

Federal Highway Administration
Region Four

ADMINISTRATIVE ACTION
Finding of No Significant Impacts

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

State Project Number 10110-1549
Federal Project Number F-200-1(5)
Work Program Item Number 7113330

State Road 60 from State Road 93A (Interstate 75) easterly to Valrico Road in Hillsborough County, Florida

The proposed improvement will involve upgrading the existing facility to a six-lane divided urban highway with continuous right-turn lanes.

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

Approved for Public Availability

FEB 3 1988
Date

Dennis B. Lohr
for Division Administrator
Federal Highway Administration

A Community Involvement program consistent with Florida's Action Plan has been conducted during the course of the study. In addition, a Public Hearing was held on October 15, 1987.

The approved environmental assessment addressed all of the viable alternatives that were studied during project development. The environmental affects of all alternatives under consideration were evaluated when preparing the assessment. Even though the document was made available to the public before the public hearing, the finding of no significant impact was made after consideration of all comments received as a result of public availability and the hearing.

The recommended improvement will not disrupt community cohesion and is consistent with existing and future land use plans. There will be no

significant air, noise or water quality impacts, prime and unique farmlands or archeological and historic involvement.

No residential displacements and 24 business relocations are anticipated as a result of this proposed action. No non-profit organizations, hospitals, schools or major shopping centers will be displaced by the proposed action.

No national, state or local park properties are listed in the vicinity of, or adjacent to, the project limits. Therefore, there will be no usage of Section 4(f) lands.

In compliance with the Endangered Species Act of 1973 and amendments thereto, this proposed action has been evaluated for impacts on endangered and threatened species. No individuals, nests, roosts or any other signs of any threatened or endangered species were observed in the vicinity of the proposed action. This project would involve the destruction of no habitat which could be considered favorable for support of any protected species.

In compliance with Executive Order 11990, Protection of Wetland, this project has been evaluated to determine potential impacts on area wetlands. No wetland areas were identified within right-of-way boundaries of the project. No mitigation measures have been proposed for this project.

Pursuant to Executive Order 11988, "Floodplain Management", it was determined that the proposed project will involve a transverse floodplain crossing at one location. No longitudinal floodplain encroachments will be incurred as a result of this project. There are no regulatory floodways within the project limits.

The potential for minor hazardous waste involvement sites exists along the corridor although no regionally significant hazardous waste sites are located within this corridor. Minor alignment shifts will not alter the potential for hazardous waste site involvement.

The Office of Planning and Budget, Office of the Governor has determined that this project is consistent with the Florida Coastal Zone Management Plan.

The proposed improvement will be a six-lane urban section consisting of 12-foot lanes with 14-foot continuous right-turn lanes to accommodate bicycle and vehicular traffic and a 30-foot median allowing for dual left turn lanes at major intersections.

In light of these considerations and in consultation with the Florida Department of Transportation, the Federal Highway Administration has found that the proposed project constitutes a federal action which will not significantly effect the quality of the human or natural environment. This finding has been substantiated by in-depth analysis of the anticipated social, economic and environmental impacts of the proposed project. The following individuals may be contacted for further information:

Mr. Dennis Luhrs
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Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, Florida 32302

District Project Development Engineer
Florida Department of Transportation
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Bartow, Florida 33830-1249

Telephone: (813)533-8161

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B. Williams
✓ 7113330

February 3, 1988

HD-FL



Mr. James G. Kennedy
Deputy Assistant Secretary
Florida Department of Transportation
4950 W. Kennedy Boulevard, Suite 500
Tampa, Florida 33609

Dear Mr. Kennedy:

Subject: Florida - Project F-200-1(5) ✓
State Project No. 10110-1549
SR-60, Environmental Assessment with Finding
of No Significant Impact, Hillsborough County

We have reviewed the Environmental Assessment (EA) and Finding of No Significant Impact for the subject project which was transmitted with Mr. Bryan Williams' December 15, 1987 letter in compliance with the requirements of the National Environmental Policy Act of 1969 and 23 CFR 771.

Based on the EA and our familiarity with the proposed improvement and project site, we find that the construction of this project will have no significant adverse impact on the quality of the human environment. Therefore, the Finding of No Significant Impact is considered appropriate and is adopted.

Since the project has been developed consistent with your "Project Development and Environmental Guidelines," the location and design concept of the selected alternative is also approved per your request.

A signed copy of the Finding of No Significant Impact is returned.

Sincerely yours,

Dennis R. Lantz

for J. R. Skinner
Division Administrator

Enclosure

✓ cc: Messrs. W. W. Giddens, Jr., FDOT, w/enclosure, and
Bryan Williams, FDOT, District 1, Bartow, FL

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1.0 Description of the Proposed Action

This proposed project involves improvements to State Road 60 in Hillsborough County from State Road 93A (I-75) easterly through Brandon to Valrico Road (Figure 1). SR 60 is classified by the Florida Department of Transportation (FDOT) as an Urban Principal Arterial Highway on the Federal Aid Primary System and extends from Clearwater Beach in Pinellas County to Vero Beach in Indian River County. SR 60 links the Tampa area with SR 93A (I-75), the community of Brandon and rural Hillsborough County. See Figure 2 for a more detailed location map.

The existing facility is predominantly a four-lane rural design incorporating a short, narrow six-lane urban section from Knights Avenue to Kingsway Road. From SR 93A to the vicinity of Knights Ave. and from Oakwood Ave. to Valrico Rd., the existing roadway consists of 12-foot lanes, two in each direction, separated by a 40-foot grass median within 182 feet of existing right-of-way. From Kingsway Rd. to Oakwood Ave., the same typical section exists separated by a 20-foot grass median within 160 feet of existing right-of-way. All three segments have a 38-foot shallow swale ditch contiguous to the north side of the roadway and a 56-foot shallow swale ditch contiguous to the south side.

From Knights Ave. to Kingsway Rd., the right-of-way varies from 91 to 120 feet and the existing roadway consists of six lanes approximately 11-foot wide separated by a raised median that varies from 14 to 18 feet. Sidewalk, curbs and gutters are provided along each side of the roadway.

The proposed facility will include an upgrading of approximately 4.5 miles of SR 60 to a six-lane divided urban design with continuous right-turn

PROJECT LOCATION MAP

STATE PROJECT NO. 10110-1549
WORK PROGRAM ITEM NO. 1113330
STATE ROAD 60
HILLSBOROUGH COUNTY

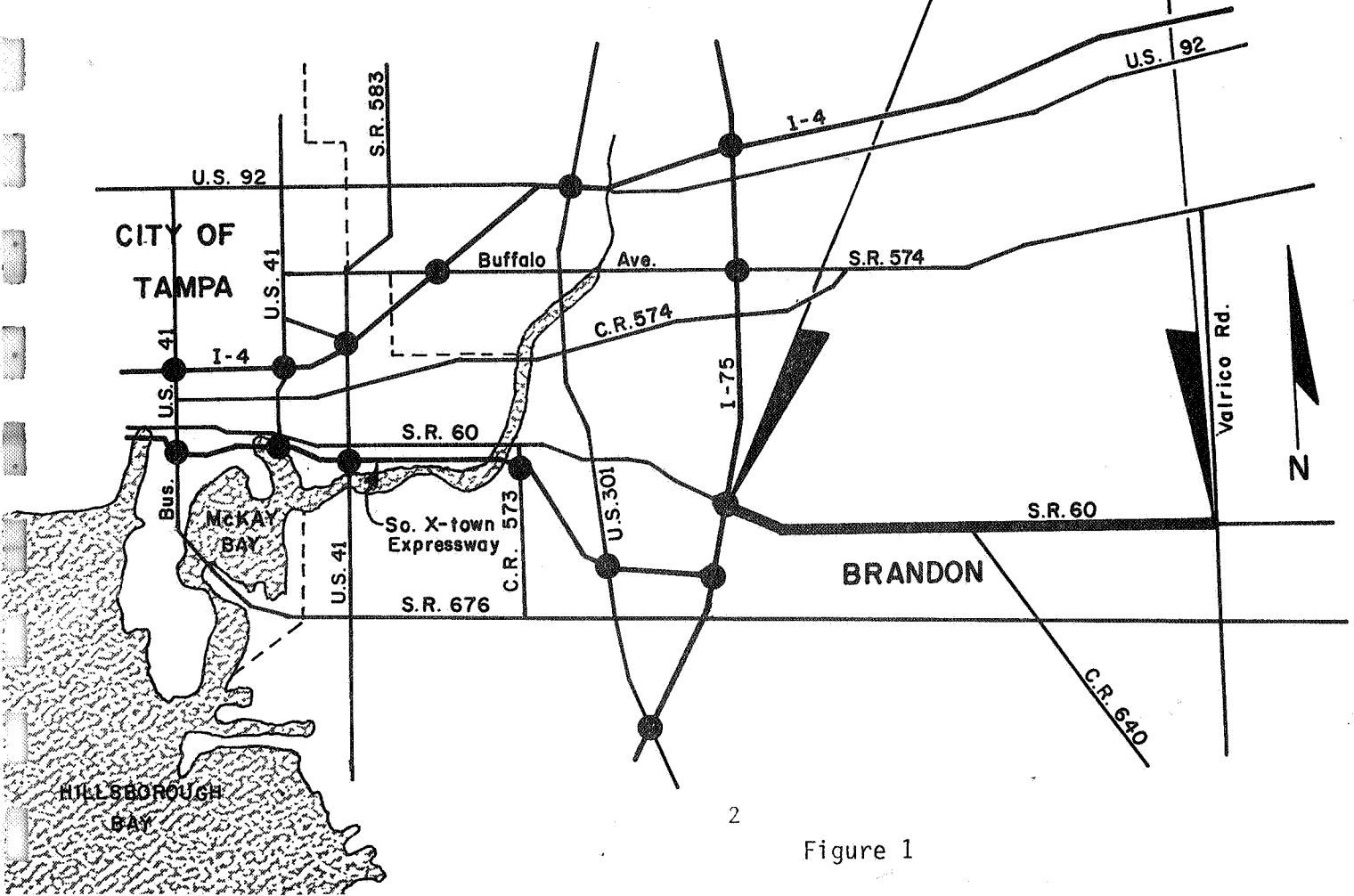
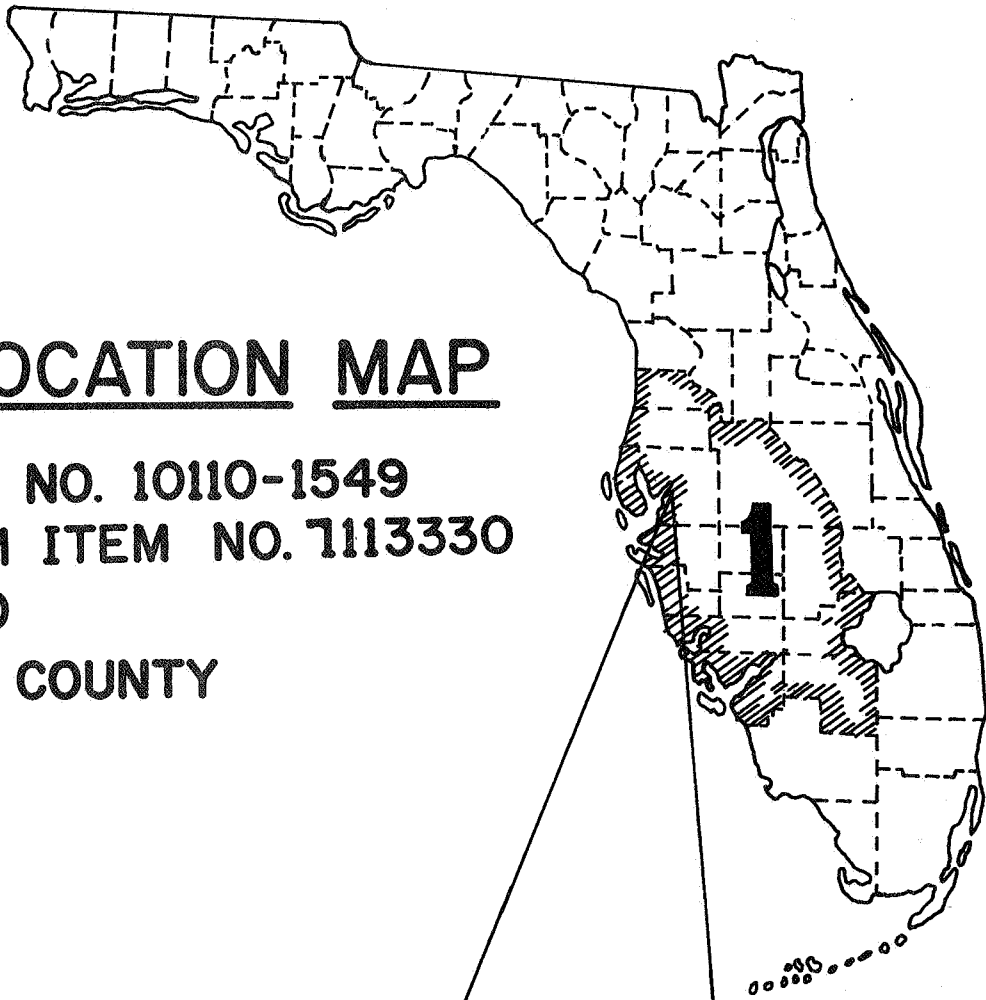


Figure 1

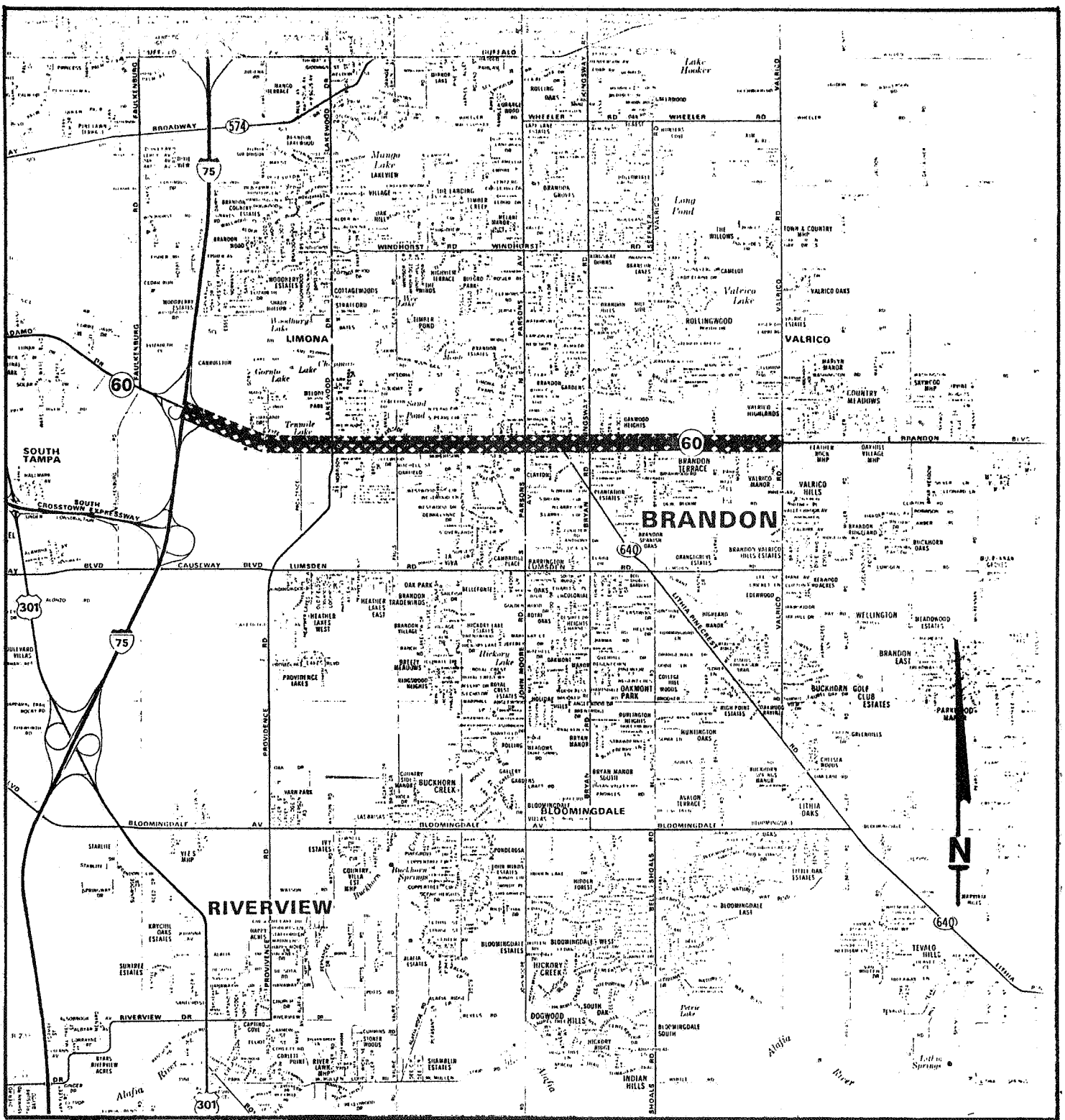


FIGURE 2

S R 60 PROJECT LOCATION MAP

S R 93A TO VALRICO RD.

lanes (See Engineering Alternatives Report). Wide curb lanes are proposed to accommodate bicycle traffic. Utilization and location of median openings and a possible "progressive signal system" have been identified to maximize roadway use to accommodate local and through traffic. The distance between the signalized intersections will be limited to approximately 0.25 miles (1320 ft.). This is done to achieve optimum flow by maximizing the effectiveness of the signal progression system. The incorporation of an urban design allows for minimal right-of-way acquisition.

Anticipated construction cost for the 4.5 mile improvement is approximately \$20.5 million.

2.0 Need

The Federal Aid Highway Act of 1962, the Urban Mass Transportation Act of 1964 and the Federal Aid Highway Act of 1973 require a comprehensive, cooperative and continuing planning process in order to qualify for Federal capital participation in highway and mass transit projects. In compliance with these acts, the Tampa Urban Area Metropolitan Planning Organization (MPO) has completed the Tampa Urban Area Transportation Study (TUATS). The most recent reevaluation by the MPO is the "Tampa Urban Area Transportation Study - Hillsborough County Year 2010 Principal Street and Highway System Plan" adopted in 1986. The improvements proposed in this study are in compliance with this plan.

2.1 System Linkage

SR 60 links the Tampa area, SR 93A (I-75), the community of Brandon and eastern Hillsborough County.

Parallel roadways to SR 60 which accommodate local traffic include the following:

1. Oakfield Drive - Lakewood Drive to Parsons Avenue.
2. Robertson Street - Kings Avenue to Lithia/Pinecrest Road.
3. Morgan Street - Moon Avenue to Oakwood Drive.
4. Sadie Drive - Kings Avenue to Kingsway Road.
5. Victoria Street - Hill Top Road to Parsons Avenue.

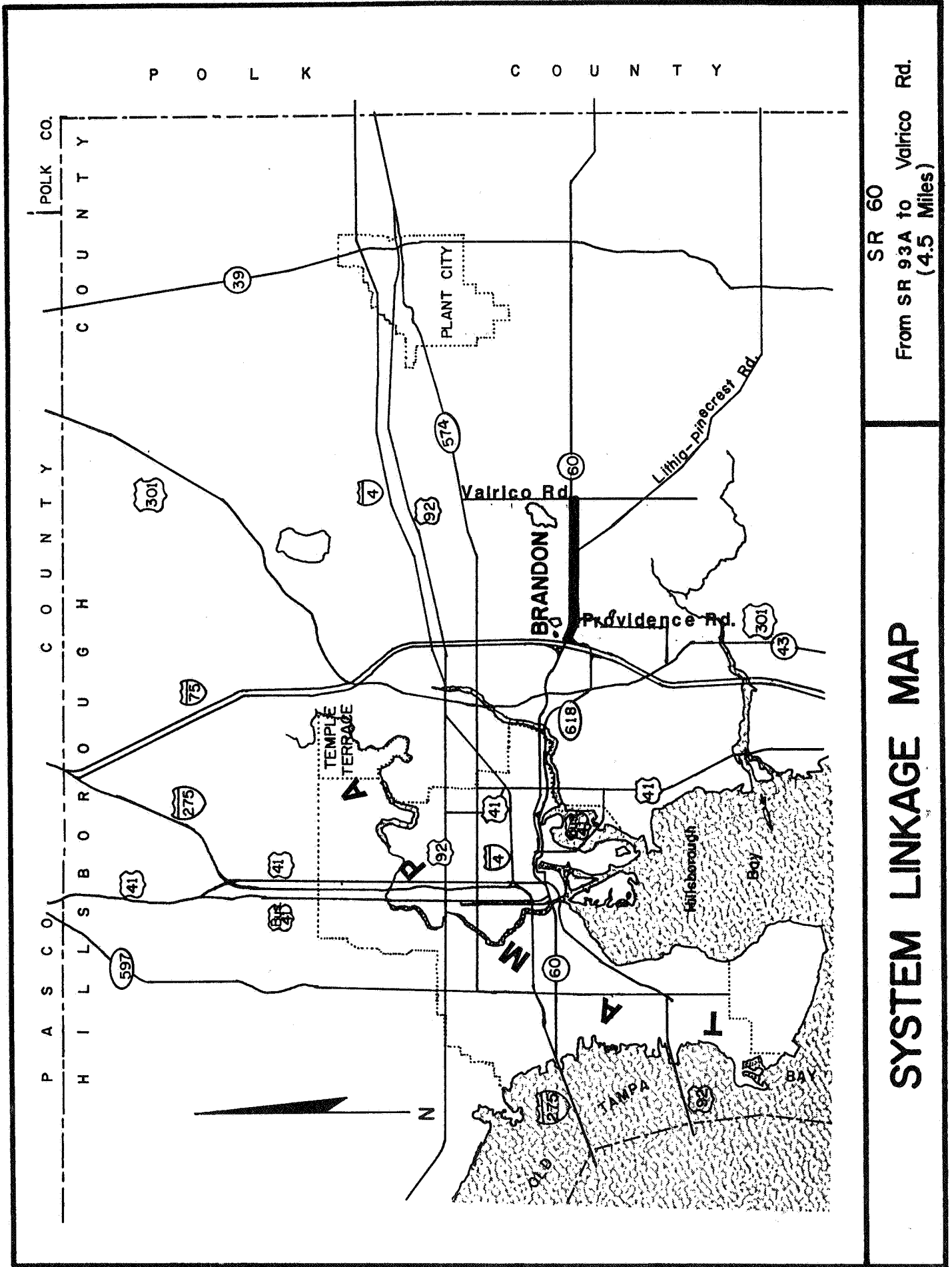
With the exception of Oakfield Drive, which traverses a commercial district, the above roadways function as local collectors traversing residential districts.

