

DRAFT
SECTION 106 CONSULTATION CASE STUDY REPORT

**SR 600 (US 92) PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E)
RE-EVALUATION FROM EAST of I-4 to EAST of COUNTY LINE ROAD
HILLSBOROUGH COUNTY, FLORIDA**

**EVALUATION OF EFFECTS TO THE
CAMP KNOX TOURIST COURT RESOURCE GROUP (8HI04634),
TOMLIN MIDDLE SCHOOL RESOURCE GROUP (8HI13404), AND
POLK COUNTY LINE OBELISK (8HI05328)**

**WPI Seg. No.: 435749-1
Federal Aid Project No.: MAF-212-1(34)**



**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

November 2016

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**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

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November 2016

EXECUTIVE SUMMARY

This Draft Section 106 Consultation Case Study was prepared for the SR 600 (US 92) Project Development and Environment (PD&E) Study Re-Evaluation being prepared for the proposed improvements to portions of SR 600 (US 92) in Hillsborough County, Florida. The Re-Evaluation study limits are from east of Interstate 4 (I-4) to east of County Line Road as depicted in **Figure 1-1**. Further information regarding the description of the project and its PD&E Study Re-Evaluation can be found in Section 2.0.

The original PD&E Study for the widening of SR 600 (US 92) was completed in 1994. Due to changes in design standards and existing conditions the original PD&E Study is being re-evaluated. As part of the PD&E Study Re-Evaluation, a Cultural Resource Assessment Survey (CRAS) Update was prepared in February 2016 and revised in August 2016, on behalf of the Florida Department of Transportation (FDOT), District Seven, by Archaeological Consultants, Inc. (ACI) of Sarasota, Florida, in association with Inwood Consulting Engineers. The objective of the CRAS Update was to locate and identify any archaeological sites and historic resources located within the project's Area of Potential Effects (APE) and to assess, to the extent possible, their significance as per the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The APE for the archaeological survey included all areas of new proposed right-of-way (ROW). The APE for historic resources was defined as the properties adjacent to the existing and proposed ROW, including those located along Reynolds Street (US 92 Eastbound) between Mobley Street and Park Road.

The project was divided into 11 Evaluation Segments based on changes in land use and the proposed typical sections in comparison with the land use and typical sections from the original PD&E Study. Segments 1 through 9 and Segment 11 include the Recommended Build Alternatives while Segment 10, from Mobley Street to just west of Park Road, remains the Recommended No-Build Alternative which was identified in the original PD&E Study (Figure 1-2). No NRHP-listed or eligible historic resources were identified within Recommended Build Alternatives Evaluation Segments 2 through 8. There were 49 significant historic resources contained within the project APE of Segment 10, the Recommended No-Build Alternative. These include one NRHP-listed individual property, plus three historic districts and building complex resource groups that collectively contain 45 contributing resources. Although there are significant historic resources identified within Segment 10, the proposed project will have no effect on the resources since this segment is a Recommended No-Build Alternative. The State Historic Preservation Officer (SHPO) concurred with this finding for Segment 10 (see Appendix A).

As a result of the CRAS Update, three (3) historic resources that are eligible for listing in the NRHP were identified within the SR 600 (US 92) project APE for the Segments that include a Recommended Build Alternative (**Figure 1-2**). These significant historic properties include: Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032) contained in Segment 1; Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253) contained in Segment 9; and the Polk County Line Obelisk (8HI05328) contained in Segment 11. The SHPO approved the recommendations and findings in the CRAS Update on September 16, 2016 (**Appendix A**).

The objective of this Draft Section 106 Consultation Case Study Report is to evaluate the potential effects (primary and secondary) of the proposed undertaking to the three historic properties located within the project APE. These historic properties include Camp Knox

Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032), Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253), and the Polk County Line Obelisk (8HI05328). Potential effects to these historic properties were evaluated in accordance with the provisions of Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 ("Protection of Historic Properties," revised January 2001), and Chapter 267, *Florida Statutes*. This report includes a summary description of the project and of the significant historic properties, as well as application of the Criteria of Adverse Effect, as defined in 36 CFR Part 800.5. This information is provided so that the SHPO can determine if the proposed undertaking will have an adverse effect or not on the aforementioned historic properties.

