP properties would be impacted.

B-3. Archaeological Sites

A Cultural Resource Assessment Survey (CRAS) has been prepared for the Study in order to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, F.S. All work was carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the FDOT's PD&E Manual (revised January 1999) and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990). The CRAS included background research and a field survey coordinated with the Florida State Historic Preservation Officer (SHPO). The CRAS was prepared for the roadway alignment alternatives. A preliminary CRAS was also prepared for 32 proposed pond alternative sites.

The CRAS located and identified any cultural resources within the project's Area of Potential Effects (APE) and assessed their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological field survey was conducted in June 2004.

Background research, including a review of the FMSF, and the NRHP, indicated that one archaeological site (8HI78) had been recorded previously within the archaeological APE, defined as the land contained within the existing and proposed rights-of-way. This site, discovered in 1952, was recorded as "destroyed" at the time it was recorded. A review of relevant site locational information for environmentally similar areas within the project area and vicinity indicated a generally low probability for the occurrence of prehistoric sites, given the degree of urban development along the corridor. The background research also indicated that sites, if present, would most likely be small prehistoric (precontact) lithic or artifact scatters, or historic refuse dating from the late nineteenth to early twentieth centuries. As a result of field survey, no archaeological sites were identified within the archaeological APE. The preliminary CRAS prepared for the 32 proposed pond alternative sites showed most of the proposed pond sites as having a generally low probability for archaeological site occurrence. Field survey of recommended pond sites will be conducted later during the design phase.

The CRAS was submitted to the FHWA on August 18, 2004 for review and coordination with the SHPO. The SHPO concurred with the results of the CRAS and the effects determination in a letter dated October 13, 2004. In conclusion, improvements to SR 60/Adamo Drive will have no involvement with any archaeological sites that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Based on the fact that no additional archaeological sites or properties are expected to be encountered during subsequent project development, the FHWA has determined that no other NRHP properties would be impacted.

B-4. Recreation Areas

There are no public parks or recreational areas within the project corridor.

ATTACHMENT C - NATURAL ENVIRONMENT

C-1. Wetlands

In accordance with Presidential Executive Order 11990, "*Protection of Wetlands*", and Part Two, Chapter 18 of the FDOT's PD&E Manual, consideration has been given to protect wetland resources. A separate Wetland Evaluation Report was prepared for this project. The study objectives were to identify, delineate, analyze, and evaluate potential wetland impacts from the construction of the proposed alternative, to assess the function and value of the wetlands involved, and to recommend mitigation measures associated with these impacts.

Of the wetland and surface water systems identified along the study corridor, it is anticipated that only minor impacts will occur to the wetlands, upland cut roadside ditches and culverts, and proposed stormwater facilities (3.46 acres). Impacts from roadway improvements will be confined to the roadside edges of the wetlands for possible culvert extensions. Recommended improvements will require the relocation of existing ditches.

Wetland impacts that will result from the construction of this project will be mitigated pursuant to S.373.4137 FS to satisfy all mitigation requirements of Part IV, Chapter 373, FS and 33 USC. 1344. Under Section 373.4137 FS, mitigation of FDOT wetland impacts will be implemented by the appropriate water management district where the impacts occur.

C-3. Water Quality

A Water Quality Impact Evaluation (WQIE) has been completed for this project. The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rule 40D-1, 40D-4, 40D-40, 40D-45, and 40D-400, FAC and the Environmental Protection Agency (EPA). Therefore, no further water quality mitigation measures will be needed.

C-6. Floodplains

In accordance with Executive Order 11988, "*Floodplain Management*", United States Department of Transportation Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains due to the proposed improvements are being considered. Portions of the study area are located within the floodplain limits shown on the Flood Insurance Rate Maps (FIRMs) [FIRMs: Community Panel Numbers 120112 0380 E, 120112 0378 E, and 120112 0359 E] compiled by the Federal Emergency Management Agency (FEMA). The minor encroachment into the tidal floodplain is transversal at Six Mile Creek (Tampa Bypass Canal Bridge). There are no regulatory floodways within the project limits.