Parallel arterial facilities in eastern Hillsborough County include SR 400 (I-4), SR 600 (US 92) and SR 574 (Buffalo Avenue). North/South collector roadways that connect neighboring areas to SR 60 include the following:

1. Providence Road - Corlett Road in Riverview to SR 60.
2. Lakewood Drive - Providence Road to Clay Pit Road in Mango.
3. Kings Avenue - Alafia Boulevard to Victoria Street.
4. Parsons Avenue/John Moore Road - Holly Tree Lane to SR 600.
5. Bryan Road/Kingsway Road - Bloomingdale Avenue to County Road 580 in Thonotosassa.
6. Lithia/Pinecrest Road - Polk County Line to SR 60.
7. Mt. Carmel Road - Durant Road to Valrico Lake Road in Valrico.
8. Valrico Road - Lithia/Pinecrest Road to SR 574 near Mango.

Major north/south arterials in Hillsborough County include SR 597 (Dale Mabry Highway), SR 45 (US 41), SR 93 (I-275), SR 43 (US 301) and SR 93A (I-75), all of which intersect with SR 60 in or near the Tampa area.

See Figure 3 for a System Linkage Map.



SR 60
From SR 93A to Valrico Rd.
(4.5 Miles)

SYSTEM LINKAGE MAP

FIGURE 3

2.2 Capacity

The existing facility has been rated in accordance with structural, operational and overall engineering conditions.

The structural rating is the basic rating in the maintenance pavement condition survey and is a combination of the defect rating measured by cracking, patching and rutting in conjunction with the ride rating calculated from the Mays Meter reading.

The operational rating measures existing traffic conditions under various speeds and volumes. The engineering rating is determined by level of service and pavement distress and is a numerical measurement of the need for an improvement. This rating is the square root of the product of the structural and operational ratings. A rating of 60 or below is considered critical.

The average for the 1987 ratings for SR 60 through the study area in a range of 0 to 99 are as follows:

Structural Rating:	79
Operational Rating:	32
Engineering Rating:	49

These ratings, in conjunction with increased traffic demand, further reinforce the need for improvement to this facility.

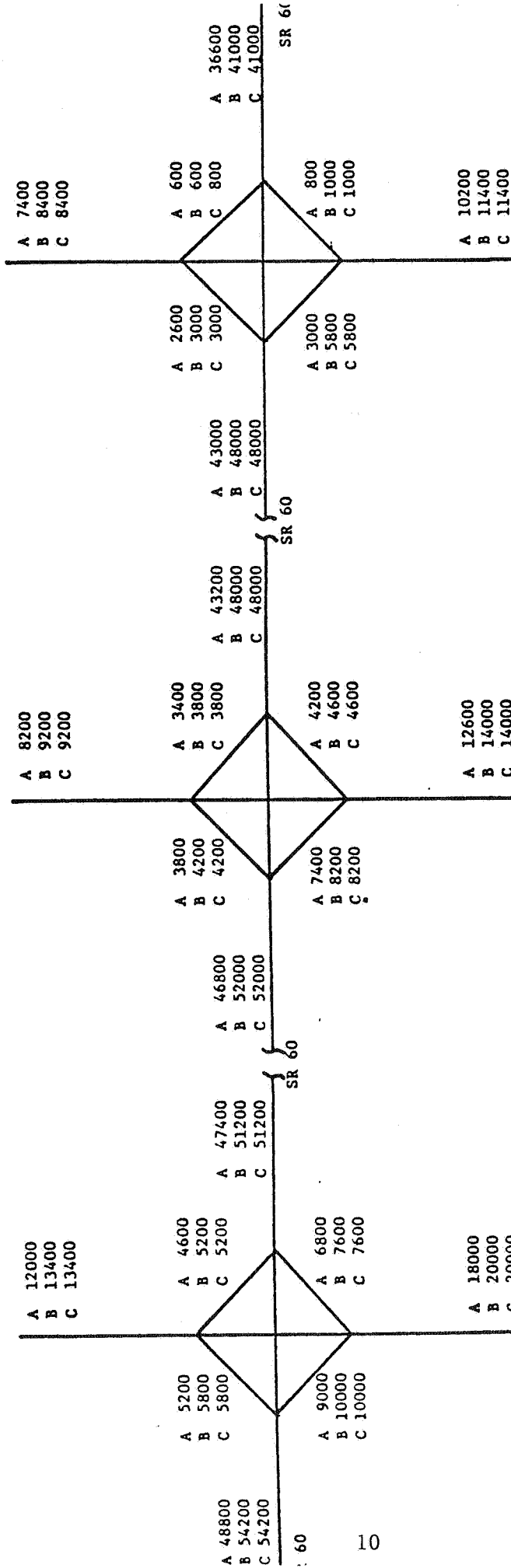
Present daily traffic volumes along SR 60 range from 37,000 vehicles near SR 93A (I-75) to 22,800 vehicles east of Valrico Rd. From SR 93A to Kings Ave., the existing facility is presently operating at Level of Service (LOS) "E" during peak hours. From Kings Ave. to Valrico Rd., SR 60 operates at LOS "C" during peak hours.

As traffic volumes increase, LOS "F" will develop and be reached by 1988. Projected daily traffic volumes for 2010 range from 54,000 near SR 93A to 27,800 near Valrico Rd. (Figures 4-7).

The Tampa Urban Area Transportation Study's (TUATS) Year 2010 plan identifies proposed improvements to major existing and anticipated north/south traffic distributors in the Brandon area which feed traffic to and from SR 60. With these proposed improvements to the traffic distributors and SR 60 the proposed facility will operate during peak hours at LOS "D" with the exception of the Valrico Rd. intersection where peak hour LOS will be "C".

A - Estimated 1990 AADT
 B - Estimated 2000 AADT
 C - Estimated 2010 AADT
 K - 10%
 D - 56%
 24 HR. T - 10%
 D. HR. T - 5%

KINGS AVENUE



State Project No. 10110-1549
 State Road 60 From I-75 to Valrico Road
 Hillsborough County
 Estimated Two Way 1990, 2000, and 2010 AADT
 Through and Turning Volumes
 Sheet 1 of 3

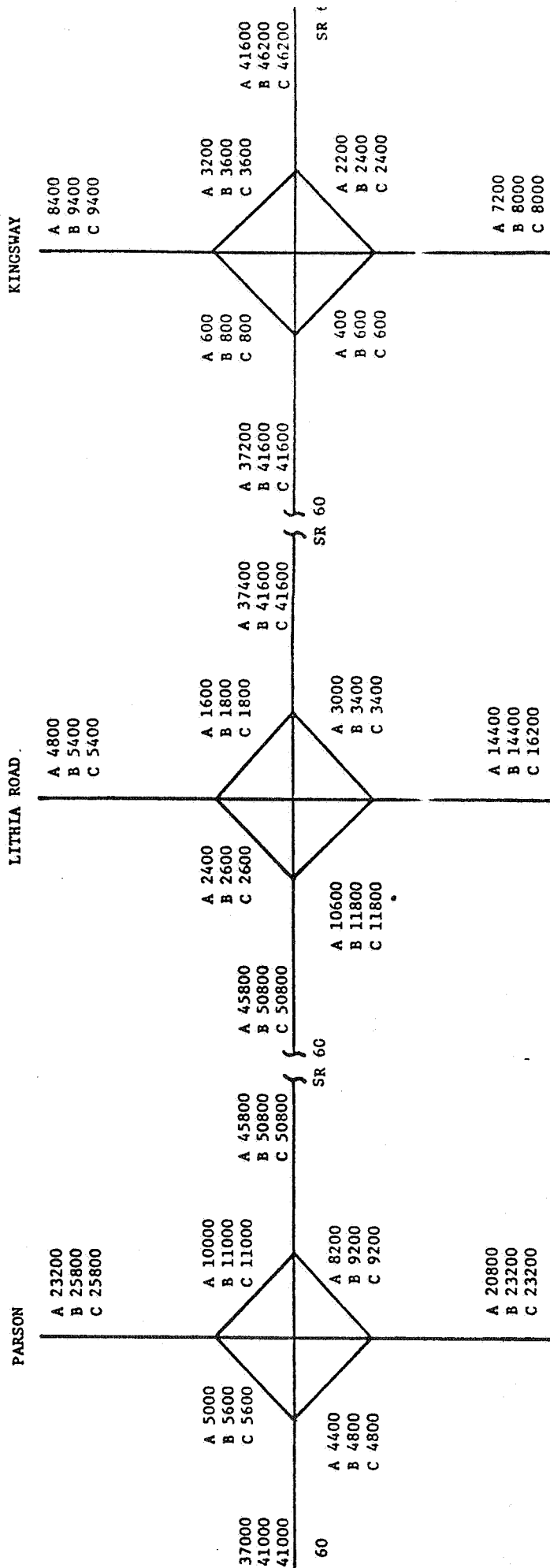
Signature	Date
Prepared by <i>Lucy Goyens</i>	7-2-86
Checked by <i>[Signature]</i>	7/3/86
Approved by <i>[Signature]</i>	7-9-86

These Estimates are based on the
 TUATS Year 2010 assignments to
 the TUATS 2010 Plan Network adopted
 March 18, 1986

Figure 4

LEGEND

A - Estimated 1990 AADT	K - 10%
B - Estimated 2000 AADT	D - 56%
C - Estimated 2010 AADT	24 HR. T - 10%
	D. HR. T - 5%



Signature	Date
<i>Luigi Geyrho</i>	7-2-86
<i>[Signature]</i>	7/3/86
<i>[Signature]</i>	7-3-86

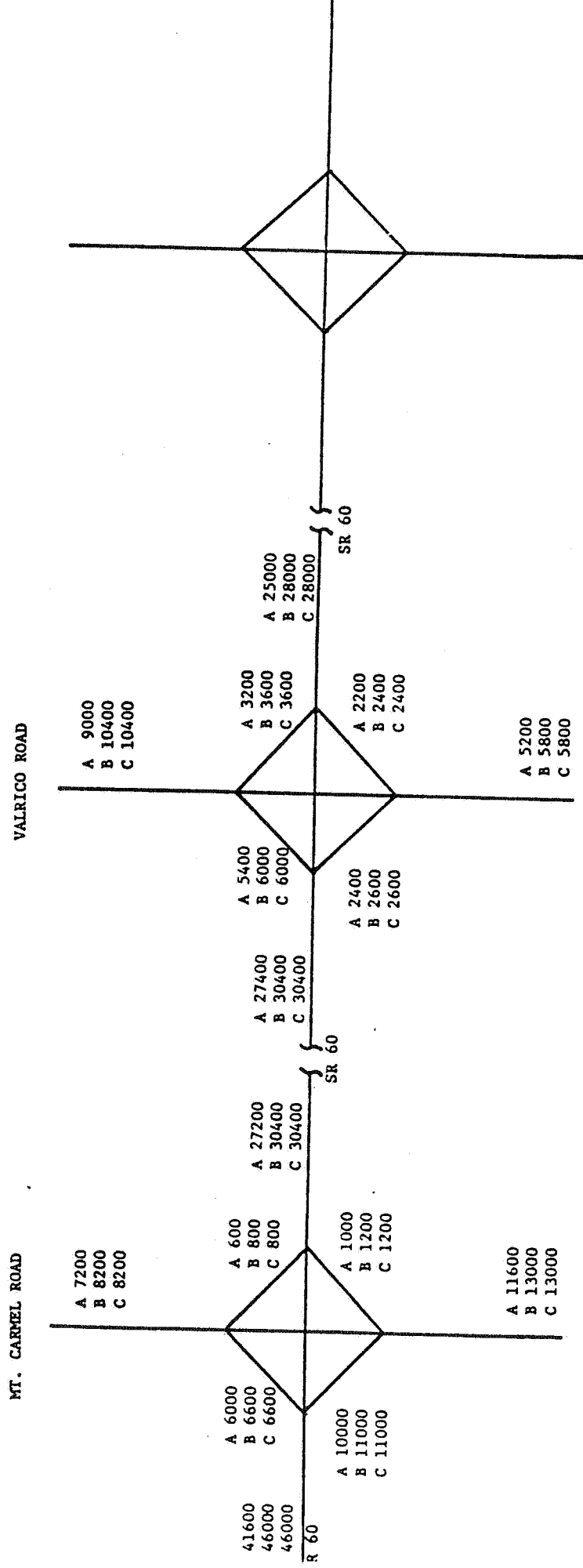
These Estimates are based on the TUATS Year 2010 assignments to the TUATS 2010 Plan Network adopted March 18, 1986

State Project No. 10110-1549
 State Road 60 From I-75 to Valrico Road
 Hillsborough County
 Estimated Two Way 1990, 2000, and 2010 AADT
 Through and Turning Volumes

Figure 5

K - 56Z
 D - 10Z
 24 HR. T - 10Z
 D. HR. T - 5Z

A - Estimated 1990 AADT
 B - Estimated 2000 AADT
 C - Estimated 2010 AADT

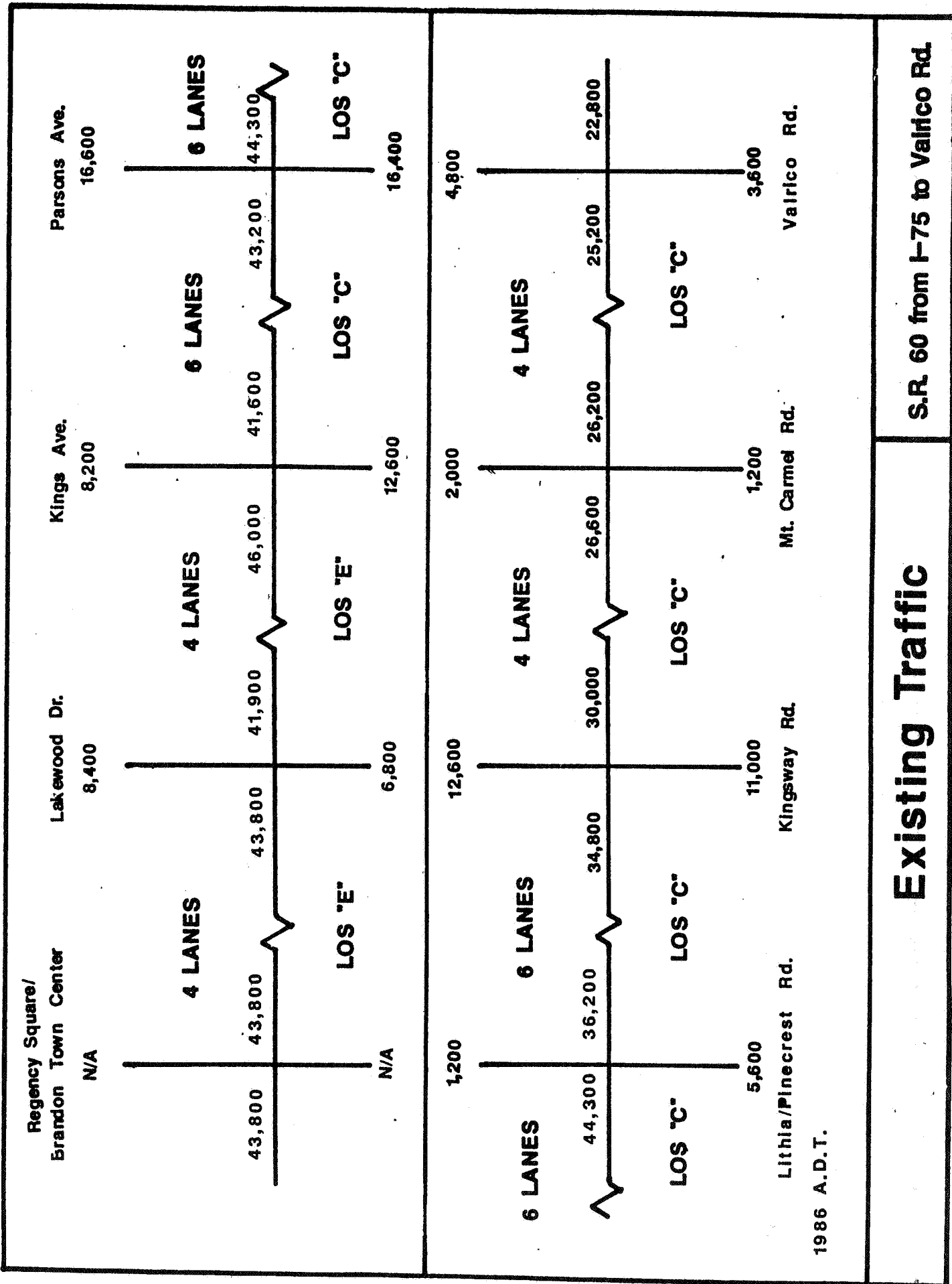


State Project No. 10110-1549
 State Road 60 From I-75 to Valrico Road
 Hillsborough County
 Estimated Two Way 1990, 2000, and 2010 AADT
 Through and Turning Volumes
 Sheet 3 of 3

Signature	Date
Prepared by <i>[Signature]</i>	7-2-86
Checked by <i>[Signature]</i>	7/3/86
Approved by <i>[Signature]</i>	7-3-86

These Estimates are based on the
 TUATS Year 2010 assignments to
 the TUATS 2010 Plan Network adopted
 March 18, 1986

Figure 6



Existing Traffic

S.R. 60 from I-75 to Valrico Rd.

Figure 7

2.3 Transportation Demand

At this time Hillsborough County does not have an approved Cost-Feasible Plan. The most recent re-evaluation by the Tampa Urban Area Metropolitan Planning Organization (MPO) of the "Tampa Urban Area Transportation Study - Hillsborough County Year 2010 Principal Street and Highway System Plan" was adopted in 1986. The proposed improvements to SR 60 are in compliance with this plan. This project has also been reviewed by the Tampa Bay Regional Planning Council and has been determined to be consistent with the Council's adopted growth policy, the "Future of the Region" (See Appendix).

2.4 Federal, State and Local Governmental Authority

Through the early notification process comments were solicited from the Hillsborough County Department of Development Coordination, the Hillsborough County Environmental Protection Commission and the Tampa Urban Area MPO. No comments were received from the above agencies. Refer to the Comments and Coordination Section for a further discussion involving coordination with Federal, State and Local governmental agencies.

2.5 Social Demands and Economic Development

The proposed 4.5 mile improvement to SR 60 bisects the 70 square mile greater Brandon area. The area has a population greater than 80,000 and includes the communities of Seffner, Valrico, Dover, Durant, Lithia, Mango, Bloomingdale and Riverview. The Brandon area commercial community has grown

rapidly in the past decade, due primarily to the construction of I-75. This area supports more than 3000 businesses representing all types of commercial enterprise.

The following is a list of major existing and proposed traffic generators that would potentially affect SR 60 in the Brandon Area:

- Brandon Center
- Brandon Lakes
- Brandon Oaks Plaza
- Brandon Mall
- Clayton Mall
- East Shore Plaza
- Providence Square
- Old Times Square
- Valrico Square

Land use along the existing SR 60 corridor is primarily commercial. The segment from Kingsway Rd. to Valrico Rd. is a mixture of commercial, residential and citrus groves. Development along this segment is anticipated to continue becoming commercial, adding to the traffic demand on SR 60.

Completion of this proposed project will enhance area commercial and industrial development by increasing accessibility and safety and reducing travel time. These proposed improvements should encourage existing businesses to remain while attracting new business ventures to the area and increasing employment opportunities.

2.6 Modal Interrelationship

Though the automobile is the primary mode of transportation within the study area, the Brandon area is served regionally by air, railroad and commercial buses.

Major commercial air service is provided at the Tampa International Airport approximately 17 miles west of the study area near SR 60 and SR 93 (I-275).

Rail service to the area is supplied regionally by Amtrak Passenger Service and the CSX Transportation Inc. freight service. The passenger terminal is located in downtown Tampa approximately 10 miles west of the community of Brandon. The freight depot is located on SR 60 approximately five miles west of the project. A main east-west line parallels SR 60 just north of the project area.

Commercial bus service is supplied regionally by Greyhound and Trailways Bus Lines. Both main terminals are located in the downtown Tampa business district west of the project.

The Hillsborough Area Regional Transit Authority (HART) operates two local bus routes that use portions of SR 60. Express service during morning and afternoon peak hours connects the downtown Tampa area to park and ride lots in the Brandon community. There are approximately 200 round trips daily on this route. The standard bus service to the Brandon community connects to a main transfer point at University Square Mall on Fowler Ave. in northeast Tampa. There are approximately 140 round trips per day on this route.

The following charter bus service companies service the community of Brandon:

Central Florida Transit
Cities Transit, Inc.
Intercontinental Discoveries, Inc.
Palm Travel Service
Greyhound Charter
Lindo's Tours U.S.A., Inc.

The following taxi cab companies service the community of Brandon:

Brandon Cab
Red Top Cab Co.
United Cab
University Cab
Yellow Cab Co. of Tampa, Inc.
Yellow Cab Limousine Service

There are no other means of land transportation currently available to replace or supplement the existing highway capacity. None of the above modes, nor their projected improvements, will significantly decrease the forecasted travel demands in this area.

2.7 Safety

Accident statistics on the existing facility for the years 1981-1985 were compiled and analyzed. This 4.5 mile segment of SR 60 has an average accident rate approximately 55% above the statewide average for similar facilities.

The following is a brief tabulation (Table 1) of the accident data:

TABLE 1

Summary of Accident Data 1981-85

Accidents	1733
Fatalities	7
Injuries	1152
Property Damages	1014
Economic Loss	\$13,155,660

High numbers of accidents have occurred in the following locations:

1) vicinity of Morrison Rd., 2) from the Brandon Mall east to Knights Ave., 3) Carver St. east to Margaret Dr., 4) Kingsway Rd. and 5) Morningside Dr. By adding lanes and adequate storage lengths and reducing median openings, the proposed improvement would result in an overall reduction in accident rates.

Under existing conditions, emergency and law enforcement vehicles experience restrictions in performing their duties due to increased traffic and decreased level of service during peak periods of highway use. Additionally, SR 60 has been designated as an east-west hurricane evacuation route by the Hillsborough County Bureau of Emergency Management (1982) for both the City of Tampa and Pinellas County. Restrictions in traffic flow should be minimized to assure the safe flow of traffic out of the area.

3.0 Alternatives Considered

Department and local transportation objectives were used in determining the various alternatives to be considered for this project. They are as follows:

1. Provide a transportation facility which will safely and adequately serve the projected traffic needs.
2. Provide for adequate and safe access to the adjacent properties, with such access being provided with a minimum influence on the through traffic.
3. Minimize the acquisition of additional right-of-way.
4. Minimize the effects the improvement will have on both the social and natural environments.
5. Maximize the highway's use as a general land service facility, thereby maintaining the character of the existing facility and surrounding area.
6. Maximize project's benefit/cost ratio.

3.1 Alternatives Considered But Rejected

A. Alternate Corridors

Corridors for Interstate Connectors were evaluated in the Design Engineering Report, I-75 for north of SR 672 to south of SR 600 (US 92). This report designated the existing SR 60 corridor as an Interstate Connector.