In consultation with the SHPO, FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 to the three historic resources considered eligible for listing in the NRHP located within the project APE. Findings suggest **No Adverse Effect** for the Camp Knox Tourist Court Resource Group; and **No Effect** for the Tomlin Middle School Resource Group and the Polk County Line Obelisk.

Camp Knox Tourist Court Resource Group (8HI04634): A portion of the preferred alignment for Segment 1 that contains the Camp Knox Tourist Court Resource Group is from Falkenburg Road to just west of Mango Road. The SR 600 (US 92) project proposes to widen the roadway from an existing 2-lane undivided roadway to a 4-lane divided roadway in the vicinity of the Camp Knox Tourist Court Resource Group. The proposed widening at this location will be constructed by widening to the south side of the existing roadway, including proposed right-of-way taking. The historic resource group is located on the northern side of the roadway right-of-way where there will be no proposed right-of-way taking. A median is proposed at this location which will modify left turn access to and from the property but will not eliminate access to the property. Therefore, no acquisition of the historic property for ROW or easements is proposed and the project will not have an effect on the current and future use of the property.

The Recommended Build Alternative will create an increase in traffic noise levels that exceeds the Noise Abatement Criteria (NAC). A noise barrier was evaluated and it would be a potentially feasible and reasonable method to abate roadway related noise for this site and will be evaluated further during the design phase. The Recommended Build Alternative will not introduce adverse air quality impacts. The setting of the Camp Knox Tourist Court Resource Group has changed over the years since its conception. These changes over time have not seemingly altered its historic feeling, setting and physical connection to the community. Thus, the Recommended Build Alternative will not further alter the setting of the property in a negative way that will diminish or destroy the qualities and characteristics for which it is considered eligible for listing in the NRHP. Based on these results, a finding of **No Adverse Effect** is anticipated for this resource.

Tomlin Middle School Resource Group (8HI13404): A portion of the preferred alignment for Segment 9 that contains Tomlin Middle School Resource Group is a northern alignment from Turkey Creek Road to Woodrow Wilson Street. The SR 600 (US 92) project proposes to widen the roadway from an existing 2-lane undivided roadway to a 4-lane divided roadway with the inclusion of bike lanes and sidewalks on both sides of the roadway in the vicinity of the Tomlin Middle School Resource Group. The proposed widening at this location will be constructed by widening to the north side of the existing roadway, including right-of-way

acquisition. A median is proposed at this location which will modify left turn access to and from Woodrow Wilson Street but will not change access to and from Edwards Street which leads to the main student drop-off/pick-up location at the school. The proposed project will not modify access to the property. The historic resource group is located on the south side of the existing roadway right-of-way; therefore, no acquisition of the historic property for ROW or easements is proposed and the project will not have an effect on the current and future access and use of the property.

In addition, the Recommended Build Alternative will not create an increase in traffic noise levels that exceeds the NAC and will not introduce adverse air quality impacts. The setting of the Tomlin Middle School complex has changed over the years with multiple additions, but the original layout has not been altered. These changes over time have not seemingly altered its historic feeling, setting and physical connection to the community. Thus, the Recommended Build Alternative will not further alter the setting of the property in a negative way that will diminish or destroy the qualities and characteristics for which it is considered eligible for listing in the NRHP. Based on these results, a finding of **No Effect** is anticipated for this resource.

Polk County Line Obelisk (8HI05328): A northern alignment is the preferred alignment for Segment 11 from Park Road to County Line Road. The SR 600 (US 92) project proposes to widen the roadway from an existing 2-lane undivided roadway to a 4-lane divided roadway with the inclusion of bike lanes and sidewalks on both sides of the roadway in the vicinity of the Polk County Line Obelisk. The proposed widening at this location will be constructed by widening to the north side of the existing roadway. The historic resource is located on the south side of the roadway right-of-way. There is no existing driveway access to this resource; the proposed project will provide pedestrian access adjacent to the historic resource with the construction of a new sidewalk. Therefore, the northern alignment will not have an effect on the current and future use of the Polk County Line Obelisk.