Based on the information collected during the Study, the proposed improvements can be categorized as a Category 4: "Projects on existing alignment involving replacement of existing drainage structures with no record of drainage problems, as defined in Section 3.2.4 of the FDOT's Drainage Manual Volume 2A." The proposed structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values; there will be no significant change in flood risk; and there will be no significant change in the potential for interruption or termination of emergency service or

emergency evacuation routes. Therefore, it has been determined that this encroachment is considered minimal.

C-7. Coastal Zone Consistency

In accordance with Section 307 of the Coastal Zone Management Act and Chapter 15, CFR, Part 930, Federal Consistency with Approved Coastal Management Programs, this project was reviewed for Coastal Zone Consistency. As identified in the AN stage, the FDEP determined in a letter dated August 20, 2003, that the subject project is consistent with the Florida Coastal Zone Management Program (FCMP).

C-9. Wildlife and Habitat

This project has been evaluated for effects to wildlife and habitat resources, including protected species, in accordance with 50 CFR, Part 402 and the Endangered Species Act of 1973, as amended. The project area was surveyed during May and June of 2004. The study corridor is located in an urban area comprised mainly of commercial and light industrial services with a general lack of native habitat. Although there are parcels of undeveloped areas, they are very small in size and not connected to any corridors or natural linkages. The natural drainage feature, Six Mile Creek, was dredged and structures were erected for flood control purposes by the Army Corps of Engineers. This feature is now known as the Tampa Bypass Canal. A more recent use of this water body is an alternative source of potable water upstream of SR 60 behind the water control structures. The immediate area around the SR 60 Bridge is a tidal body of water.

The field reconnaissance revealed no listed species present within or along the study corridor. The bridge spanning the Tampa Bypass Canal will be widened to match the existing structure; therefore no impacts to the resource are anticipated.

Essential Fish Habitat was addressed on this project and coordinated with National Marine Fisheries Service on September 16, 2004 (field reviewed). The narrow mangrove fringe which is potential juvenile fisheries habitat will be mitigated through FS373.4137 and coordinated with state and federal regulatory agencies. With this plan of action the service anticipates any impacts to the resource would be minimal.

The assessment has been documented in a Threatened and Endangered Species Evaluation that was submitted to the appropriate agencies for review and a determination of effect for the proposed project. The US Fish and Wildlife Service concurred with a "No Effect" determination on September 15, 2004. In addition, the National Marine Fisheries Service responded on September 22, 2004 " that any effects to anadromous fishery resources would be minimal and, therefore, do not object to the proposed roadway widening improvements."

ATTACHMENT D – PHYSICAL IMPACTS

D-1. Noise

In accordance with Chapter 23, CFR, Part 772, “Procedures for Abatement of Highway Traffic Noise and Construction Noise,” and Part 2, Chapter 17, of the FDOT’s PD&E Manual, an assessment of noise impacts was conducted for the proposed improvements. This effort was documented in a Traffic Noise Analysis Technical Memorandum. The FHWA has established guidelines for the relationship between land use and design year noise levels. Residences, churches, motels, hospitals, parks and recreation areas are land use categories in Activity Category B with a Noise Abatement Criteria (NAC) level of 67 decibels on the A-weighted scale (dBA). Noise sensitive sites predicted to approach within 1 dBA of the NAC or exceed the NAC were identified. The Noise analysis was conducted utilizing the FHWA approved Traffic Noise Model (TNM), Version 2.5.

Results of the noise analysis indicate that for the design year (2030) Build traffic condition, one noise sensitive site is predicted to experience noise levels that approach the NAC. This site is a swimming pool deck associated with the Baymont Inn. This portion of the pool deck area is in front of the Baymont Inn and is located adjacent to SR 60. A noise barrier located along the right of way line was analyzed and its effectiveness was severely limited in length due to the location of adjacent commercial properties on either side of the hotel property. A minimum of 5 decibel reduction could not be achieved at this location. An evaluation of traffic system management techniques, alignment modifications, and property acquisition indicated that these abatement measures were not feasible or reasonable. Based on the analysis performed to date, there appears to be no feasible and reasonable abatement measures to mitigate for traffic noise at this location.