The need for parallel corridors to SR 60 in the Brandon area has been identified in the TUATS Year 2010 Plan. A facility to the north, in the Windhorst/Fisher Rd. area and an extension of the Tampa South Crosstown Expressway are identified.

Even with these parallel corridor improvements, the TUATS 2010 Plan identifies the need for the improvements to the existing SR 60 corridor to carry the anticipated growth of traffic in the immediate Brandon area. For

this reason alternate corridors were not pursued as feasible alternates to satisfy the transportation needs on SR 60 through Brandon.

B. Median Analysis

Several median widths were analyzed as to compatibility with traffic projections, facility needs and overall design criteria.

Because of the high volume of traffic utilizing SR 60 in the Brandon area and the safety hazard of crossing four lanes with such a high volume of oncoming traffic mid-block, a two-way left-turn painted median was considered feasible, but not safe or as desirable to achieve transportation objectives 2 and 5 (See page 19).

Standard median widths of 22, 30 and 40 feet were analyzed. Because of the need for dual left-turn lanes at major intersections, the 22 foot raised median was considered inappropriate. To accommodate dual left-turns (2-12 foot lanes and a 6 foot raised traffic separator), a minimum of 30 feet will be required.

The 40 foot grass median would accommodate the dual left-turn lanes, but a narrower raised median would be more compatible with an urban-type design (curb and gutter) and would improve the capacity of the intersections (less travel time across the median and the lanes for the opposite direction of traffic). For this reason, the 40 foot median was not included as an alternate.

C. Construction Alternatives Considered But Rejected

The following roadway designs were considered for various sections of SR 60 but for various reasons were considered unfeasible. Reasons for each design being unfeasible include excessive relocations, environmental impacts, high right-of-way costs and/or construction costs.

Six-Lane Divided Rural Roadway (212' R/W)

A rural six-lane design can be constructed within approximately 212 feet of right-of-way to accommodate vehicular and bicycle traffic. Shallow drainage swales, rather than curb and gutters would be provided for stormwater control. This alternate includes six twelve (12)-foot lanes separated by a 30 foot raised median and paved shoulders for both safety and bicycle traffic.

Six-Lane With Continuous Right-Turn Lane Rural Roadway (236' R/W)

This six-lane rural roadway design can be constructed within approximately 236 feet of right-of-way to accommodate vehicular and bicycle traffic. Shallow drainage swales, instead of curb and gutters would provide stormwater control. This design includes six twelve (12)-foot through lanes and two twelve (12)-foot continuous right-turn lanes separated by a 30 foot raised median. Paved shoulders for both safety and bicycle traffic would be provided.

Six-Lane Divided Rural Roadway With Two-Way Frontage Roads (295' R/W)

This roadway design concept consists of six twelve (12)-foot lanes separated by a 30 foot raised median. It would also include twenty-six (26)-foot (one twelve foot lane and one fourteen foot lane) frontage roads, separated from the main roadway, by a 56 foot shallow drainage swale ditch for stormwater control. The frontage roads would have curb and gutters on the outside curb and would jointly accommodate vehicles and bicycles. This typical section would require a minimum right-of-way width of 295 feet.

The previously presented alternate roadway designs and alignments have been applied to SR 60 to determine the plausible alternatives for each section of roadway. The following sections discuss this analysis, taking into consideration relevant engineering and planning criteria in order to eliminate nonviable alternates from further consideration.

D. Nonviable Alternative Analyses

Interstate 75 to Lakewood Drive

SR 60 traverses presently undeveloped land through the majority of this segment with a cemetery, a shopping center and some residences and businesses scattered throughout.

A large regional shopping center is presently planned just east of SR 93-A (Interstate 75) south of SR 60. A large cemetery lies directly east of the proposed shopping center on the south side.

Additional land use on the south includes a twenty-one store shopping center occupying the southwest quadrant of Providence Rd. and SR 60 and strip commercial businesses easterly to Lakewood Dr.

The north side of the existing facility includes a regional shopping center, scattered commercial businesses and strip shopping centers along the entire length of the segment. Also, a residence on the National Register of Historic Places (Mosely House) occupies property abutting the right-of-way of SR 60.

Consequently, construction of the 295 feet of right-of-way, rural roadway with frontage roads, would displace a large number of graves, most of the businesses and impact the historic site. Implementation of the 212 foot typical section could be accomplished with less impacts, but the lack of the continuous right-turn lane would make this typical section reach capacity prior to the design year.

The six lane rural roadway with the continuous right-turn lane, within 236 feet of right-of-way, would be the most functional with the least of impacts but this typical section would have impacts similar to the 295 foot design, though, to a much lesser degree.

Lakewood Dr. To Kingsway Rd.

Dense commercial development, within this segment, abuts the existing right-of-way north and south.

Because of dense commercial development the implementation of any of the previously described rural designs would impact a majority of the businesses. These designs were therefore rejected.

Kingsway Rd. To Oakwood Ave.

Land use from Kingsway Rd. to Oakwood Ave. is commercial in nature on the north with a large Catholic Church and school on the south. Because of the close proximity of structures to the right-of-way, an urban alternative was the only design considered. The rural typical sections would have impacts similar to the previous sections.

Oakwood Ave. To Valrico Rd.

From Oakwood Ave. to Valrico Rd. land use becomes agricultural with scattered commercial and residential uses. To accommodate anticipated growth in the area the rural section was also considered unfeasible within this segment.

E. Transportation Systems Management

The existing four-lane roadway between Interstate 75 and Knights Ave. and between Kingsway Rd. and Valrico Rd. could be upgraded to six lanes within the existing right-of-way. To provide needed improvements at the intersections, additional right-of-way would need to be acquired.

The existing six-lane section between Knights Ave. and Kingsway Rd. could be widened to full 12 foot lanes with median and drainage improvements.

One advantage of upgrading the existing roadway would be increased traffic capacity with no significant visual changes. However, without the

needed intersection improvements the facility's capacity would be controlled by the intersections thus providing little increase in capacity over the existing four-lane roadway. The traffic demand in the project corridor is projected to be about 54,600 vehicles per day near I-75 to about 46,000 vehicles per day near Mt. Carmel Rd. by the design year 2010. This indicates that an upgraded system without the intersection improvements would not handle long range growth for the area.

F. Multi-Modal Alternative

The TUATS has identified that within a one-half mile service area of transit routes in Hillsborough County, there will be a projected 4.2% of the person-trips using mass transit by the year 2000. This indicates that transit usage would not be sufficient to serve as an alternative to improving this section of SR 60.

3.2 Alternatives Under Consideration for Additional Study

A. No Improvement Alternate

Most of the project's 4.5 mile length consists of a four-lane divided highway. Maximum capacity of a four-lane roadway would be approximately 36,000 vehicles per day. Therefore, if this improvement were not implemented, 15,200 (near I-75) to 10,000 (near Mt. Carmel) vehicles per day would have to be diverted to parallel facilities by the design year 2010. Moreover, at maximum capacity, SR 60 traffic would be operating at speeds equal to or less than 15 miles per hour during peak hours. Congestion would increase travel times for motorists, resulting in increased fuel consumption, higher levels of air pollutants and greater delays for emergency services.

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

B. Construction Alternative

To identify and evaluate the possibilities of minimizing costs and impacts to the adjacent community, a design concept following the existing corridor and constructed within the existing right-of-way, where possible, was developed. Due to the overlapping of acceleration and deceleration lanes at the major intersections and the anticipated right-turns at the numerous commercial developments along SR 60, a continuous right-turn lane was incorporated into the proposed typical section. Thus, the proposed improvement will consist of a six-lane urban section consisting of 12-foot lanes with 14-foot continuous right-turn lanes to handle bicycle and vehicle traffic and a 30 foot median to accommodate dual left turns at major intersections. This typical section requires a minimum of 157 feet of right-of-way.

Between SR 93A (I-75) and Knights Ave. (2.4 miles), the proposed facility can be built within the existing 182 feet of right-of-way utilizing a wide buffer area between the roadway and sidewalk. The only additional right-of-way acquisition will be at the major intersections.

From Knights Ave. to Kingsway Rd. (0.8 miles), SR 60 consists of a narrow six-lane urban roadway within 90 to 120 feet of existing right-of-way. The proposed alignment will be centered from Knights Ave. to

Parsons Ave. with the additional right-of-way acquired from both sides to minimize the impacts.

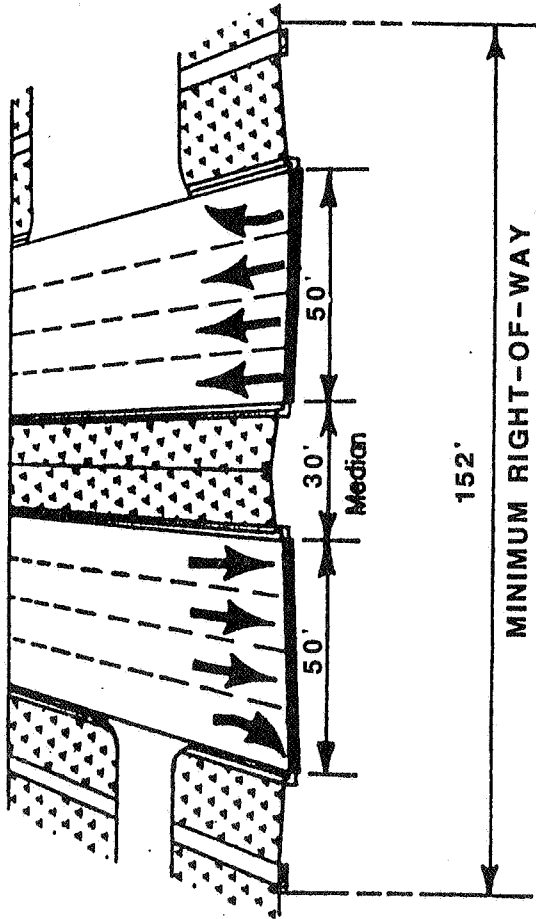
East of Parsons Ave., the proposed alignment will transition to the south with the additional right-of-way being acquired from the south side. This transition will avoid a small private cemetery of local historical and social value. East of the cemetery, the alignment will again transition northerly and become centered prior to Kingsway Rd., acquiring the required right-of-way from both sides.

From Kingsway Rd. to Valrico Rd. (1.3 miles), the typical section can be constructed within the existing right-of-way, which varies from 160 to 182 feet. The only additional right-of-way acquisition will be at the major intersections.

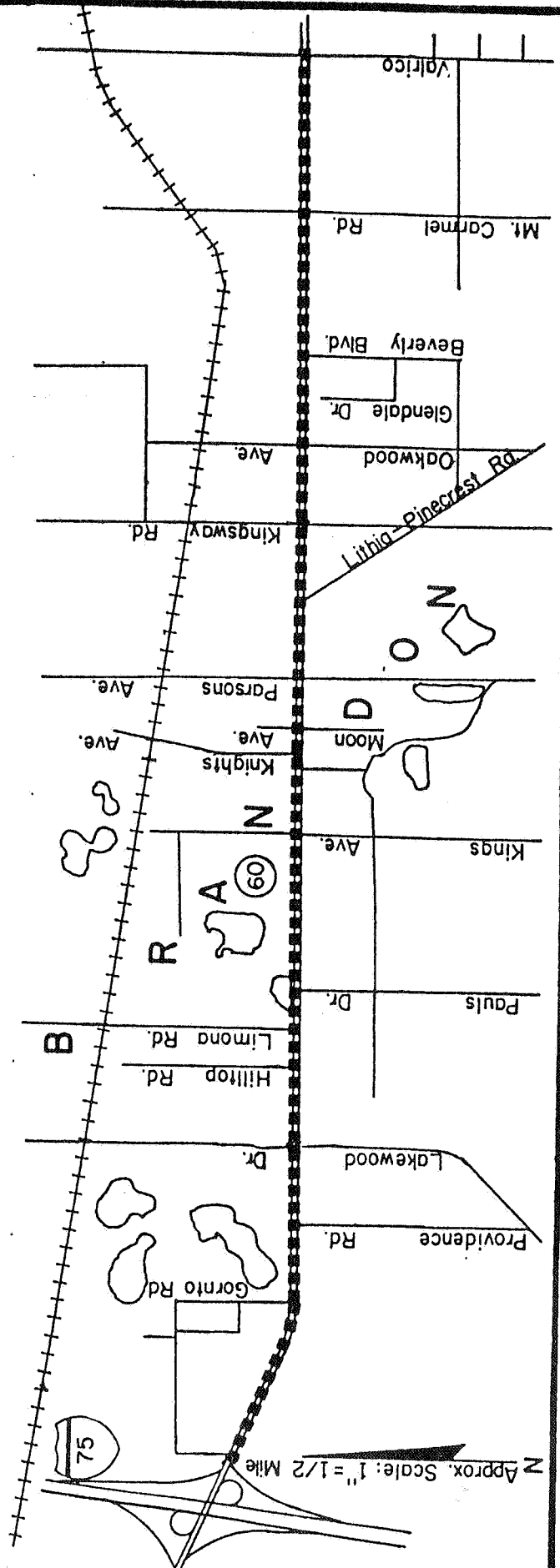
For a graphic representation of the typical section, associated costs and relocations, see Figure 8.

Major and minor intersection improvements may be seen in Figures 9 and 10.

DESIGN SPEED 45 M.P.H.

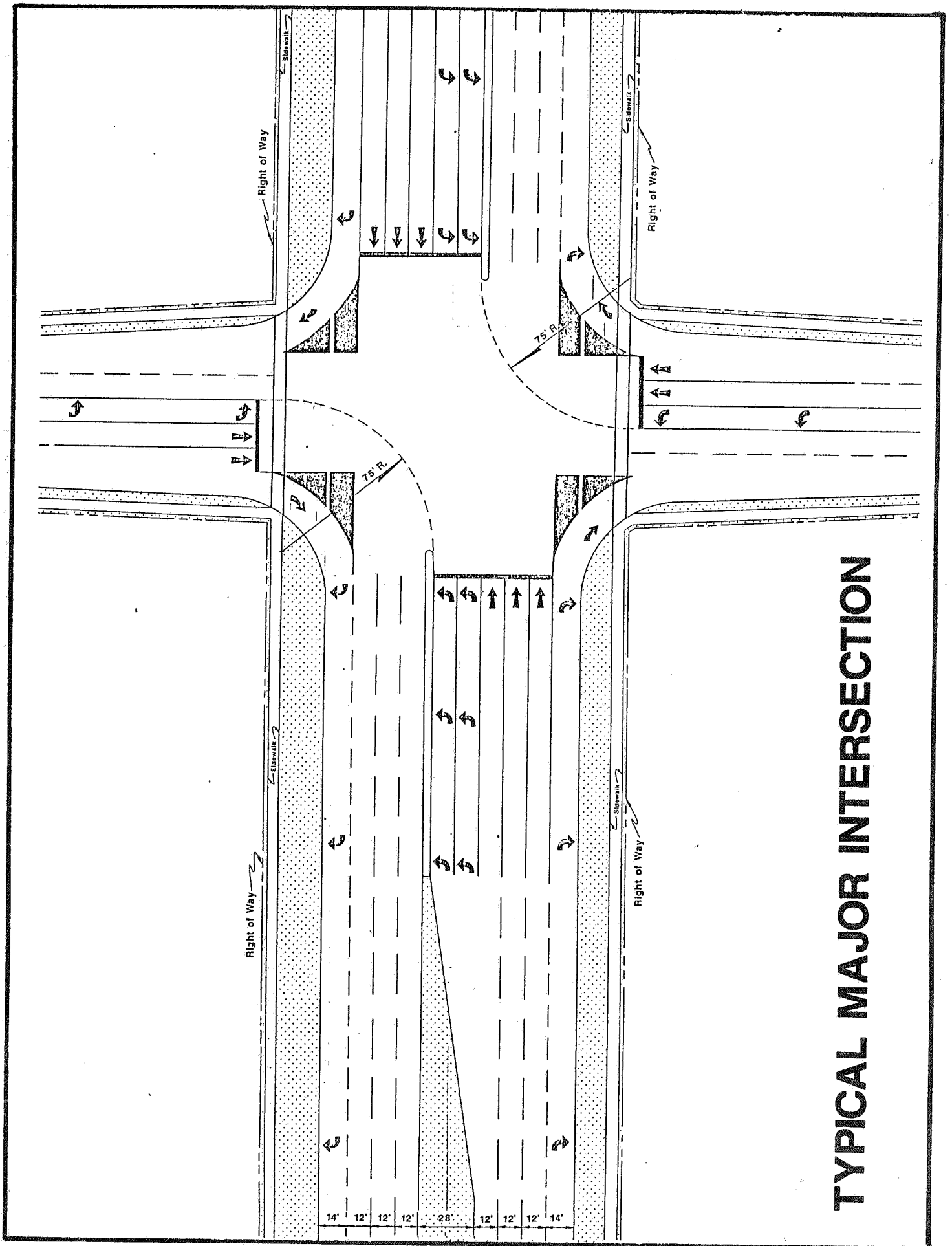


COST (1986 DOLLARS)		RELOCATION	
ENGINEERING	\$1,562,000	BUSINESSES	24
RIGHT-OF-WAY	\$6,934,000	RESIDENCES	0
CONSTRUCTION	\$12,015,000	NON-PROFIT	0
TOTALS	\$20,511,000		24

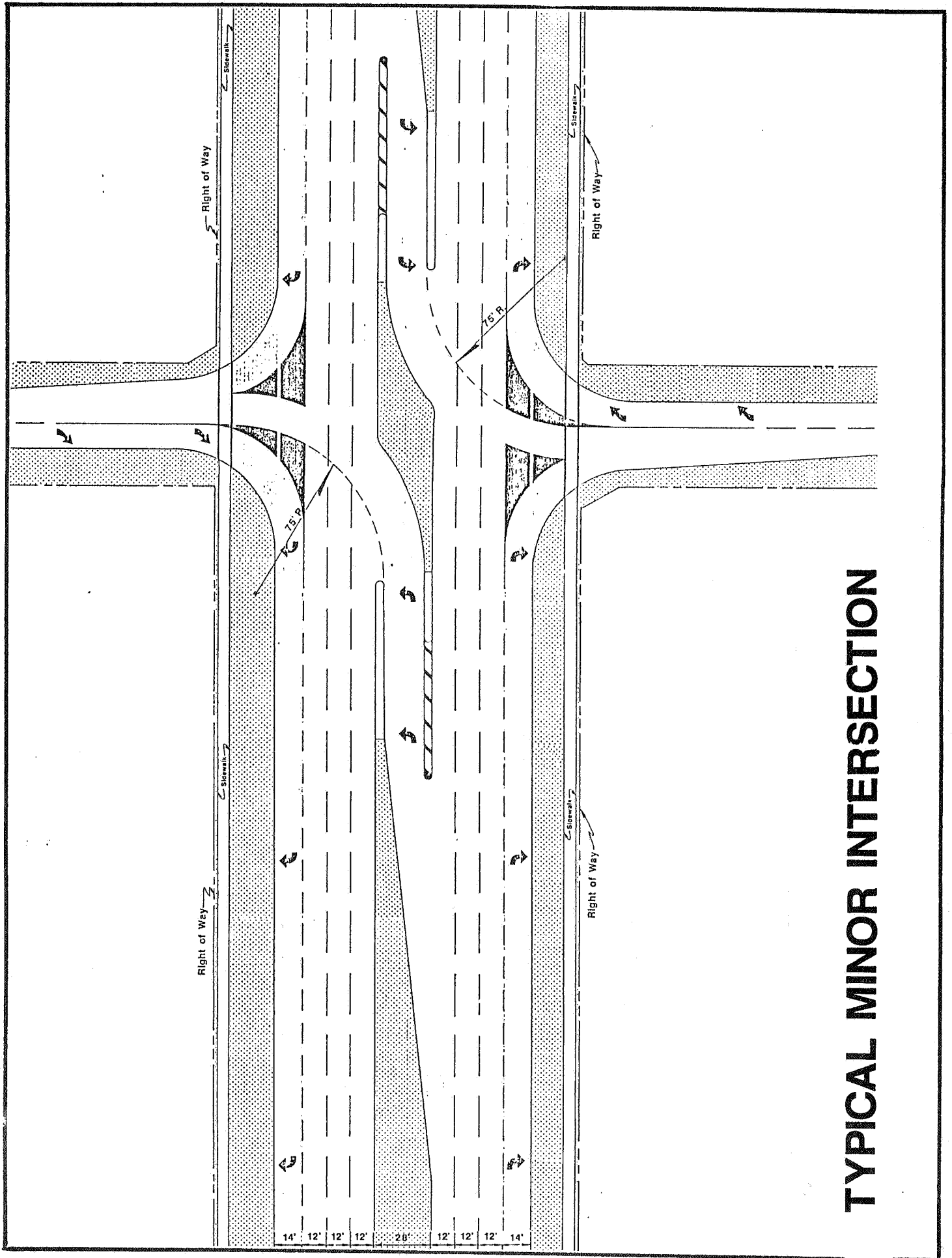


SEGMENT OVERVIEW MAP

S.R. 60
From I-75 to Valrico Rd.
(4.5 Miles)



TYPICAL MAJOR INTERSECTION



TYPICAL MINOR INTERSECTION

4.0 Impacts

4.1 Socio-economic

4.1.1 Relocation

A Conceptual Stage Relocation Plan has been developed by FDOT District Right-of-Way Relocation staff for this proposed project. This plan involves a detailed analysis of the relocatees involved and was compiled to identify potentially adverse relocation impacts. The following is a brief synopsis of the report.

The proposed 4.5 mile improvement to SR 60 bisects the 70 square mile greater Brandon Area. The area has a population greater than 80,000 and includes the communities of Seffner, Valrico, Dover, Durant, Lithia, Mango, Bloomingdale and Riverview.

Median age of individuals in the Brandon area is 30.1 years. Approximately 30% of the population is 17 years or under, 52% between 18 and 54 and 7.8% are retired. Within the project limits, 10% of the population are minorities with 4% Black. The average number of individuals per occupied household is 2.8. The vacancy rate is 8%. There will be no residential displacements in the project area.

The greater Brandon area commercial community has grown rapidly in the past decade. The Brandon area supports more than 3,000 businesses which represent all types of commercial enterprise. Only commercial establishments will be displaced by this proposed project.

Within the project limits, 50% of all businesses are in the retail/industrial category; 33% are in the service category and 17% are in rental of real property. Anticipated displacements include 24 businesses: 10 business owners, 10 business tenants and four (4) business rentals of real estate. Replacement sites are available which will aid in the successful and timely relocation of all affected businesses within the Brandon area.

There are no manufacturing operations within the project area. No residential, non-profit organizations, hospitals, schools or major shopping centers will be displaced by this proposed project. Limited agricultural operations exist near the east project termini.

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

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

Financial assistance is available to the eligible owner-occupant to:

- A. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available dwelling on the private market.