D-2. Air

In accordance with the Clean Air Act Amendments of 1990 and Part 2, Chapter 16 of the FDOT’s PD&E Manual, an air quality analysis was conducted for this project utilizing the FDOT CO Florida 2004 air quality screening model. The screening test is intended to allow an appropriate level of analysis for transportation projects that have very little or no affect on air quality. The computer program makes a number of conservative assumptions about the project and indicates whether the project needs a more detailed computer analysis. The No-Build and Recommended Build Alternative were modeled. Notably, the worst-case CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards for the pollutant with either the No-Build or Build alternatives. As such, the project “passes” the screening test.

The project is located in an area that has been designated as maintenance for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is included in the urban area’s current approved conforming Transportation Improvement Plan (TIP) and the area’s conforming long-range plan. This project is included in the area’s Conformity Determination Report. The project’s design concept and scope are the same as that which was found in the conforming plan and TIP.

D-3. Construction

Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, water quality, traffic flow, visual, and noise impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impacts will be minor and short-term in the form of dust from earthwork and emissions from the operation of heavy equipment associated with the project construction. These impacts will be minimized or controlled by adherence to all State and local regulations, the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, and any special provisions in the construction contract.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, "*Prevention, Control, and Abatement of Erosion and Water Pollution*", and through the use of Best Management Practices (BMP).

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays. Access of all businesses, residences, and recreational facilities will be maintained to the extent practical through controlled construction scheduling. Signage will be used, as appropriate, to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities, which could excessively inconvenience the community, so that motorists, residents, and business persons can plan travel routes accordingly. All provisions of the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction will be followed.

Noise and vibrations impacts will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction in addition to those recommended in the Noise Impact section of the Preliminary Engineering Report. Using the FDOT's listing of vibration sensitive sites, residences were identified as potentially sensitive to vibration caused during construction. If during final design, it is determined that provisions to control vibration are necessary, the project's construction provisions can be modified as needed. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

D-4. Contamination

Risk rankings were assigned after reviewing data obtained from on-site reviews of the parcels, a review of historical land use, hazardous and petroleum regulatory site lists, city directory records, and other pertinent information.

Based upon the findings of the survey to date, 83 sites have been identified as having the potential for contamination involvement with the project. These sites, located along the project corridor, have the potential to involve petroleum or hazardous materials contamination as defined by the FDEP. All sites in the project corridor were evaluated to determine risk potential. Risk ratings were assigned to each site based on field reviews, land use, historical evaluations, and regulatory agency research. Of the 83 sites, 9 have been identified as having a "High" probability, 37 were identified as having a "Medium" probability, 28 were identified as having a "Low" probability, and 9 were identified as having a "No" probability. The 46 sites identified as "High" or

“Medium” risk will be investigated further prior to construction. The proposed project contains no known significant contamination.