- B. Provide reimbursement of expenses such as legal fees and other closing costs incurred in buying a replacement dwelling or in selling the acquired property to the FDOT.
- C. Make payment for any increased interest payments and closing costs, limited to \$15,000 combined total.

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

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

No persons lawfully occupying real property will be required to move without at least 30 days written notice of the intended vacation date. No occupants of a residential property will be required to move until comparable replacement housing is "made available". This means the affected persons have either personally obtained and has the right of possession of replacement housing, or that the FDOT has offered comparable housing which is available for immediate occupancy.

"Coming Your Way" is a brochure which describes in detail the Right-of-Way Acquisition Program. The Relocation Assistance and Payments Program is explained in the brochure "Your Relocation". Copies are available to the public from FDOT.

4.1.2 Community Services

Land use along the existing SR 60 corridor is primarily commercial. The segment from Kingsway Rd. to Valrico Rd. is a mixture of commercial, residential and citrus groves. Development along this segment is anticipated to continue becoming commercial in the future. No public facilities, major shopping centers, hospitals, schools or related establishments will be displaced by this proposed project.

This project lies within the Hillsborough County School Board District. The following public schools are within the project vicinity or draw students from the project vicinity:

<u>SCHOOL</u>	<u>GRADES SERVED</u>	<u>LOCATION</u>
Brooker Elementary School	K-5	812 DeWolf Rd., Brandon
Buckhorn Elementary School	K-5	1717 S. Miller Rd., Valrico
Kingswood Elementary School	K-5	3102 S. Kings Ave., Brandon
Lee Elementary School	6	305 E. Columbus Ave., Tampa
Limona Elementary School	K-5	1115 TelFair, Brandon
Palm River Elementary School	K-5	805 Maydell Dr., Tampa
Progress Village Elementary	6	8113 Zinnia Dr., Tampa
Seffner Elementary School	K-5	109 Cactus Rd., Seffner
Williams Elementary School	6	4302 Ellicott St., Tampa
Yates Elementary School	K-5	301 N. Kingsway, Brandon
Booker T. Washington Jr. High	7	1407 Estelle, Tampa
Burns Jr. High	8, 9	600 Brooker Rd., Tampa
Franklin Jr. High	7	3915 E. 21st Ave., Tampa
Mann Jr. High	8, 9	409 E. Jersey, Brandon

McLane Jr. High	8, 9	306 N. Knight, Brandon
Turkey Creek Jr. High	7-9	5005 S. Turkey Creek Rd., Plant City
Aspenwood Sr. High	10-12	12000 E. US 92, Seffner
Brandon Sr. High	10-12	1101 Victoria, Brandon

See Figures 11-13 for a representation of areas served by these schools.

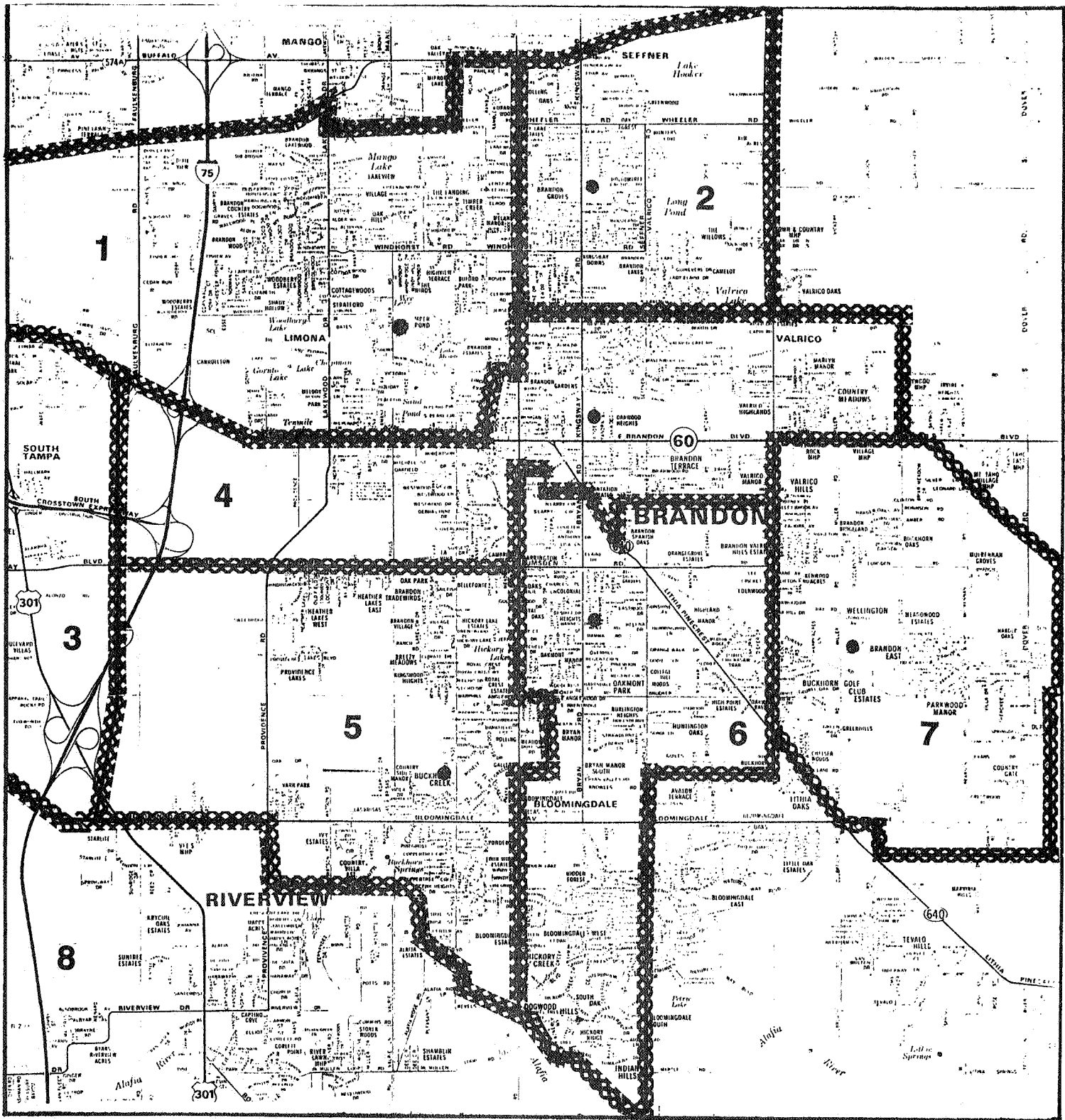
The following is a listing of parks and community centers in the project vicinity:

- Clayton Park
- South Brandon Little League Park
- Brandon Cultural Center
- Brandon Library
- Brandon Swim and Tennis Club
- Greater Brandon Chamber of Commerce
- Valrico Center
- Valrico Park

Locations of these facilities may be seen in Figure 14.

The following hospitals are located in the Brandon-Tampa area:

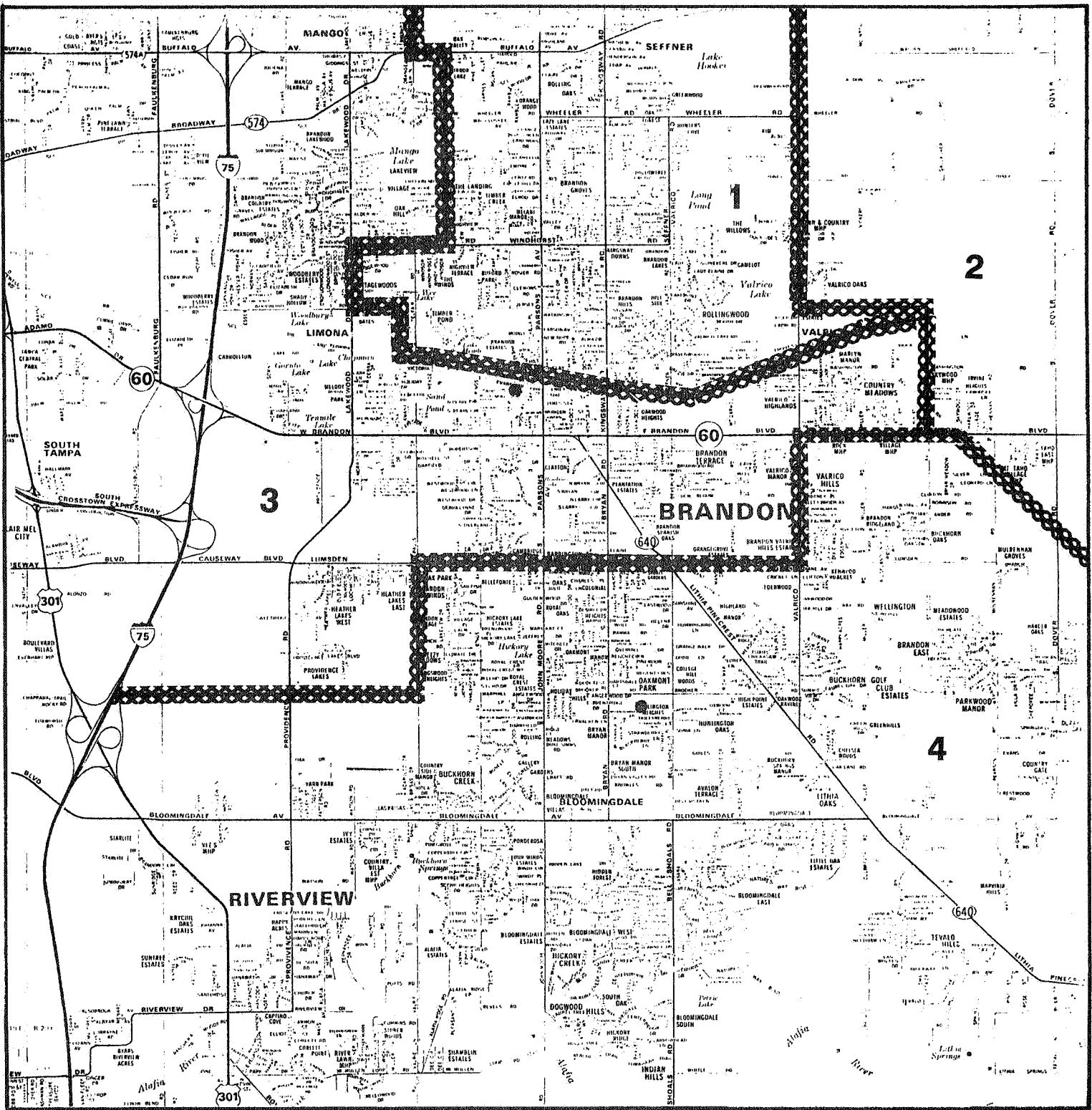
<u>NAME</u>	<u>ADDRESS</u>
Brandon Community Hospital	119 Oakfield Dr.
Centro Asturiano Hospital	1302 - 21st Ave.
Centro Espanol Memorial Hospital	4801 N. Howard Ave.
Good Samaritan Hospital of Tampa	7171 N. Dale Mabry



- 1 LIMONA K-5 GR. (WILLIAMS 6 GR.)
 - 2 SEFFNER K-5 GR. (WILLIAMS 6 GR.)
 - 3 PALM RIVER K-5 GR. (LEE 6 GR.)
 - 4 YATES K-5 GR. (WILLIAMS 6 GR.)
 - 5 KINGSWOOD K-5 GR. (PROGRESS VILLAGE 6 GR.)
 - 6 BROOKER K-5 GR. (PROGRESS VILLAGE 6 GR.)
 - 7 BUCKHORN K-5 GR. (PROGRESS VILLAGE 6 GR.)
 - 8 RIVERVIEW SHORE K-6 GR.
- LOCATION OF ELEMENTARY SCHOOL
 ⌘ BOUNDARY BETWEEN ELEMENTARY SCHOOLS' AREA OF SERVICE

SCHOOL LOCATIONS AND AREA OF SERVICE ELEMENTARY SCHOOLS

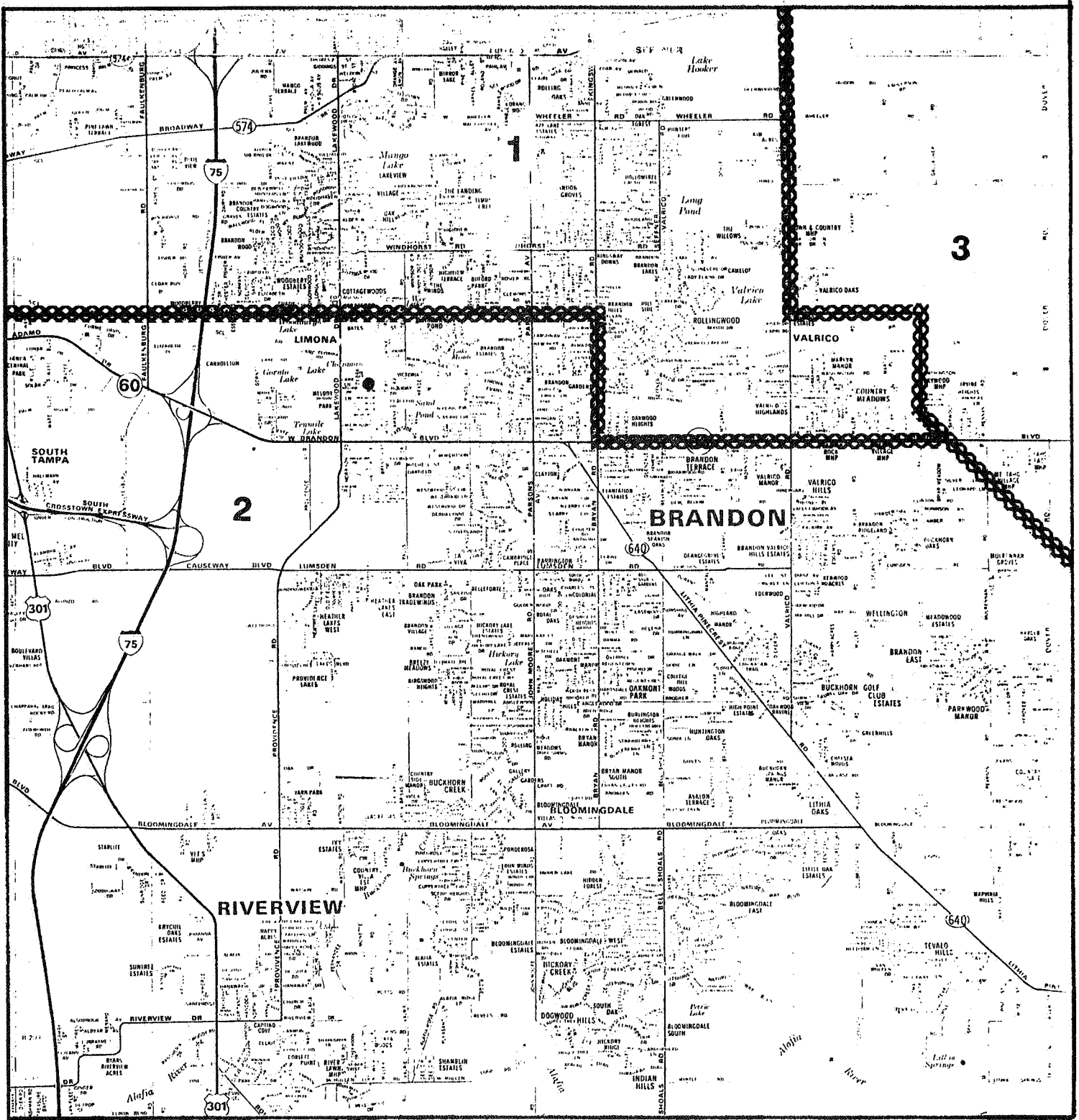
FIGURE 11



- 1 MANN 8-9 GRADE (FRANKLIN 7 GRADE)
- 2 TURKEY CREEK 7-9 GRADE
- 3 MC LANE 8-9 GRADE (B.T.WASHINGTON 7 GRADE)
- 4 BURNS 8-9 GRADE (B.T. WASHINGTON 7 GRADE)
- LOCATION OF JUNIOR HIGH SCHOOL
- ⊘ BOUNDARY BETWEEN JUNIOR HIGH SCHOOL AREA OF SERVICE

SCHOOL LOCATIONS AND AREA OF SERVICE JUNIOR HIGH SCHOOLS

FIGURE 12

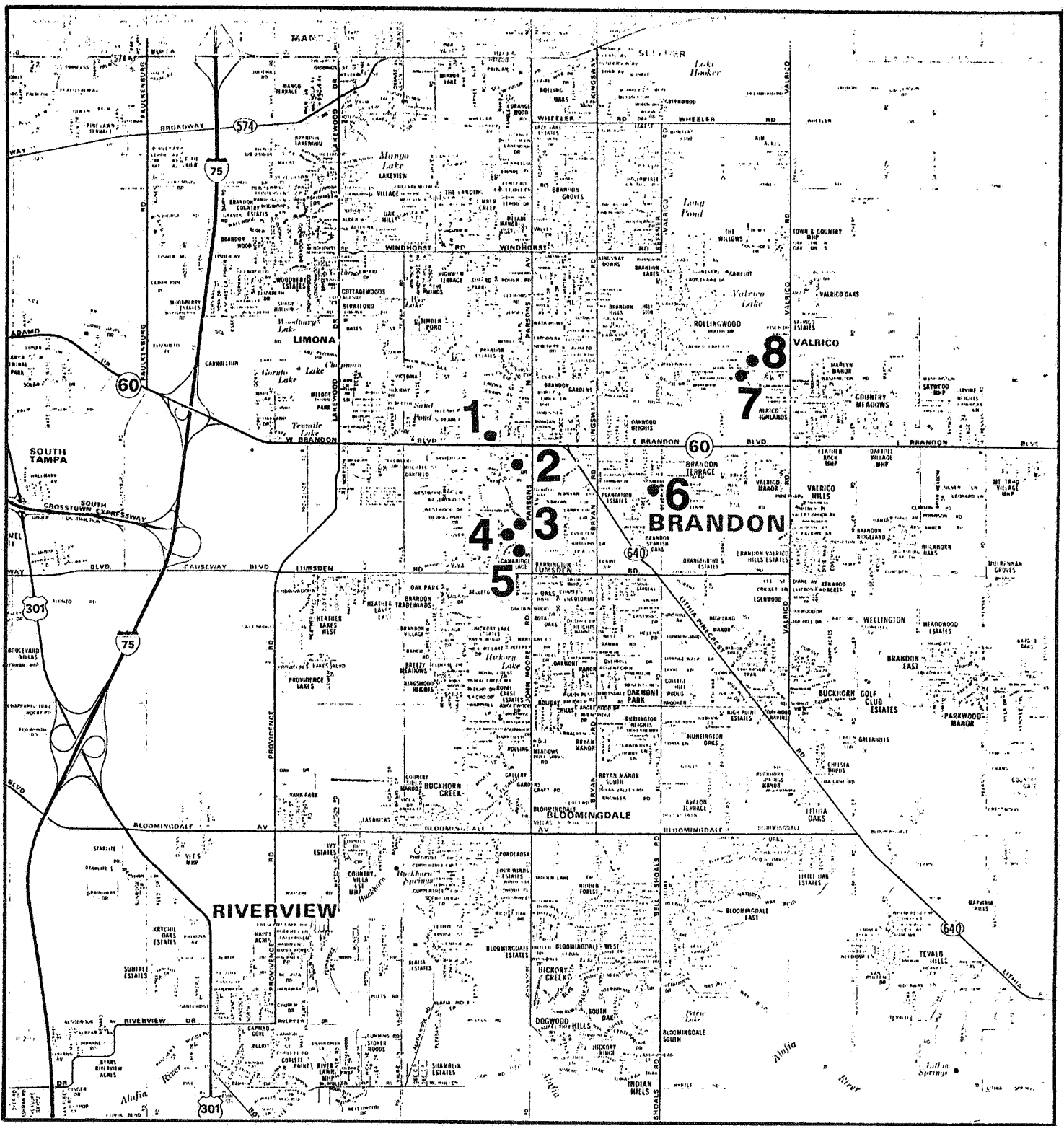


- 1 ARMWOOD
- 2 BRANDON
- 3 PLANT CITY

- LOCATION OF SENIOR HIGH SCHOOL
- ⊘ BOUNDARY BETWEEN SENIOR HIGH SCHOOLS' AREA OF SERVICE

SCHOOL LOCATIONS AND AREA OF SERVICE SENIOR HIGH SCHOOLS

FIGURE 13



- | | |
|---------------------------------------|------------------------------------|
| 1 GREATER BRANDON CHAMBER OF COMMERCE | 5 SOUTH BRANDON LITTLE LEAGUE PARK |
| 2 BRANDON LIBRARY | 6 BRANDON SWIM AND TENNIS CLUB |
| 3 BRANDON CULTURAL CENTER | 7 VALRICO CENTER |
| 4 CLAYTON PARK | 8 VALRICO PARK |

PARKS AND COMMUNITY CENTERS BRANDON, FLORIDA

FIGURE 14

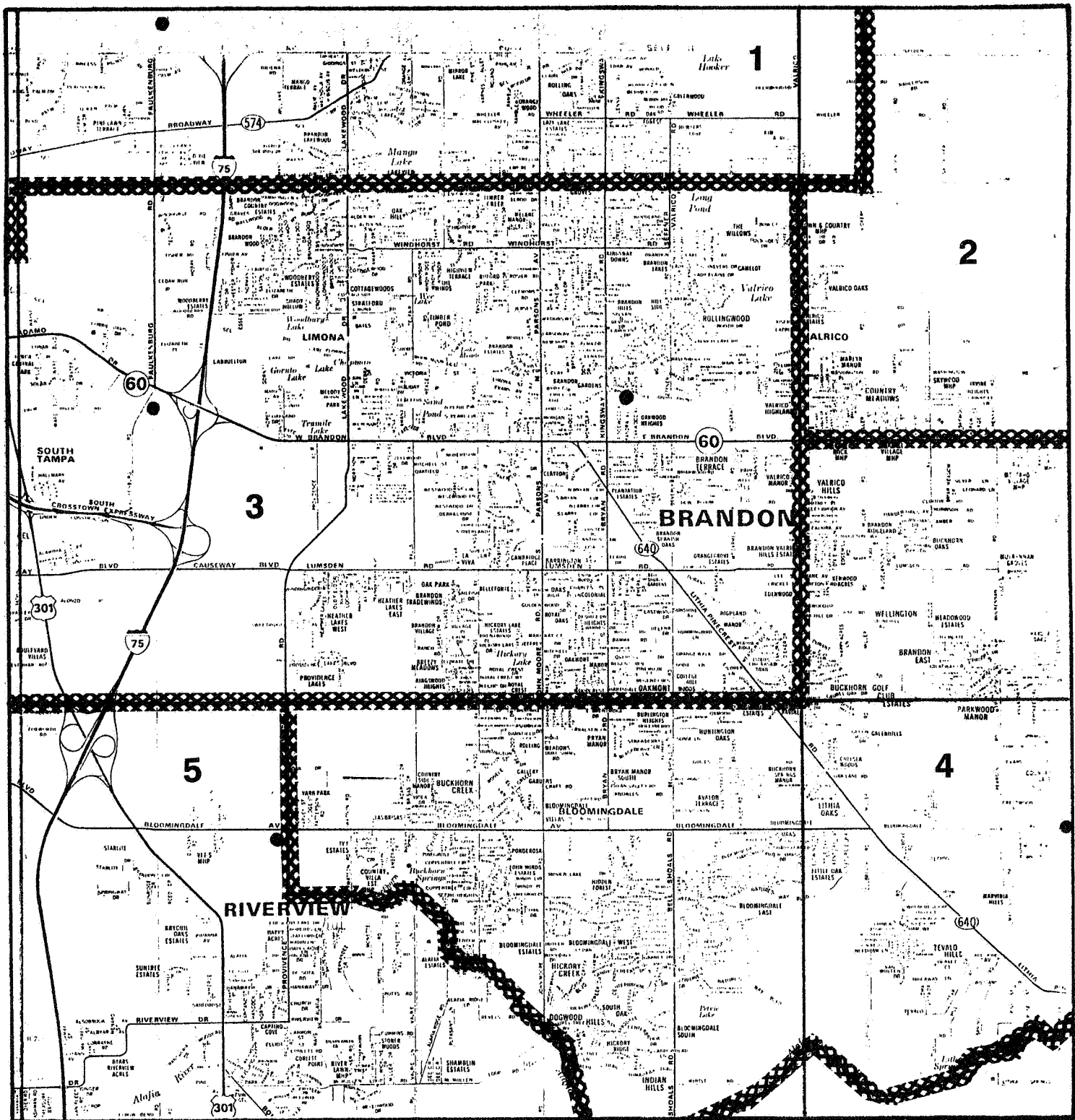
Hillsborough County Hospital	5906 N. 30th St.
Interbay Community Hospital	4555 S. Manhattan Ave.
Memorial Hospital of Tampa	2901 Swann Ave.
St. Joseph's Hospital	3001 W. Buffalo
Tampa General Hospital	Davis Island
Tampa Heights Hospital	4004 N. Riverside Dr.
Town & Country Hospital	6001 Webb Rd.
University Community Hospital	3100 E. Fletcher Ave.
Women's Hospital	3030 W. Buffalo Ave.

Police protection for the Brandon Community is provided by the Hillsborough County Sheriff's Department. This Sheriff's office is located at 2015 S. Moon, Brandon and provides service for all of eastern Hillsborough County.

Fire protection in the Brandon area is provided by the Hillsborough County Fire Department. The following Fire Districts service the SR 60 area of Brandon:

Palm River	150
Seffner-Mango	180,390
Brandon	330
Bloomingtondale	270
Dover	230

The Bloomingtondale and Dover stations are manned by volunteers. All other stations are manned by career personnel. Figure 15 shows station and district locations.



- 1 SEFFNER MANGO 180, 390
- 2 DOVER 230
- 3 BRANDON 330
- 4 RIVERVIEW 160

- 5 BLOOMINGDALE 270
- LOCATION OF FIRE STATION
- ▣ BOUNDARY BETWEEN FIRE STATIONS' AREA OF SERVICE

FIRE STATION LOCATIONS AND AREA OF SERVICE

FIGURE 15

4.1.3 Community Cohesion

Land use along the existing SR 60 corridor is primarily commercial. The segment from Kingsway Road to Valrico Rd. is a mixture of commercial, residential and citrus groves. Development along this segment is expected to continue becoming commercial.

Completion of the proposed project would involve no neighborhood disruption. Furthermore, no public facilities, major shopping centers, hospitals, schools or related establishments will be displaced by this proposed project. No impacts to elderly, handicapped, minorities or transit dependent individuals will be incurred as result of this proposed project.

Disruption of the 24 businesses will have little or no impact on the existing business community. Although displaced businesses will have to relocate to new buildings, they will be able to relocate within the immediate project vicinity due to existing vacant buildings and major retail construction now in progress. No minority owned or oriented businesses will be displaced by this project.

Completion of this project will enhance area commercial and industrial development by increased accessibility, safety and reduced travel time. These proposed improvements should encourage existing businesses to remain while attracting new business ventures to the area with employment opportunities.

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

4.1.4 Land Use

Hillsborough County is Florida's second most populous county. It has continued to grow in population at a sustained rate over the past few decades, increasing in population by 32% from 490,300 in 1970 to 647,000 in 1980 (U.S. Census of Population and Housing, 1980). The population has been projected to increase by as much as 139% by the year 2020, reaching a total at 1,544,000. The majority of this growth has occurred in the more rural areas outside the City of Tampa. To more effectively deal with this growth, the Hillsborough County Board of Commissioners has adopted the "Horizon 2000" comprehensive land use plan. This plan for growth and development is designed to provide policymakers with a guide for decision making into the 21st century. Through the "modified compact growth" system of regional development, the County attempts to direct future growth to existing metropolitan areas as well as smaller municipalities (e.g. Brandon and Riverview) with high growth potential.

The existing land use was analyzed for this report by use of recent aerial photography and field surveys. The existing land use is primarily commercial with some residential areas and improved orange groves located between Kingsway Rd. and Valrico Rd.

A large cemetery (southside) and a residence on the Register of Historic Places (north side) are adjacent to the proposed project between the Brandon Town Center Mall and Lakewood Dr. A small pond (Sand Pond) is located approximately 300 feet east of Limona Rd. (east of Lakewood Dr.) adjacent to the north side of the proposed project. A small, private cemetery is located in the northwest quadrant of the Lithia-Pinecrest Rd. intersection.

Land use between Kingsway Rd. and Oakwood Ave. is primarily commercial although a large church with an associated school is located adjacent to the south side of SR 60 east of Oakwood Ave. and a mixture of residential, commercial and citrus groves occupy both sides of SR 60. This area is presently developing and is anticipated to become commercial, similar to the western segments of this project. Proposed land use is shown in Figure 16 (Hillsborough County, City - County Planning Commission, Land Use Plan Map).

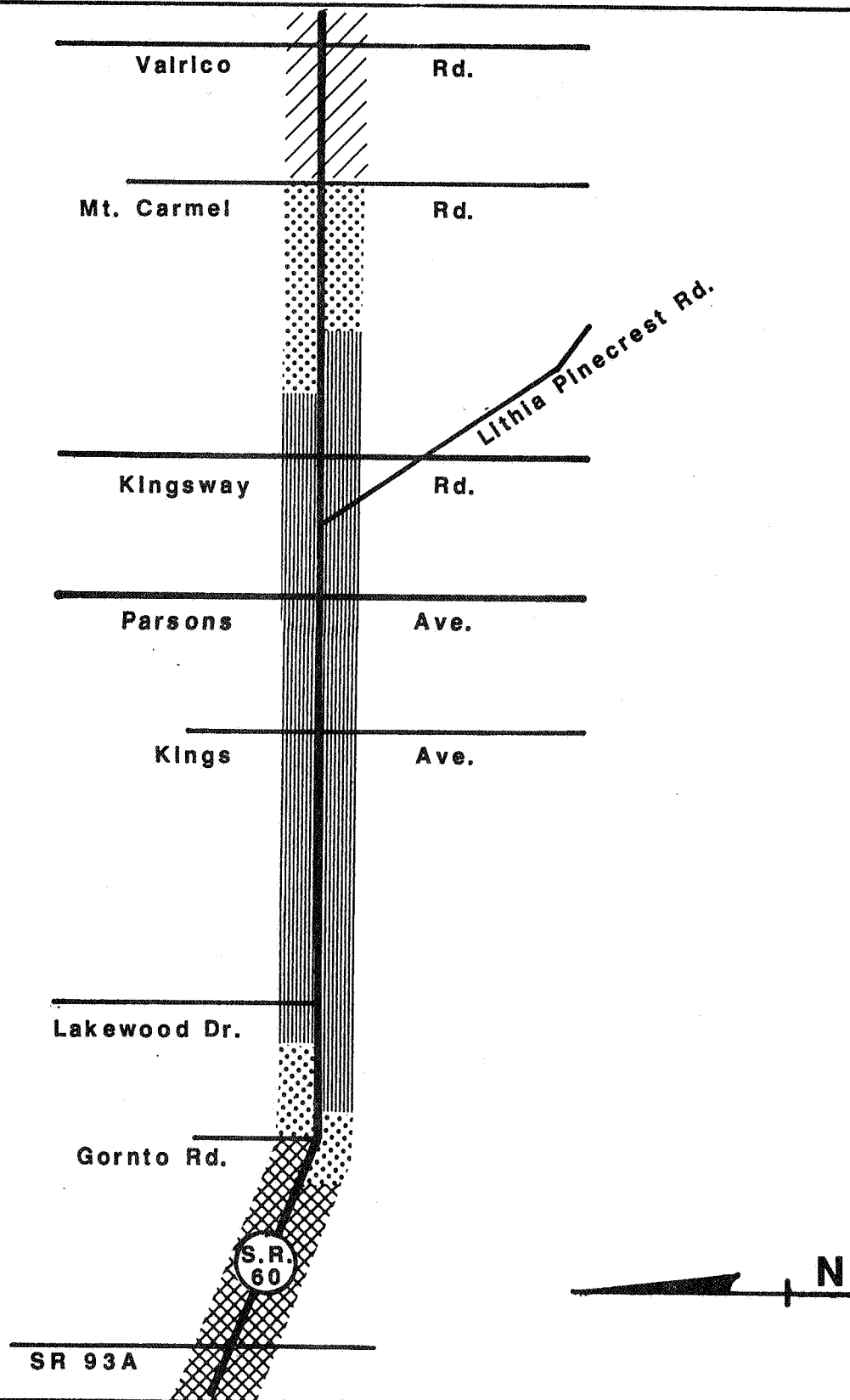
The disruption of the 24 businesses on the build alternate will have little or no impact on the business community. Due to resource availability and rapid retail construction in the area, these businesses will be able to relocate in the immediate project area.

Commercial and industrial development will be enhanced by this proposed project because of increased accessibility and reduced travel time. Existing businesses should be encouraged to stay in the area while new business ventures would be attracted to the area following completion of the build alternate.

4.2 Cultural and Historical Resources

4.2.1 Historical and Archaeological

In accordance with the procedures contained in 36 CFR, Part 800, a Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. The following three (3) historically significant sites identified within the project limits are determined to be eligible for listing in the National Register of Historic Places:



Land Use Map
SR 60 From SR 93A
to Valrico Rd.





- LEGEND**
-  Community Commercial
 -  Low Density Residential
 -  Low-Medium Density Residential
 -  Regional Commercial

FIGURE 16

1. Mosely House
1820 West Brandon Blvd.
2. Brandon House (8Hi205)
401 West Brandon Blvd.
3. Valrico Villa (8Hi207)
Morningside Rd. at Brandon Blvd., SW corner

Through the application of the Criteria of Adverse Effect, the Federal Highway Administration in consultation with the SHPO determined the following information regarding these properties which indicates that the proposed project will not constitute an adverse effect on these properties.

The Mosely House, which is listed on the National Register of Historic Places, is located on a 15 acre site on the north side of SR 60. The site includes a lake, associated wetlands and high oak hammock. Construction of the proposed project will be within existing right-of-way adjacent to this 15 acre site and will not impact this area.

The Brandon House, which is eligible for listing in the National Register of Historic Places, retains its original architectural integrity on the northern facade with a large addition at the rear. The Brandon House is no longer in a residential area and is currently functioning as a funeral home. The Keeper of the National Register of Historic Places has determined that the boundaries of the Brandon House property which contribute to the historical significance of this site are the property lines on the south, west and east and a line 70 feet north of the structure's edge on the north side. The property within the proposed right-of-way is excluded from the Keeper's determination of eligibility for inclusion in the National Register of Historic Places and will not affect the historical significance of this property.

Valrico Villa, which was eligible for listing in the National Register of Historic Places, has been demolished. The property has been cleared for development of a shopping center.

Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development the Federal Highway Administration has determined that no other National Register properties would be impacted. (See Appendix 15).

4.2.2 Recreation/Parkland Resources

In accordance with 23 CFR Part 771, the proposed project has been analyzed to determine the potential for 4(f) involvement. No national, state or local parkland or recreational resources are located in the vicinity or adjacent to the project limits. Therefore, the Federal Highway Administration (FHWA) has determined that Section 4(f) does not apply, since there will be no usage of 4(f) lands for transportation improvements.

4.3 Natural and Physical Impacts

4.3.1 Pedestrian/Bicycle Facilities

Bicycle traffic within this corridor will be of sufficient volume to be considered for bicycle improvements as identified in the State Transportation Plan (Bicycle Element). To provide for bicycle traffic, the continuous right-turn lane will be 14 feet wide and utilized both by vehicular and bicycle traffic. The right-turn lane will be divided from the travel

lanes by means of a 6 inch painted stripe. Signing for this lane will indicate that it is to be utilized by bicycles and buses along with right turning vehicles. Bicycle traffic is required to "ride as far to the right as is practicable" while utilizing this lane.

4.3.2 Air Quality

An air quality analysis was performed in accordance with 23 CFR 770. This analysis was accomplished by the application of the TEXIN computer modeling program for at-grade intersections. This program was developed at Texas A&M/Texas Transportation Institute with research sponsored by the Federal Highway Administration (FHWA). The TEXIN air model was utilized to determine air quality impacts for this proposed project as worst case air impacts will occur at intersections. This model includes traffic calculations (Critical Movement Analysis) and incorporates MOBILE 2 and CALINE 3 data.

Input parameters utilized for this analysis included vehicular volumes and speeds, traffic mix (percentage of cars, light trucks, heavy trucks), turning fractions, receptor locations and meteorological conditions (See Figures 4-7 for Traffic Volumes). Meteorological parameters included a temperature of 52^oF for one hour (62^oF for 8 hours) and a wind speed of one (1) meter/second. A Pasquill-Gifford stability class of 4(d) was used for peak hour projections and a surface roughness at 108 cm. Worst case wind direction was determined by repetitive runs at various wind angles.

To produce total carbon monoxide (CO) concentrations at a given receptor, a background CO value must be added to the computer projected

figures. The background value utilized in this study was obtained from the Hillsborough County Environmental Protection Commission CO monitoring project. County monitoring stations averaged less than 2.0 parts per million (ppm) exhibiting a slight downward trend during 1983*. As a conservative background CO level for this project, 2.0 ppm was selected.

All intersections within this proposed project are at grade. TEXIN intersection analysis was completed on the three potentially worst-case intersections: Lakewood Dr., Kings Ave. and Parsons Ave. Evaluation of the computer modeled results indicate that Parsons Avenue will be the worst-case intersection (See Table 2). The receptor chosen at this intersection was a business located in the northeast quadrant (160 feet from SR 60 centerline).

Results for the proposed project for all years (1990, 2000, and 2010) and existing conditions are within the National Ambient Air Quality Standards of 35 ppm for one-hour exposure and 9 ppm for eight-hour exposure. As the traffic parameters at this intersection remain unchanged between 2000 and 2010, regardless of construction or no-action alternative, the CO concentration will not vary with regard to the construction alternative.

TABLE 2

Computer Modeled Carbon Monoxide Levels (Parts Per Million)

SR 60 - Parsons Ave. Intersection

<u>Eight Hour</u>		<u>One Hour</u>	
<u>1985</u>	<u>2010</u>	<u>1985</u>	<u>2010</u>
5.6	6.6	15.3	17.7

* Environmental Quality 1982-83, Hillsborough County

Although there is a National Ambient Air Quality Standard for airborne lead, monitoring by the Florida Department of Environmental Regulation (FDER) has shown no recent violations of the standard in Florida. In addition, increasingly stringent U.S. Environmental Protection Agency (USEPA) regulations governing lead concentrations in gasoline are resulting in significantly lower measurements of airborne lead in Florida. Therefore, motor vehicle lead emissions from the study area will not have a significant effect on the environment regardless of which alternative is chosen.

Slight increases in the pollutant level of particulates may occur during construction. This effect will be minimized by the FDOT's dust control measures and through adherence to open burning regulations prescribed by the FDER.

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project. This project is in conformance with the State Implementation Plan because it will not cause violations of air quality standards and will not interfere with any transportation control measures (See Appendix).

4.3.3 Noise

A noise study was performed for this proposed project as part of the Environmental Assessment reflecting the techniques set forth by the FHWA in "Sound Procedures for Measuring Highway Noise", Final Report, FHWA DP-45-IR and Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3 (FHPM 7-7-3). Copies are available from the District One Office in Bartow. Data

concerning present and anticipated traffic volume, speed and car/truck mixes were utilized to determine potential noise impacts associated with this proposed improvement. Traffic data can be found in Figures 4-7.

Present and future noise levels at selected receptor sites were calculated using the Federally approved STAMPLOT computer noise prediction model. This model was applied to 1985 and 2010 (design year) for "construction" and "no-action" alternatives. A description of the noise receptor sites can be found in Table 3 with site locations illustrated in Figure 17.

TABLE 3
NOISE PREDICTION SITES

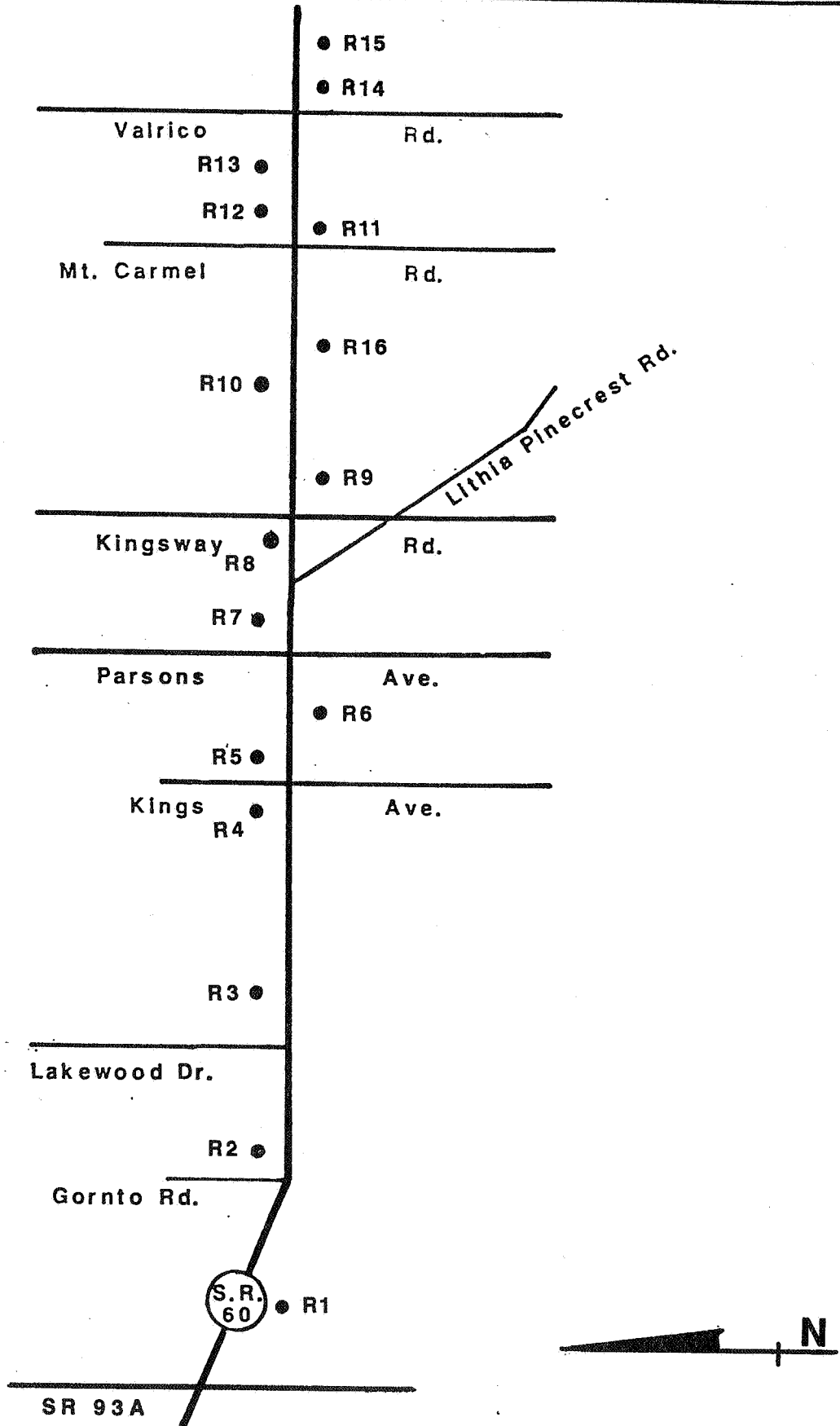
Site No.	Description	Location
1	Cemetery	80' S. of R.O.W.*, 775' W. of Gornto Rd.
2	Representative Receptor	8' N. of R.O.W.*, 900' E. of Gornto Rd.
3	Waffle House..representative of 5 restaurants	30' N. of R.O.W.*, 370' E. of Hilltop Rd.
4	Naugle's Tacos	30' N. of R.O.W.*, 700' W. of Kings Ave.
5	Dairy Queen	38' N. of R.O.W.*, 943' W. of Knights Ave.
6	Stower's Funeral Home	132' S. of R.O.W.*, 70' W. of Knights Ave.
7	Walk-in Clinic	24' N. of R.O.W.*, 600' E. of Parsons Ave.
8	Representative Receptor	16' N. of R.O.W.*, 200' W. of Kingsway Rd.
9	Church of Nativity	66' S. of R.O.W.*, 900' E. of Kingsway Rd.

10	Brandon Motor Lodge	22' N. of R.O.W.*, 790' E. of Oakwood Ave.
11	Mobile Home..representative of 6 Mobile Homes	4' S. of R.O.W.*, 185' E. of Mt. Carmel Rd.
12	Hillsboro Motel	52' N. of R.O.W.*, 370' E. of Mt. Carmel Rd.
13	Valrico Medical Center	104' N. of R.O.W.*, 935' E. of Mt. Carmel Rd.
14	Isolated Residence	24' S. of R.O.W.*, 720' E. of Valrico Rd.
15	Isolated Residence	28' S. of R.O.W.*, 910' E. of Valrico Rd.
16	Isolated Residence	18' S. of R.O.W.*, 925' W. of Mt. Carmel Rd.

* Right of Way

All noise levels are expressed in dBA, which is the decibel (dB) level measured on the A scale. The A scale most closely approximates the frequency response of the human ear. These noise levels are presented as Leq, which is the equivalent steady-state sound level that, in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same period.

The Federal Aid Highway Program Manual (FHPM) 7-7-3, "Procedures for Abatement of Highway Traffic Noise", establishes guidelines of acceptable noise levels consistent with appropriate land uses. These guidelines are presented in Table 4, Design Noise Level/Activity Category Relationships. When noise abatement criteria are predicted to approach or exceed these levels, consideration of noise abatement measures which might reduce or eliminate projected noise impacts are required.