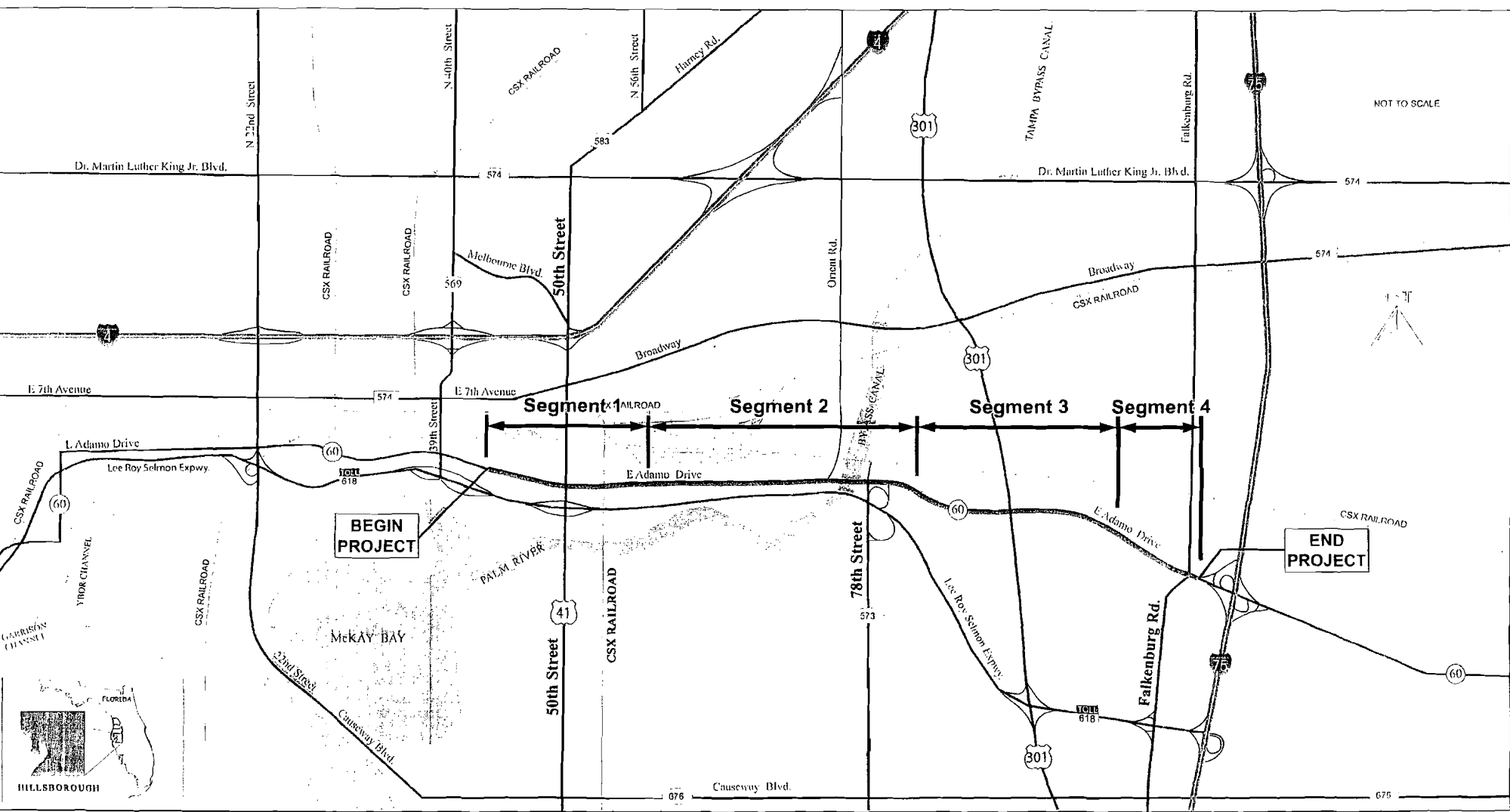
Investigative work may include visual inspection, monitoring of ongoing cleanups, and possible subsurface investigations. At known contamination sites, estimated areas of contamination will be marked on design drawings. Prior to construction, any necessary cleanup plans will be developed. Actual cleanup will take place during construction if feasible. Special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package. In accordance with the FDOT policy and FHWA requirements, a contamination screening evaluation has been performed to evaluate potential impacts from contaminated sites to the project. A Contamination Screening Evaluation Report (CSER) has been prepared pursuant to the FHWA’s Technical Advisory T 6640.8A and the FDOT’s PD&E Manual, Part 2, Chapter 22. Risk rankings are assigned after reviewing data obtained from on-site reviews of the parcels, a review of historical land use, hazardous and petroleum regulatory site lists, city directory records, and other pertinent information. Risk rankings were assigned after reviewing data obtained from on-site reviews of the parcels, a review of historical land use, hazardous and petroleum regulatory site lists, city directory records, and other pertinent information.

APPENDICES

Appendix A:	Location Map
Appendix B:	Typical Sections

APPENDIX A

Location Map



**SR60/Adamo Drive
PD&E STUDY**
 From West of 50th St. To East of Falkenburg Rd.
 Hillsborough County, Florida
 WPI Segment No.: 405525 1

LOCATION MAP

FIGURE 1

© 2011 SR60/Adamo Drive PD&E STUDY LOCATION MAP

APPENDIX B
Typical Sections