NOISE PREDICTION SITES

State Road 60
Brandon, Florida

TABLE 4

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS

Activity Category	L_{eq}	L_{10}	Description of Activity Category
A	57 dBA (Exterior)	60 dBA	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 dBA (Exterior)	70 dBA	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA	Developed lands, properties, or activities not included in Categories A or B above.
D	---		Undeveloped lands.
E	52 dBA (Interior)	55 dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

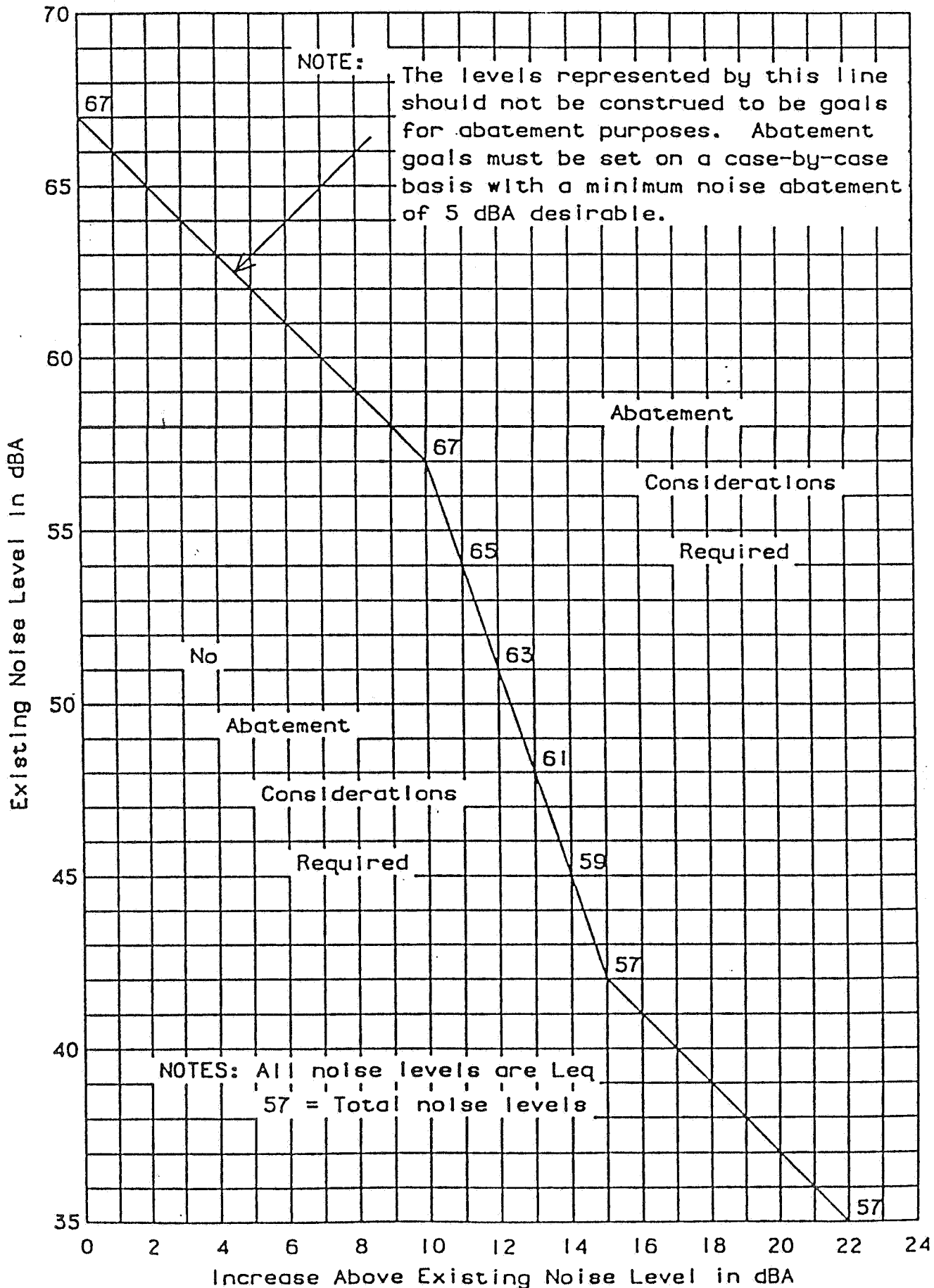
¹Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.

SOURCE: Department of Transportation, Federal Highway Administration Highway Noise Control Standards and Procedures FHPM 7-7-3.

Another method of assessing potential noise impacts is presented in Figure 18, "Abatement Criteria Activity Category B". This FDOT impact rating categorizes noise impacts based on dBA increases over and above existing or ambient noise levels as compared to criteria levels. This impact analysis ranges from "no abatement considered" to "abatement considerations required".

The potential for impacts on noise sensitive sites was evaluated throughout the proposed project by utilizing representative receptors along the corridor. Recognized noise sensitive sites include schools, parks, residences, hospitals and libraries. Noise prediction sites were chosen by examination of aerial photography and field reviews. A minimum of one receptor site was chosen between each roadway link where a change in traffic parameters occur. Sites chosen represent the worst case for potential impacts along that link. Potential noise impacts were evaluated at 16 noise sensitive sites along the proposed corridor.

ABATEMENT CRITERIA ACTIVITY CATEGORY B



Traffic volumes along the corridor from the SR 93A (I-75) (western terminus) to Kings Ave. will be at LOS "C" (worst case) during 1985 for the "no-action" alternative (ADT=27,000). LOS "C" will be reached within five years for the construction alternative (ADT=41,800). Predicted dBA values will be 1 to 2 dBA greater for the construction alternative than the no-action alternative for all years tested and at all receptor sites. All predicted dBA values will be within criteria limits and no noise impacts will be incurred at these receptor sites.

Traffic volumes between Kings Ave. and Parsons Ave. will be at LOS "C" prior to the year 2010 for "construction" and "no-action" alternatives (ADT=41,000). There will be no noise-related impacts along this segment as traffic volumes for "construction" and "no-action" alternatives will be the same. All predicted dBA values will be within established criteria limits.

Between Parsons Ave. and Lithia/Pinecrest Rd. traffic volumes will be at LOS "C" (ADT=41,800) by 2010 for both "construction" and "no-action" alternatives. Noise levels at the receiver within this segment (Walk-in Clinic) will be at criteria levels and experience a minor noise impact for both "construction" and "no-action" alternatives.

The segment of SR 60 between Lithia/Pinecrest Rd. and Kingsway Rd. will reach LOS "C" traffic (ADT=41,600) by the year 2010. Noise levels will be at criteria levels by the year 2010 for both "construction" or "no-action" alternatives and will be classified as having no impact. As traffic volumes and speeds remain unchanged for "construction" and "no-action" alternatives, noise levels will also be the same.

A significant (35 percent) increase in traffic is predicted for the construction alternative for the segment of SR 60 from Kingsway Rd. to Mt.

Carmel Rd. The existing facility is presently functioning at LOS "C" (ADT=27,000) as will the construction alternative prior to 2010 (ADT=41,600). Exceedences in criteria levels will occur with both conditions, "no-action" (2 dBA over criterion) and "construction" (3 dBA over criterion). The existing facility is presently functioning with a two (2) dBA exceedence over criterion levels.

Prediction sites along the segment of SR 60 between Mt. Carmel Rd. and Valrico Rd., the eastern terminus, will experience a two (2) to three (3) dBA increase from the "no-action" to "construction" alternatives. LOS "C" volumes will be reached by the year 2010 for both conditions. Of the five (5) prediction sites along this segment, four (4) will experience minor noise impacts with the build condition. Criteria limits will be met or exceeded by up to four (4) dBA at all prediction sites for the "construction" alternative and met at two (2) prediction sites locations for the "no-action" alternatives.

In accordance with 23 CFR 772, alternative noise abatement measures for reducing or eliminating noise impacts were evaluated.

Traffic management, while being an effective method of noise reduction, would be impractical in this situation due to traffic demand volumes and the non-existence of a parallel facility. Restriction of truck traffic would also be considered impractical as SR 60 serves as a major connecting route through the community of Brandon.

This proposed project is located along an existing alignment and, due to the existing commercial development along the corridor, an alignment shift or construction of a vegetative barrier would be considered impractical.

Structural barriers must be as continuous as possible to provide a significant reduction in noise levels. Since the proposed project is along a primarily commercialized alignment with frequent interruptions, the construction of a structural barrier is deemed ineffective.

4.3.4 Wetlands

In compliance with Executive Order 11990, Protection of Wetlands, this project has been evaluated to determine potential impacts on area wetlands. No wetland areas were identified within right-of-way boundaries of the project.

4.3.5 Water Quality

The proposed project is not expected to have any significant impact on the study area's water resources. The major concern is for the potentially adverse effects of increased stormwater runoff due to the vehicular-related pollutants possibly associated with highway drainage.

The FDOT has coordinated with the FDER (Tampa Office) District stormwater personnel/Southwest Florida Water Management District (SWFWMD) and provided them with a preliminary coordination package describing the conceptual design of the stormwater management system for this project. As a result of that coordination, the FDOT is developing a stormwater treatment system for the project in accordance with Chapter 17-25 Florida Administrative Code (F.A.C.). The Department will continue the coordination effort during

subsequent project development stages to ensure compliance with Chapter 17-25, F.A.C. This coordination does not relieve the FDOT of the necessity to acquire permits under Chapter 17-25, F.A.C. nor does the preliminary review ensure a favorable permitting review.

Because of the State of the Art in highway stormwater research, it is not possible at this time to determine the impacts of this discharge on the quality of stormwater runoff. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality consideration. Any additional stormwater treatment measures found necessary over and above Best Management Practices in order to obtain 17-25, F.A.C. compliance will be state funded.

The impacts of the proposed project on surface water quality of the site environs will essentially be limited to the adverse effects of erosion during construction. These potentially adverse effects of construction are considered temporary and minimal. This project is not expected to have a significant impact on groundwaters, recharge areas or public water supplies. This will be effected by adherence to the erosion and stormwater runoff control measures of Chapter 17-3 and 17-25 of the F.A.C. and Section 104 of the FDOT Standard Specifications for Road and Bridge Construction.

4.3.6 Floodplain Involvement

In compliance with Executive Order 11988, Floodplain Management, the proposed project has been evaluated to determine potential impacts on the base floodplain. Federal Insurance Administration Flood Insurance Rate Maps 387B and 395B concerning Community 120112 indicate that the proposed project

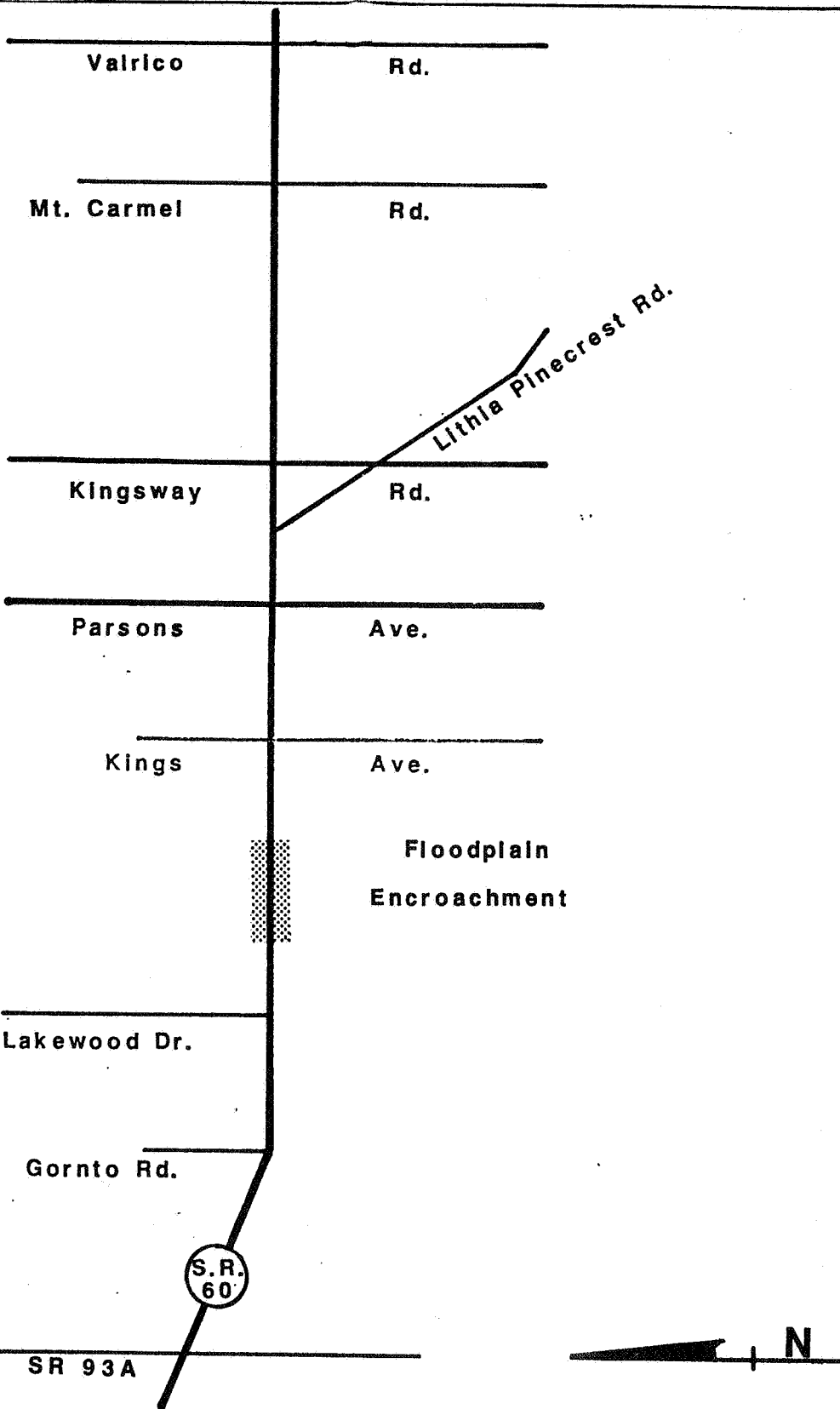
will involve transverse floodplain crossings at one location, Sand Lake, approximately 900 feet east of Morrison Rd. and extending approximately 850 feet to the east (See Figure 19). The roadway elevation of this point is 33.2 feet (NGVD). No longitudinal floodplain encroachments will be incurred as a result of this project. There are no regulatory floodways within the project limits.

In accordance with the requirements set forth in FHPM 6-7-3-2, Paragraph 7, a field review was made by the FDOT to evaluate the hydraulic impact of this project. According to this evaluation, the existing structures appear to be adequate and strategically located. This evaluation indicates that no adverse conditions exist as related to the floodplain along this project and that there is no risk associated with this action.

4.3.7 Hazardous Waste

The proposed project has been evaluated, in accordance with 23 CFR 770, for potential hazardous waste involvement by means of field reviews, a literature search and coordination with the Florida Department of Environmental Regulation. This survey investigated areas where additional right-of-way will be required to complete this proposed project. Areas outside the proposed right-of-way were visually examined to determine if alignment shifts would significantly lessen any hazardous waste involvement.

No changes could be detected in impacts to potentially hazardous waste sites by incorporation of minor alignment shifts. No regionally significant hazardous waste sites are located within the corridor.

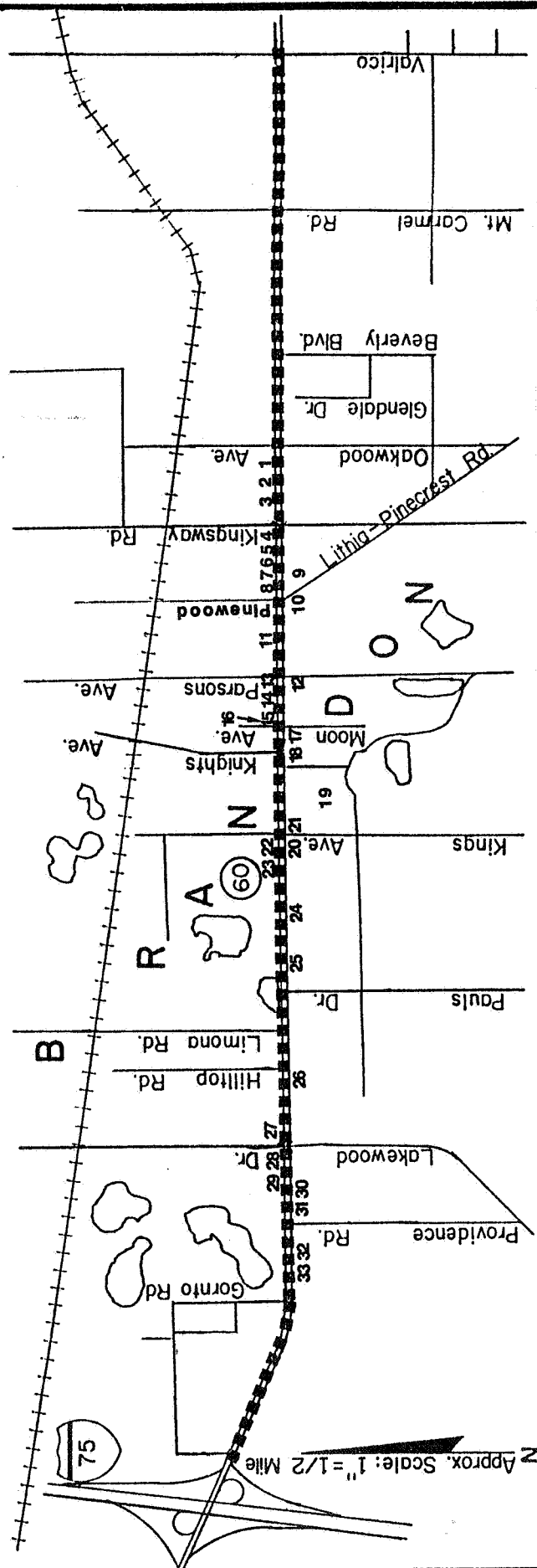


Floodplain Encroachment Map

Brandon, Florida

FIGURE 19

● POTENTIAL HAZARDOUS WASTE SITES



S.R. 60
From I-75 to Valrico Rd.
(4.5 Miles)

POTENTIAL HAZARDOUS WASTE SITES

Figure 20

A total of 33 sites of potential hazardous waste contamination were identified within or adjacent to the project limits (Figure 20). Nine of these sites have been listed on the FDER Petroleum Contamination Incidents Site List.

An additional 10 feet (approximate) will be required from the eastern side of the Charter Gas Station (1) located in the northwestern corner of SR 60-Oakwood Avenue intersection. No apparent involvement with buried fuel tanks exists at this location.

Sam's (L&L) Amoco (2), located at the northeastern corner of the Ridgewood Avenue-SR 60 intersection and a Hess Gas station (3), located at the northeast corner of the Kingsway Road-SR 60 intersection will be unaffected by right-of-way acquisition with the exception of turning lane improvements requiring minimal additional right-of-way at the southeast corners of the properties. The Amoco station is a registered (EPA-ID:FLD981855372, GMS-ID:4029P80818) generator requiring no permits.

Brandon Cleaners (4), located at the northwest corner of the Kingsway Road-SR 60 intersection, will be impacted by right-of-way requirements for turning lane improvements. Although this facility is unregistered with the FDER, similar facilities are registered due to the nature of cleaning solvents used. Due to right-of-way requirements at this facility this site should be investigated in more depth as to potential hazardous waste contamination prior to right-of-way acquisition.

The Quality Automotive Inc. (5) adjacent to SR 60 on the north between Kingsway Road and Montclair Avenue is the site of a former gas station. Approximately 20 feet of right-of-way will be required here and from the Eastern Gas Station (6) adjacent to the west. Both of these sites will require further evaluation prior to right-of-way acquisition.

The Joy Food Store/Gas Station (7) is located between Montclair Avenue and Pinewood Drive along the north side of SR 60 in an area where 20 feet of additional right-of-way will be required. It appears that this site will be unaffected by the proposed highway improvements.

In the northeast corner of the Pinewood Drive-SR 60 intersection is the Cottman Transmission (8) which appears to be a former gas station. Approximately 25 feet of additional right-of-way will be required from the southern and western sides of this property. This site should be evaluated for the possibility of hazardous waste contamination prior to acquisition of additional right-of-way. On the south side of SR 60 across from Cottman Transmission and in the southeast corner of Lithia-Pinecrest Road-SR 60 is a Spur Gas Station (9). This gas station will be substantially impacted by this proposed action. It is likely that fuel storage tank removal will be required at this location. Testing for hazardous waste contamination at this location is recommended prior to right-of-way acquisition.

In the southwest corner of the Lithia-Pinecrest Road-SR 60 intersection is the Brandon Tire and Auto Service Center (10). This is also a Texaco Service Station. Substantial impacts to this business will be realized due to the amount of right-of-way required here. As recommended for the Spur Station (9), testing for the potential of hazardous waste is recommended at this location.

Substantial impacts at sites 9 and 10 were necessary to avoid impacts to the cemetery located in the northwest corner of the Pinewood Drive-SR 60 intersection.

Allied Tire Sales, Inc. (11), located between Parsons Avenue and Pinewood Drive along the SR 60 alignment to the north is a registered

(EPA-ID:FLD981858368, GMS-ID:4029P00003) small quantity generator requiring no permits. Approximately 20 feet of additional right-of-way will be required at this location. Hazardous waste contamination is not expected at this location although testing for the potential contamination is suggested due to the existence of a small quantity generator.

In the southwest corner of the Parsons Avenue-SR 60 intersection is the Brandon Union 76 Service Station (12). Approximately 40 feet of additional right-of-way will be required along the northern property line and approximately 20 feet along the eastern property line. Substantial impacts at this site will be realized which may require the removal of storage tanks. This site should be tested for potential hazardous waste contamination prior to right-of-way acquisition.

The B&G Chevron Service Station (13), located in the northwest corner of the Parsons Avenue-SR 60 intersection, may require testing for potential hazardous waste contamination. Approximately 20 feet of additional right-of-way will be required from the south and east property limits.

Between Edwards Street and Parsons Avenue along SR 60 to the north is Siam Motors (14), which appears to be the site of a former gas station. Approximately 15 to 20 feet of additional right-of-way will be required at this location. It may be necessary to test this site for potential hazardous waste contamination prior to right-of-way acquisition.

A Shell Service Station (15) is located in the northwest corner of the Edward Street-SR 60 intersection. Automotive Service Specialties, Inc. (16), located adjacent to the Shell Service Station, is a registered (EPA-ID:FLD981745623, GMS-ID:4029P00007), generator requiring no permits. Approximately 15 to 20 feet of additional right-of-way will be required along

SR 60 at these locations. Testing for potential hazardous waste contamination may be required at this location.

Approximately 35 feet of additional right-of-way will be required along the SR 60 right-of-way from Pellegrino's Gulf Service Station (17), which is located in the southwestern corner of the Moon Avenue-SR 60 intersection. This site should be tested for hazardous waste contamination prior to right-of-way acquisition.

Adjacent to Pellegrino's Gulf Service Station is the U-Haul Moving Center of Brandon (18). While not a hazardous waste site the potential as a safety hazard should be noted. Propane storage and refilling facilities are located near the existing right-of-way line. Approximately 40 feet of additional right-of-way will be required at this location.

Located in Clayton Plaza is the Clayton Plaza Cleaners and Laundry (19), a registered (EPA-ID:FLD080212004, GMS-ID:4029P80740) generator requiring no permits. This business is well off the existing and proposed right-of-way and will be unaffected by this proposed action.

Jerry's Chevron Service Station (20), located in the southwest corner of Kings Avenue-SR 60, is a registered (EPA-ID:FLD089650378, GMS-ID:4029P80768) generator requiring no permits. Approximately 20 feet of right-of-way will be required from the Kings Avenue frontage and approximately 10 feet from the SR 60 frontage. Testing for hazardous waste contamination is recommended at this location prior to right-of-way acquisition.

In the southeast corner of the Kings Avenue-SR 60 intersection is Bentz Amoco (21). Approximately 15 to 20 feet of additional right-of-way will be required from frontage along Kings Avenue. Further evaluation for the potential for hazardous waste contamination should be completed at this location prior to right-of-way acquisition.

The Brandon Exxon Service Station (22) is located in the northwest corner of Kings Avenue-SR 60. Approximately 20 feet of additional right-of-way will be required from the Kings Avenue frontage. This site should be evaluated prior to right-of-way acquisition for the potential for hazardous waste contamination.

The Sherwin Williams Paint Co. (23) is a registered (EPA-ID:FLD073196792, GMS-ID:4029P81039) non-handler requiring no permits. This site is off the existing or proposed right-of-way and will be unaffected by the proposed project.

Christie's Goodyear Tires, Inc. (24), a registered (EPA-ID:FLD067222307, GMS-ID:4029P80796) generator requiring no permits, is located along the SR 60 right-of-way between Kings Avenue and Pauls Drive. This site is outside the existing right-of-way and will be outside the proposed right-of-way. It will be unaffected by this proposed project.

The Oasis Gas Station (25), located near SR 60 and within the Brandon Mall Parking lot, will be unaffected by this proposed project.

In the southeastern corner of the Morrison Road-SR 60 intersection is a Joy Food Store and Gas Station (26) which appears to be partially within the existing right-of-way. Although no additional right-of-way will be required at this location, due to the proximity of this business to the existing roadway it is recommended that testing for hazardous waste contamination be completed at this site prior to construction.

The Brandon Gulf Car Service Center (27) is located in the northeastern corner of the Lakewood Drive-SR 60 intersection. Approximately 15 feet of additional right-of-way will be required along the Lakewood Drive frontage. It is recommended that testing for hazardous waste contamination be completed at this site prior to right-of-way acquisition.

In the northwestern corner of the Lakewood Drive-SR 50 is a Amoco Service Station (28) which will be unaffected by right-of-way acquisition.

Brandon Chrysler-Plymouth Sales (29), located between Lakewood Drive and Providence Road, is registered (EPA-ID:FLD064687189, GMS-ID:4029P00026) as being exempt and requiring no permits. This business is outside the existing right-of-way in an area where no right-of-way acquisition will be required and will be unaffected by the proposed project. Opposite Brandon Chrysler-Plymouth Sales is Harden Transmission Repair (30) on the south side of SR 60. This appears to be the site of a former service station. It is outside the existing right-of-way in an area with no right-of-way acquisition and will be unaffected by the proposed project.

Yamaha of Brandon, Inc. (31) located between Lakewood Drive and Providence Road on the south side of SR 60, is a registered (EPA-ID:FLD067238386, GMS-ID:4029P80799) generator requiring no permits. This business is located outside the existing right-of-way in an area where no additional right-of-way will be acquired and will not be affected by this proposed action.

Two service stations are located in the vicinity of Providence Square Mall outside the existing right-of-way and in an area where no additional right-of-way will be required. They are a Charter Gas Station (32) and a Texaco Service Station (33). They will be unaffected by this project.

Area identified as sites with potential hazardous waste involvement should be investigated when exact right-of-way requirements are determined and prior to right-of-way acquisition.

4.3.8 Coastal Zone Consistency

The Office of Planning and Budget, Office of the Governor has determined that this project is consistent with the Florida Coastal Zone Management Plan (See Appendix).

4.3.9 Threatened and Endangered Species

In order to comply with the Endangered Species Act, a field review and study of this project was conducted by the FDOT. For this study, threatened or endangered species which may potentially exist in this area were identified from the U.S. Fish and Wildlife Services publication "Endangered and Threatened Species of the Southeastern United States".

Land use within the limits of the proposed project is primarily commercial and medium density residential and, being an existing alignment, has only a slight potential for involvement with any endangered or threatened species. The following Federally threatened or endangered species ranges fall within the project limits:

Wood Stork (Mycteria americana)

Southern Bald Eagle (Haliaeetus leucocephalus)

Ivory-Billed Woodpecker (Campephilus principalis)

Bachman's Warbler (Vermivora bachmanii)

Kirtland's Warbler (Dendroica kirtlandii)

Arctic Peregrine Falcon (Falco peregrinus tundrius)

American Alligator (Alligator mississippiensis)

Eastern Indigo Snake (Drymarchon corais couperi)

The woodstork breeding ground in the United States is currently restricted to Florida, Georgia and to some extent to South Carolina. Habitat includes freshwater and brackish wetlands with nesting occurring in cypress and mangrove swamps and feeding primarily in freshwater marshes and flooded pastures and ditches. No critical habitat has been determined for the woodstork. Areas of favorable habitat do not exist within the project limits for the woodstork and none have been observed in the corridor.

The southern bald eagle is found throughout the United States with nesting in the southeast limited primarily to peninsular Florida. A field review and literature search indicates that no eagles nests are located within the project corridor. No critical habitat, as designated by the U.S. Fish and Wildlife Service, exists within the area of the proposed project. A species list compiled by the Florida Division of Archives, History and Records Management for the 15 acre site surrounding the Mosely House (1820 W. Brandon Blvd.) included an eagle sighted overhead in 1982. Areas of favorable habitat do not exist within the project limits due to previous alteration of the environment.

The ivory-billed woodpecker, endangered throughout it's entire range, requires extensive undisturbed mature stands of lowland hardwood forest. No individuals have been sited within the project limits and due to the development none are expected. No critical habitat has been established within the corridor.

The Bachman's warbler's range includes the southeastern United States during the breeding season although its present distribution is unknown. It is endangered throughout its entire range. Habitat requirements for nesting include low, wet forested areas. No critical habitat has been

established within the vicinity of the proposed project and no individuals have been sighted.

The existence of Kirtland's warbler in Florida is that of a migratory species. Breeding occurs in the lower peninsula of Michigan and winters in the Bahama Islands. Migration through Florida primarily occurs along the east coast. No critical habitat has been designated within the project limits and no individuals have been sighted.

The endangered Arctic peregrine falcon breeds in Arctic Alaska, Canada and Western Greenland, migrating south to the Gulf Coast and then on to South America. Some overwintering may occur along the Gulf Coast and southern tip of Florida. No designated critical habitat exists within the region. Although individuals have not been observed within the project area they may be seasonally present as a migratory population.

The American alligator is classified as being threatened under the Endangered Species Act's similarity of appearance provision in Florida and coastal areas of Georgia and South Carolina. No critical habitat has been designated for this species. Although no individuals have been observed and no suitable habitat exists within the project corridor, it is possible that individuals may reside in Sand Pond, adjacent to the project. Development of this proposed project should have no impact on these individuals.

The eastern indigo snake occurs in southeast Georgia, peninsular Florida into the lower Keys and somewhat into northwestern Florida. This snake generally prefers high, dry, well-drained sandy soils although it may inhabit swamps and streams during warmer months. No critical habitat has been designated for this species. Although suitable habitat does not exist within the project limits, the Mosely property adjacent to the northwestern limits of the project does contain suitable habitat to support the eastern indigo snake.

This proposed project will have no affect on threatened or endangered species within the project corridor.

4.3.10 Farmlands

Land use within the proposed alignment is primarily commercial and medium density residential. Through coordination with the Soils Conservation Service, it has been determined that the project area which is located in the urbanized area of Brandon does not meet the definition of farmland as defined by 7 CFR 658, therefore the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project.

4.3.11 Construction

Several utilities, including telephone, electric power and water are located along the project corridor. Utility relocation should be minor as the proposed project lies primarily within existing right-of-way. Relocation of utilities within existing FDOT right-of-way is normally the burden of the utility owner. Early and close coordination with the utility companies prior to construction should provide sufficient time for relocation of facilities without incurring adverse operational impacts.

Potential effects of the construction or modification of drainage structures and the short term construction impacts on vegetation, increased erosion and fugitive dust will be minimized by strict adherence to the provisions of Section 104 of the FDOT's Standard Specifications for Road and Bridge Construction.

The amount of erosion/siltation should be minimal due to the relatively flat topography. The construction area would also be prepared for revegetation and reseeding using methods approved by the FDOT. The disposal of brush and land clearing and waste materials during construction might require minor amounts of burning. However, such burns would be of short duration and would be performed in accordance with state, county and local ordinances.

During the construction process, there is the potential for noise impacts greater than those resulting from normal traffic operations. Construction noise will be controlled on this project by adherence to the controls listed in the FDOT's Standard Specifications. In addition to these specifications, the following requirements will be included in the special provisions of the construction contract:

1. The contractor will limit construction activities requiring the use of heavy equipment to the time period between the hours of 7:00 A.M. and 6:00 P.M. unless written permission is obtained from the engineer.
2. The contractor shall not work on Sundays or legal holidays except to protect the public health and/or safety or by written permission from the engineer.
3. In the event the above restrictions are not adequate to keep construction noise to an acceptable level as determined by the engineer, he may direct the use of other controls and abatement measures.

It is not anticipated that there will be significant construction impacts from the build alternate.

5.0 Comments and Coordination

5.1 Governmental Agency Responses

In accordance with Executive Order 12372, comments concerning this project have been solicited from numerous governmental agencies through the State Planning and Development Clearinghouse. The Clearinghouse has indicated that the proposed improvement will be in accord with state plans, projects, programs and objectives when consideration is given to the comments expressed by the reviewing agencies. The following local, state and federal agencies have responded to this advanced notification:

Tampa Bay Regional Planning Council

Southwest Florida Water Management District

Florida Department of Environmental Regulation

Florida Department of State, Division of Archives,

History and Records Management

United States Department of Agriculture

United States Department of Commerce, National

Oceanic and Atmospheric Administration, National

Marine Fisheries Service

United States Department of Interior, National Park Service

United States Fish and Wildlife Service

United States Environmental Protection Agency

1. Comment: The Tampa Bay Regional Planning Council has reviewed the proposed project and found it to be consistent with Council policy stating that "conversion of urban arterials to controlled or limited access

facilities is preferable to construction of new freeway facilities other than the Interstate system. The proposal is also consistent with Florida's Coastal Management Program".

2. Comment: The Southwest Florida Water Management District has reviewed plans for the proposed project and has determined that this project is in partial compliance with district permitting requirements. SWFWMD further states that this proposed project will require some type of detention/retention system for stormwater treatment.

Disposition: A stormwater treatment system will be developed for this proposed project in accordance with Chapter 17-25 Florida Administrative Code (F.A.C.). Continued coordination with the SWFWMD and the Florida Department of Environmental Regulation will ensure compliance with Chapter 17-25 F.A.C. and Chapter 40D-4.

Due to the State of the Art in highway stormwater research, it is not possible at this time to determine the impacts of this discharge on the quality of stormwater runoff. Any additional stormwater treatment measures found necessary over and above Best Management Practices in order to obtain 17-25, F.A.C. compliance will be state funded.

3. Comment: The Florida Department of Environmental Regulation has reviewed the advanced notification regarding this proposed project and has offered similar comments regarding stormwater detention/retention as did the SWFWMD. FDER also refers to wetland and floodplain areas identified by the FDOT which will be impacted. FDER further states that mitigation measures should be discussed.

Verification of consistency with the Florida Coastal Zone Management Program is granted at the advance notification stage.

Disposition: The disposition of FDER comments regarding stormwater systems has been discussed under comment number two.

State Project Number 10110-1549, SR 60 improvements from I-75 easterly to Valrico Rd. was initially a segment of an extended improvement project which included State Project Number 10110-1550. State Project Number 10110-1550 extended the proposed project limits westerly from I-75 to County Road 573 (78th Street) in Tampa.

Wetlands referred to in the FDER letter are within the State Project Number 10110-1550 limits and have been deleted from this project. No significant wetlands are involved in this proposed project. Floodplain involvement along the proposed project involves a transverse crossing at Sand Lake, approximately 900 feet east of Morrison Rd. The floodplain crossing extends approximately 850 feet east. All other floodplain encroachments are within the western segment, State Project Number 10110-1550, which has been deleted from this project.

4. **Comment:** The Florida Department of State, Division of Archives, History and Records Management stated that no archaeological sites listed or eligible for listing in the National Register of Historic Places were found during the survey of this project.

Three significant historic sites were identified as part of this survey:

1. Mosely House
2. Valrico Villa
3. Brandon House

Disposition: The Mosely House is outside the right-of-way of this proposed project and will be unaffected by this project. Valrico Village has been dismantled. A large regional shopping center is now at this

location. The Brandon House, in the opinion of the Historic Tampa/Hillsborough County Preservation Board, has lost the physical characteristics which would make it eligible for listing on the National Register of Historic Places. Additionally, the 36 foot by 13 foot parcel of land required would not have a significant impact on the structure itself.

5. **Comment:** The United States Fish and Wildlife Service has reviewed the Advanced Notification Package for State Project Numbers 10110-1549 and 1550 and has identified wetlands effected by this proposed project.

Disposition: All wetlands identified by the U.S. Fish and Wildlife are within the State Project Number 10110-1550 segment and will be unaffected by this proposed project.

No other pertinent issues were identified as a result of the Early Notification process by the responding agencies. The Department will not make a final decision on the proposed action or any alternative until a public hearing has been held on this project and all comments received have been taken into consideration.

5.2 Public Involvement

A public information meeting was held on Thursday, February 6, 1986, from 3:00 P.M. to 8:00 P.M. at the Ramada Inn East, 9311 Adamo Drive in Tampa. Department representatives were present during the five-hour period to answer questions and discuss the proposed improvements.

Notification of the workshop was accomplished by letters to property owners whose property lies in whole or part at least 300 feet from the centerline of the proposal. Letters were mailed to elected and appointed officials and other interested parties. News releases were sent to area print

and electronic media. A quarter-page legal advertisement was published in the February 4, 1986, edition of the Tampa Tribune.

Approximately 100 persons attended the meeting. The majority of the attendees were private citizens although approximately 20% of those attending were business owners/managers.

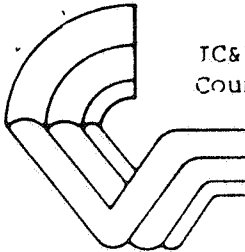
Several of the comments received at the workshop concerned the need for improving parallel and intersecting roadways to SR 60. Most business owners approved of the raised median and mid-block cross-over plan.

An "open format" public hearing on the proposed project was held in accordance with Florida Statute 339.155 on Thursday, October 15, 1987 from 3 p.m. to 8 p.m. at the Ramada Inn East, 9331 Adamo Drive (SR 60) in Tampa. Approximately 50 persons attended the hearing.

The "open format" hearing included Department representatives answering questions at display rolls of aerial photographs. There was no slide show concerning the project. However, a script was read to hearing attendees. A project brochure was distributed which described the ways interested persons could comment for the public record; explained the federal-state partnership in highway construction; summarized the project study and impacts of the proposed improvement; described the right of way acquisition and relocation assistance process; and listed construction segments included in the Department's Five Year Work Program.

Notification of the hearing was accomplished by letters to property owners whose property lies in whole or in part at least 300 feet from the centerline of the proposal. Letters were also mailed to elected and appointed officials and other interested parties. Legal advertisements were published in the Tampa Tribune on September 15 and October 5, 1987, with a quarter-page legal display advertisement appearing on October 13, 1987.

IC&R #208-84: Upgrading State Route 60 (State #10110-1549), Hillsborough County



CLEARINGHOUSE REVIEW

The Florida Department of Transportation (FDOT) has requested review and comment on an early notification for capacity improvements for a 4.7 mile segment of Brandon Boulevard (SR 60) between I-75 (SR 93) and Valrico Road in Hillsborough County. The project consists of the construction of one eastbound and one westbound through lane. Location: Hillsborough County; Agency: FDOT and Federal Highway Administration.

Local Comments Requested From:

Hillsborough County Department of Development Coordination: No comments received as of January 7, 1985.

Hillsborough County Environmental Protection Commission: No comments received as of January 7, 1985.

Tampa Urban Area Metropolitan Planning Organization: No comments received as of January 7, 1985.

Council Comments and Recommendations:

This project has been reviewed for consistency with the Council's adopted growth policy, the Future of the Region. The proposal has been found to be consistent with Council policy which states that conversion of urban arterials to controlled or limited access facilities is preferable to construction of new freeway facilities other than the Interstate system. The proposal is also consistent with Florida's Coastal Management Program.

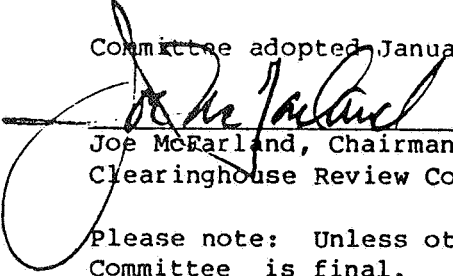
State Route 60 is currently a four lane divided arterial which operates at an unacceptable level of service E (v/c - 1.32) based on traffic counts (1983) taken at Florida Department of Transportation count station Number 5253 which is approximately 1.33 miles east of the I-75/SR 60 interchange and LOS F (v/c = 1.40) at FDOT count station 5254 which is located approximately 2.94 miles east of the same interchange. Completion of the six lane divided arterial facility should improve the operation of the roadway segment from the LOS E/F condition to LOS C which is a regionally acceptable standard.

It is recommended that FDOT's analysis include traffic from Florida Corporate Center, Brandon Town Center, Brandon Mall, Interstate Business Park, Corporex and Sabal Corporate Park developments of regional impact. It is further recommended that Hillsborough County evaluate zoning and land use along the corridor so that intensification of land use in the vicinity of the project does not negate the proposed benefit from the public expenditure.

Finally, it is recommended that FDOT consider increasing the length of the corridor by expanding to the west to include Faulkenburg Road. FDOT count station 48, located approximately 1000 feet west of the I-75/SR 60 interchange, had a 1983 average daily traffic bi-directional count of 36585 ADT which equates to a daily LOS E condition.

Subject to the above recommendations it is recommended that this proposal be approved for funding. Further, it is recommended that any additional comments addressing local concerns be considered prior to approval.

Committee adopted January 7, 1985.



Joe McFarland, Chairman
Clearinghouse Review Committee

Please note: Unless otherwise notified, action by the Clearinghouse Review Committee is final. Please append a copy to your application to indicate compliance with clearinghouse requirements. The committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process only.

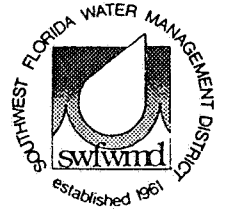
SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT



2379 BROAD STREET, BROOKSVILLE, FLORIDA 33512-9712
PHONE (904) 796-7211 SUNCOM 684-0111

BRUCE A. SAMSON, *Chairman, Tampa* Wm. O. STUBBS, JR., *Vice Chairman, Dade City*
MARY A. KUMPE, *Secretary, Sarasota* RONALD B. LAMBERT, *Treasurer, Wauchula*
DONALD R. CRANE, JR., *Assistant Secretary, St. Petersburg* MICHAEL ZAGORAC, JR., *Assistant Treasurer, Belleair*
WALTER H. HARKALA, *Plant City* JACK STRAUGHN, *Winter Haven* JAMES P. TAFT, *Crystal River*

GARY W. KUHL, *Executive Director* STEPHEN A. WALKER, *General Counsel*
JAMES M. HARVEY, *Deputy Executive Director*



August 1, 1985

Mr. Kevin Doyle
Environmental Specialist
Florida Department of Transportation
P.O. Box 1249
Bartow, Florida 33830



RE: Six-Laning of SR 60 from I-75 (SR 93) Easterly to Valrico Road; Partial Six-Laning and Median Improvements of Courtney Campbell Causeway (Hillsborough County)

Dear Mr. Doyle:

The proposed intentions for the subject projects are in partial compliance with District permitting requirements. Both projects will require some type of detention/retention with filtration - either direct percolation, underdrain, or biological filtration. Please be advised that particular care must be taken to identify the seasonal high water table, especially in the case of the Courtney Campbell Causeway proposal. High ground water conditions (tide level) may pose some problem in this particular project.

Both projects will also require compliance with Chapter 40D-4 of the District Rules, Management and Storage of Surface Water Permitting. The appropriate applications and a copy of the Rules are enclosed.

Respectfully,

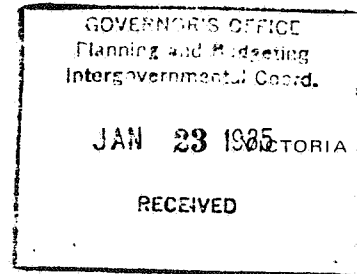
DAVID J. BUSCIGLIO, E.I.
Surface Water Management
Resource Regulation Department

DJB:bag

cc: B.C. Wirth

STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL REGULATION

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



BOB GRAHAM
GOVERNOR
T SCHINKEL
SECRETARY

January 21, 1985

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

Dear Mr. Fahs:

Re: Department of Transportation, Advance Notification
of Intent to Apply for Federal Assistance for
Upgrading SR 60 from I-75 to Valrico Road, Hillsborough
County, Florida, SAI No. FL8412110529C

The Department of Transportation proposes to widen SR 60 from four lanes to six lanes between I-75 and Valrico Road. The Department of Environmental Regulation has reviewed the above referenced advance notification and submits the following comments.

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

The DOT has determined that both wetland and floodplain areas will be impacted by the project. The environmental document prepared for this project should describe the acreage of wetlands and floodplains that will be affected. Mitigation measures for loss of both of these important land types should be discussed.

The proposed construction can be expected to cause/increase stormwater runoff. Adverse impacts should be minimized by (a) avoiding direct discharge into waters by channelized drainage, (b) directing stormwater discharges into vegetated areas, (c) installing erosion control structures and energy dissipaters at points of discharge, and (d) constructing as few lanes as possible. Licenses may be required for the discharge of stormwater associated with the proposed construction, pursuant to Chapter 17-25, Florida Administrative Code.

Mr. Ron Fahs
Page Two
January 21, 1985

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

The proposed project, at the advance notification stage, is consistent with the DER's statutory authorities in the Florida Coastal Management Program. We would like to review the environmental assessment prepared for this project. A reevaluation of the project will be conducted during the environmental documentation stage of highway planning for the project's continued consistency with the FCMP. Future consistency will be based, in part, on adequate discussion of the comments offered in this and subsequent reviews.

We appreciate the opportunity to comment on this advance notification.

Sincerely,

Heather L. Nixon
Environmental Specialist
Intergovernmental Programs
Review Section

HLN/jb

cc: Dr. Richard D. Garrity, DER/Tampa



FLORIDA DEPARTMENT OF STATE
George Firestone
Secretary of State

GOVERNOR'S OFFICE
Planning and Budgeting
Intergovernmental Board.

FEB 23 1985

RECEIVED

DIVISION OF ARCHIVES,
HISTORY AND RECORDS MANAGEMENT
The Capitol, Tallahassee, Florida 32301-8020
(904) 488-1480

February 20, 1985

In Reply Refer to:

Mike Wisenbaker
Historic Sites Specialist
(904) 487-2333

Mr. Ron Fahs, Director
Planning and Development Clearinghouse
Office of Planning and Budgeting
Executive Office of the Governor
The Capitol
Tallahassee, Florida 32301

RE: Your Letter of December 18, 1984
Cultural Resource Assessment Request
SAI No. FL8412110529C, State Project #10110-1549,
Widening of SR 60 from 4 to 6 lanes, I-75
to Valrico Road, Hillsborough County, Florida

Dear Mr. Fahs:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Procedures for the Protection of Historic and Cultural Properties"), we have reviewed the above referenced project for possible impact to archaeological and historical sites and properties listed, or eligible for listing in the National Register of Historic Places. The authorities for these procedures are the National Historic Preservation Act of 1966 (Public Law 89-665) as amended by P.L. 91-243, P.L. 93-54, P.L. 94-422, P.L. 94-458 and P.L. 96-515, and Presidential Executive Order 11593 ("Protection and Enhancement of the Cultural Environment").

We have reviewed the results of a field survey which was directed by Mr. William Browning, an archaeologist employed by the Florida Department of Transportation. No archaeological sites listed, or eligible for listing, in the National Register of Historic Places were found during this survey. However, these significant historic sites were noted: 1) Mosely House located at 1820 West Brandon Boulevard and listed in the National Register of Historic Places, 2) Brandon House (8Hi205) and 3) Valrico Village (8Hi207). At present, the Brandon House and Valrico Villa are undergoing a determination of eligibility for listing in the National Register of Historic Places.

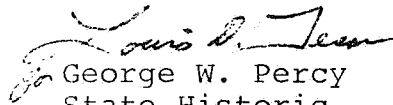
Mr. Ron Fans
February 20, 1985
Page Two

Therefore, this office cannot complete its evaluation of project effect or offer final recommendations on this project until the determinations of eligibility are completed.

If you have any questions concerning our comments, please do not hesitate to contact us.

Your interest and cooperation in helping to protect Florida's archaeological and historical resources are appreciated.

Sincerely,


George W. Percy
State Historic
Preservation Officer

GWP/Wkp

with
RLC



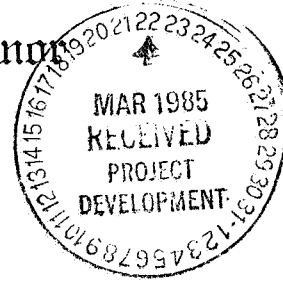
BOB GRAHAM
GOVERNOR

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE 32301

March 7, 1985



Mr. J. C. Kraft, Chief
Bureau of Environment
Department of Transportation
MS 37 Burns Building
Tallahassee, Florida 32301

RE: State Project # 10110-1549 - Hillsborough County - Upgrading SR 60
from I-75 to Valrico Road

SAI: FL8412110529C

Dear Mr. Kraft:

The State Clearinghouse in compliance with Presidential Executive Order #12372, the Governor's Executive Order 85-150, the Coastal Zone Management Act, and the National Environmental Policy Act has coordinated a review of your notification of intent to apply for federal assistance in the amount of \$15,750,000.

The application for upgrading SR 60 in Hillsborough County will be in accord with State plans, programs, procedures, and objectives when consideration is given to the Department of Environmental Regulation's comment letter regarding sound development practices, permitting requirements, and early coordination with their Southwest District Office in Tampa. It should be noted that both wetland and floodplain areas will be impacted by the project. Mitigation measures for loss of both of these important land types should be discussed. The Department of Environmental Regulation also would like to review any environmental assessment prepared on this project. (See enclosed letter.) The Department of State indicated they have reviewed the results of a field survey conducted by William Browning. No archaeological sites are recorded in the area. However significant historic sites were noted: 1) Mosely House located at 1820 West Brandon Boulevard is listed on the National Register of Historic Places, 2) Brandon House and Valrico Villa are undergoing a determination of eligibility for listing in the National Register of Historic Places. Therefore, the Department of State cannot complete its evaluation of project effects or offer final recommendations on this project until the determinations of eligibility are completed. (See enclosed letter.)

In addition, the State of Florida has determined that allocation of federal funds for the above referenced project is consistent with the Florida Coastal Management Program. This consistency determination is based on information contained in the notification of intent and State agency comments thereon.

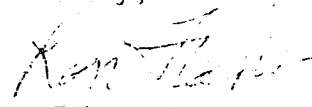
Mr. J. C. Kraft
Page two

Should subsequent consistency determination in accordance with 15 CFR 930.95 be necessary, the State agency comments as indicated above will be considered when evaluating information not previously reviewed. Further, should a State agency determine that this project is being conducted or is having a coastal zone effect substantially different than originally proposed, and, as a result, is no longer consistent with the Florida Coastal Management Program, the remedial measures described in 15 CFR 930.100 will be requested from the appropriate federal agency.

Please append a copy of this letter to your application, and on Item 3a of the SF 424 form insert the above referenced State Application Identifier (SAI) number. Completion of these requirements will assure the federal agency of your compliance with the provisions of Florida's Intergovernmental Coordination and Review Process, and will assist the federal agency in preparing the Notification of Grant-In-Aid Action in accordance with Federal Assistance Award Data System (FAADS). Accommodating this request will reduce the chance of unnecessary delays in processing your application.

Thank you for your cooperation.

Sincerely,


Ron Fahs, Director
Intergovernmental Coordination

RF/mt
Enclosure
CC: DER
DOS
Wendy Giesy
Department of Transportation
P.O. Box 1249
Bartow, Florida 33830

P.O. Box 2676
Vero Beach, Florida 32960

January 11, 1982

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

Dear Sir:

The Fish and Wildlife Service has reviewed the Advance Notification Package (State Project Number 10110-1549 and 1550, Hillsborough County) dated November 12, 1981, for expansion of State Road 60.

A Fish and Wildlife Service biologist conducted an onsite inspection of the general location noted in the Advance Notification package. The three wetland areas to the west of the junction of S.R. 60 and U.S. Highway 301 were the only areas of wetlands that appear to be within the area of proposed construction.

The first area, at the junction of S.R. 60 and U.S. 301, is a small area vegetated with elephant ear and willow. There was standing water in the area at the time of our visit. This area appears to be an isolated pocket with no direct connection to another water body. The Service has no objections to any fill activities in this area.

The second area is the crossing of the Tampa Bypass Canal. The concern of the Service in this area is the maintenance of shallow-water habitat. Bridge expansion in this area should not reduce the area of shallow-water habitat that has resulted from erosion or canal construction. If bridge expansion requires alteration of the shoreline, then shallow-water habitat should be created in adjacent areas.

The third area of wetlands is a large black needlerush Juncus wetland west of Haydell Drive and north of S.R. 60. This area contains a small tidally influenced creek. The roadside ditch contains cattail and other species while higher mounds in the Juncus contain Brazilian pepper and saltbush. This area is surrounded by development but is in a relatively unaltered state. The Service would recommend that no filling be accomplished in this area. Immediately to the south of S.R. 60 is the extension of the Juncus marsh towards the bay. This area has been significantly

impacted by development activities. The Cross Town Expressway crosses this marsh and a box culvert exists under the expressway that permits water flow to and from the marsh. The area adjacent to S.R. 60 is heavily vegetated with Brazilian pepper and saltbush. The Service would recommend that any construction activity on S.R. 60 in this area utilize the south side of the road, and that water flow capabilities be maintained to the north side of S.R. 60. If construction activities require filling north of S.R. 60, mitigation could be performed in the disturbed wetlands south of the road.

These are preliminary comments on the potential impacts in the area and specific plans for the project may point out other problems in the area. Please keep us informed of your plans so that we may participate as early as possible.

Sincerely yours,

Joseph D. Carroll, Jr.
Field Supervisor

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

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request January 23, 1985
Name Of Project State Road 60 from I-75 to Valrico Road	Federal Agency Involved Federal Highway Adm. (Fla. Dept. of Trans.)	
Proposed Land Use Commercial & Medium Density Residential	County And State Hillsborough, Florida	
PART II (To be completed by SCS)		Date Request Received By SCS

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %			
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS			

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	0			

PART IV (To be completed by SCS) Land Evaluation Information	Site A	Site B	Site C	Site D
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)

PART VI (To be completed by Federal Agency)	Maximum Points	Site A	Site B	Site C	Site D
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160				

PART VII (To be completed by Federal Agency)	Maximum Points	Site A	Site B	Site C	Site D
Relative Value Of Farmland (From Part V)	100				
Total Site Assessment (From Part VI above or a local site assessment)	160				
TOTAL POINTS (Total of above 2 lines)	260				

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:



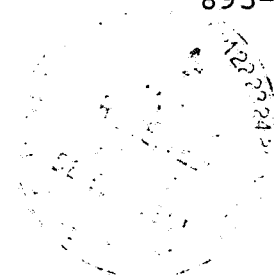
**UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE**

Southeast Region
9450 Koger Boulevard
St. Petersburg, FL 33702

January 13, 1982

F/SER61/WMT
893-3503

Mr. C. L. Irwin, Administrator
Environmental Impact Review
Florida Department of Transportation
Haydon Burns Building
605 Suwannee Street
Tallahassee, FL 32301



RECEIVED
JAN 13 1982

Dear Mr. Irwin:

The National Marine Fisheries Service has reviewed the Advance Notification Package for State Project No. 10110-1549 and 1550, Federal Aid Nos. F-200-1(5) and M-1812-6 in Hillsborough County, Florida, that accompanied your letter dated November 12, 1981. The project proposes the upgrading of State Road 60 east of U.S. 41.

It is difficult to determine the project impact to fishery resources from the wetland description included in the wetland assessment. Generally, when the wetland is contiguous to estuarine waters or coastal riverine waters, we recommend that the wetland be avoided. In certain cases, when the wetland area cannot be avoided, we will request project justification and mitigation plans for review and comment.

As additional environmental information is obtained, we would appreciate being kept informed.

Sincerely yours,

D. R. Ekberg
Chief, Environmental and
Technical Services Division





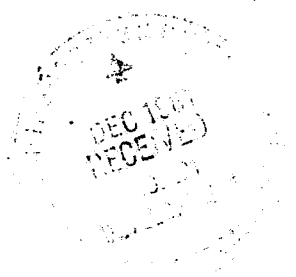
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV
345 COURTLAND STREET
ATLANTA, GEORGIA 30365

RECEIVED

DEC 3 1981

November 25, 1981



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

Dear Mr. Kraft:

We have reviewed the advance information on the following highway improvements projects:

- (1) Improvements to State Road 200 near the Seaboard Coastline in Duval County *72290-1429*
- (2) Improvements to State Road 60 including six laning of the facility in Hillsborough County *10110-1549, 1550*
- (3) Improvement on Biscayne Boulevard (State Route 5) in Dade County *87030-1533*
- (4) Improvements to State Road 13 from I-295 to Race Track Road in Duval and St. John County. *72160-1540*

For all of these improvement projects we believe the environmental losses of these projects will be acceptable. Our primary environmental concerns are contained in the attached Appendix E.

Sincerely yours,

for Joe T. McInerney

Sheppard N. Moore
Acting Chief, EIS Section

Enclosure:
Appendix E

APPENDIX E

A review of the highway widening and/or improvement project does not indicate that the proposed work will cause serious water quality or ecological problems if proper consideration is given to erosion control measures. However, since a stream crossing is involved, the Corps of Engineers and the Coast Guard should be contacted with regard to permit requirements. We will review the permits for conformance with current EPA 404(b) guidelines, Executive Order 11988, "Floodplain Management," and Executive Order 11990, "Protection of Wetlands." Therefore, we recommend that the highway project be designed with these criteria in mind.



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

413

The Director of the National Park Service is pleased to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4 (f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Attachment

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

National Park Service

Name of property: Brandon House

Location: Brandon, Hillsborough County

State: FL

Request submitted by: DOT/FHWA P.E. Carpenter

Date received: 6/7/85

Additional information received:

Opinion of the State Historic Preservation Officer:

Eligible Not Eligible No Response

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: B, C Not Eligible

Comments:

This property, located in a commercial section of Brandon Boulevard, survives today as the home of a major member of Brandon's leading family. Its architectural detailing demonstrates its intact 19th century character.

Documentation insufficient
(Please see accompanying sheet explaining additional materials required)


Keeper of the National Register

Date: 7-21-85

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
National Park Service

Name of property: Valrico Villa

Location: Brandon, Hillsborough County

State: FL

Request submitted by: DOT/FHWA P.E. Carpenter

Date received: 6/7/85

Additional information received:

Opinion of the State Historic Preservation Officer:

Eligible

Not Eligible

No Response

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria:

Not Eligible

Comments:

Documentation insufficient

(Please see accompanying sheet explaining additional materials required)

Carol D. Shuck

Keeper of the National Register

Date: 7-21-85

E.O. 11593
REQUEST FOR ADDITIONAL INFORMATION
National Register of Historic Places/National Park Service

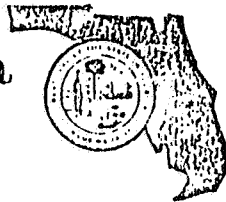
Name of Property: Valrico Villa
State: FL

Geographical data--Verbal boundary description:

Please justify the diminuation of the boundary for the Valrico Villa to the road, giving an explanation for the "enhancement of the visual integrity". What landscape features establish this boundary that suggest a reduction of an existing parcel?

Florida

BOB CHAHARA
GOVERNOR



Department of Transportation

Haydon Burns Building 605 Suwannee Street, Tallahassee, Florida 32301-8664, Telephone (904) 488-8541

Thomas E. Drawdy
Secretary

January 7, 1986

Mr. P. E. Carpenter
Division Administrator
Federal Highway Administration
227 North Bronough Street
Tallahassee, Florida 32302

Dear Mr. Carpenter:

Subject: Valrico Villa (8 Hi 207)
Located on State Project Nos. 10110-1549 and 1550
Federal Aid Project No. F-200-1(5)
State Road 60
Hillsborough County, Florida

In July 1985 we submitted to your agency for processing to the National Register of Historic Places a determination of eligibility on the Valrico Villa located on State Road 60 in Hillsborough County. The Keeper then requested additional information. In response, we have recently received the information from the new owner, Mr. Jack Shiver, that the building has been demolished. No further consideration of this property by PHWA or the Keeper of the Register is necessary. We would appreciate your agency notifying the Keeper of this loss.

Sincerely,

A handwritten signature in cursive script that reads "Melissa Wiedenfeld".

Melissa Wiedenfeld
Historic Sites Specialist

MW/nb

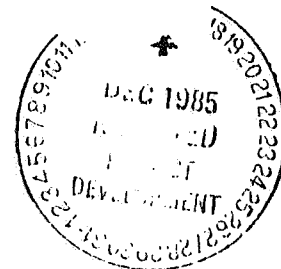
cc: Mr. Wayne Lasseter

July 31, 1985

HEC-FL

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

Attention: Mr. J. C. Kraft



Gentlemen:

Subject: Florida - Federal Project No. F-200-1(5)
State Job Nos. 10110-1549 and 1550
Hillsborough County
SR-60 - Brandon House and Valrico Villa

Enclosed for your use are separate July 21, 1985 submittals from the Keeper of the National Register of Historic Places regarding the Brandon house and Valrico Villa.

The Keeper has determined that the Brandon House located at 401 West Brandon Boulevard in Brandon is eligible for inclusion on the National Register of Historic Places. Although not stated on the determination form, we confirmed via telephone with the Keeper that the boundaries of the Brandon House property that contribute to its historical significance are the property lines on the south, west, and east sides and a line 70 feet north of the edge of the structure on the north side (as delineated in your January 17, 1985 letter to us). The parking lot on the north side between the existing SR-60 right-of-way line and 70 feet north of the Brandon House is thus excluded from the Keeper's determination of eligibility for this property. During the development of this project, you must comply with the requirements of Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act.

The Keeper has requested additional justification for the proposed historically significant boundaries of the Valrico Villa as outlined in your January 17, 1985 letter. Please provide this

-NOTE-

Mr. J. C. Kraft
July 31, 1985

2

supplementary information to us, and we will forward it to the Keeper.

Sincerely yours,

P. E. Carpenter
Division Administrator

R. V. ROBERTSON
R. V. Robertson
Acting Assistant Division
Administrator
For the Division Administrator

Enclosures

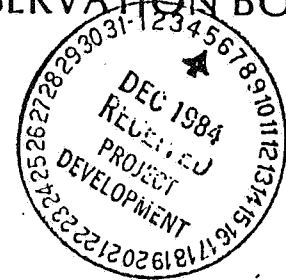


FLORIDA DEPARTMENT OF STATE

George Firestone
Secretary of State

HISTORIC TAMPA/HILLSBOROUGH COUNTY PRESERVATION BOARD

December 3, 1984



Mr. Jim Baxter
Florida Department of Transportation
P. O. Box 1249
Bartow, Florida 33830

Re: James H. Brandon House, 401 W. Brandon Blvd.,
Brandon, Fl. R.O.W. Aquisition. Master Site
File No. 8H1205

Dear Mr. Baxter:

I have examined the D.O.T. proposal to acquire a 36' x 13' parcel of land which is part of the property on which the above mentioned site is located. Although the Brandon House is one of the oldest structures in the county and is associated with historical persons who settled the area, it has been severely altered and has appeared to have lost those physical characteristics which would make it eligible for listing on the National Register of Historic Places. Furthermore, the R.O.W. acquisition does not appear to make any significant impact on the structure itself as the action does not involve the destruction, moving, or alteration of the structure or its immediate visual ambience or accessibility.

I trust these comments address your concerns about the site. Should you have any further questions, however, do not hesitate to call me.

Sincerely,

W. Carl Shiver
Historic Preservationist

WCS:lm

FLORIDA-State of the Arts

452 West Kennedy Boulevard • Tampa, Florida 33606 • 813/272-3843

MEMORANDUM

State of Florida Department of Transportation

DATE July 13, 1987

TO Ron Peekstock

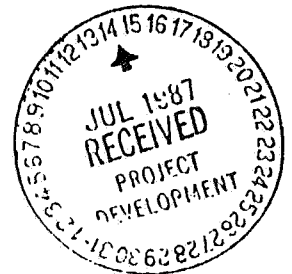
FROM Richard Adair, Systems Planning Administrator

COPIES TO

SUBJECT State Project No. 10110-1549

With regards to your recent request regarding the above referenced project, the Tampa Urban Area Metropolitan Planning Organization's (MPO) 1987/88 to 1991/92 Transportation Improvement Program (TIP) dated May 19, 1987, indicates that State Project No. 10110-2548 is scheduled for construction in Fiscal Year 1988/89 while State Project No. 10110-1556 is only scheduled for preliminary engineering in Fiscal Year 1987/88. Both projects are covered under State Project No. 10110-1549 activities. Please note that the MPO typically up dates their TIP more than once a year and these project's schedules may be different in a future version of the TIP.

REA:ejg





FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

FLORIDA DEPT. OF STATE

August 28, 1987

In Reply Refer to:

Mr. J.R. Skinner, Administrator
Federal Highway Administration
227 North Bronough
Tallahassee, Florida 32302

Louis D. Teso
Historic Preservation
(904) 487-2333

RE: August 28, 1987 Meeting
State Project No. 10110-1549
Federal Project No. F-200-1(5)
Work Program Item No. 71133330
State Road 60 from I-75 east to Valrico Road
Hillsborough County, Florida

	A	DIV. ENGR.	
		ANST. DIV. 'E'	
		P & R	
		BRIDGE	
		PLAN. MGR.	
		DEPT. A	
	✓	DEPT. B	AKC
	✓	DEPT. C	AKC
		A - W	
	✓	ENV. COORD.	AKC
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		T & S COORD.	

Dear Mr. Skinner:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Procedures for the Protection of Historic and Cultural Properties"), we have reviewed the above referenced project for possible impact to archaeological and historical sites and properties listed, or eligible for listing in the National Register of Historic Places. The authorities for these procedures are the National Historic Preservation Act of 1966 (Public Law 89-665) as amended by P.L. 91-243, P.L. 93-54, P.L. 94-422, P.L. 94-458 and P.L. 96-515, and Presidential Executive Order 11593 ("Protection and Enhancement of the Cultural Environment").

The proposed project involves upgrading 4.5 miles of SR 60 in Hillsborough County, from a four-land rural design to a six-lane divided urban design with continuous right-turn lanes. The incorporation of the urban design allows for minimal right-of-way acquisition. Two historic properties are located adjacent to the project: the Brandon House determined eligible for listing on the National Register of Historic Places, and the Mosely House listed on the National Register of Historic Places.

A third historic property, the Valrico Villa, was demolished before a determination of eligibility was completed. Thus, project impacts are considered for only the Mosely House and Brandon House.

Mr. J.R. Skinner
August 28, 1987
Page Two

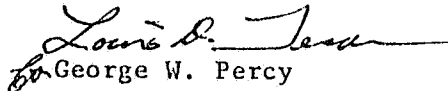
Several alternatives were considered, including a no build alternative, but the preferred alternative is a six-lane divided urban design. No right-of-way will be taken from the Mosely House property. Therefore, none of the proposed project alternatives will effect the Mosely House property.

Property will be taken for right-of-way in front of the Brandon House. However, it is part of paved parking area excluded from the property boundary which the Keeper of the National Register determined to be eligible for the National Register. Therefore, this alternative will have no effect on the Brandon House property.

Thus, it is the opinion of this agency that the proposed road upgrading project will have no effect on any properties listed or eligible for listing in the National Register of Historic Places.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest and cooperation in helping to protect Florida's archaeological and historical resources are appreciated.

Sincerely,


George W. Percy
State Historic
Preservation Officer

GWP/efk