The Recommended Build Alternative will require a very small corner clip of right-of-way (0.0069 Acres) on the south side of the roadway for the construction of a sidewalk. However, the introduction of the sidewalk will follow the outside shoulder of the existing roadway, thus, pushing the road farther away from the Obelisk. Therefore, the proposed improvements will not adversely result in physical destruction, damage, or alteration of all or part of the Polk County Line Obelisk. Because no areas of frequent outdoor human use occur in relationship to the Obelisk, a noise analysis is not required. In addition, the obelisk is not an air quality sensitive site. Based on these results, a finding of **No Effect** is anticipated for this resource.

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1.0 INTRODUCTION

This Draft Section 106 Consultation Case Study was prepared for the SR 600 (US 92) Project Development and Environment (PD&E) Study Re-Evaluation being prepared for the proposed improvements to portions of SR 600 (US 92) in Hillsborough County, Florida. The Re-Evaluation study limits are from east of Interstate 4 (I-4) to east of County Line Road as depicted in **Figure 1-1**. Further information regarding the description of the project and its PD&E Study Re-Evaluation can be found in Section 2.0.

The original PD&E Study for the widening of SR 600 (US 92) was completed in 1994. Due to changes in design standards and existing conditions the original PD&E Study is being re-evaluated. As part of the PD&E Study Re-Evaluation, a Cultural Resource Assessment Survey (CRAS) Update was prepared in February 2016 and revised in August 2016, on behalf of the Florida Department of Transportation (FDOT), District Seven, by Archaeological Consultants, Inc. (ACI) of Sarasota, Florida, in association with Inwood Consulting Engineers. The objective of the CRAS Update was to locate and identify any archaeological sites and historic resources located within the project's Area of Potential Effects (APE) and to assess, to the extent possible, their significance as per the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The Area of Potential Effects (APE) for the archaeological survey included all areas of new proposed right-of-way (ROW). The APE for historic resources was defined as the properties adjacent to the existing and proposed ROW, including those located along Reynolds Street (US 92 Eastbound) between Mobley Street and Park Road.

The project was divided into 11 Evaluation Segments based on changes in land use and the proposed typical sections in comparison with the land use and typical sections from the original PD&E Study. Segments 1 through 9 and Segment 11 include the Recommended Build Alternatives while Segment 10, from Mobley Street to just west of Park Road, remains the Recommended No-Build Alternative which was identified in the original PD&E Study (**Figure 1-2**). No NRHP-listed or eligible historic resources were identified within Recommended Build Alternatives Evaluation Segments 2 through 8. There were 49 significant historic resources contained within the project APE of Segment 10, the Recommended No-Build Alternative. These include one NRHP-listed individual property, plus three historic districts and building complex resource groups that collectively contain 45 contributing resources. Although there are significant historic resources identified within Segment 10, the proposed project will have no effect on the resources since this segment is a No-Build Alternative. The State Historic Preservation Officer (SHPO) concurred with this finding for Segment 10 (see **Appendix A**).

As a result of the CRAS Update, three (3) historic resources that are eligible for listing in the NRHP were identified within the SR 600 (US 92) project APE for the Segments that include a Recommended Build Alternative (**Figure 1-2**). These significant historic properties include: Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032) contained in Segment 1; Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253) contained in Segment 9; and the Polk County Line Obelisk (8HI05328) contained in Segment 11.

On March 17, 2016, the CRAS Update (ACI 2016a) was submitted to the SHPO for review. The Federal Highway Administration (FHWA) received a copy of the CRAS Update, however, due to the recent Section 106 Programmatic Agreement (March 2016), FHWA delegated their Section 106 responsibilities to SHPO. The CRAS Update was revised based on SHPO comments and resubmitted July 2016. Additional edits were made and the CRAS Update was

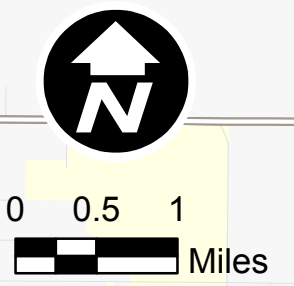
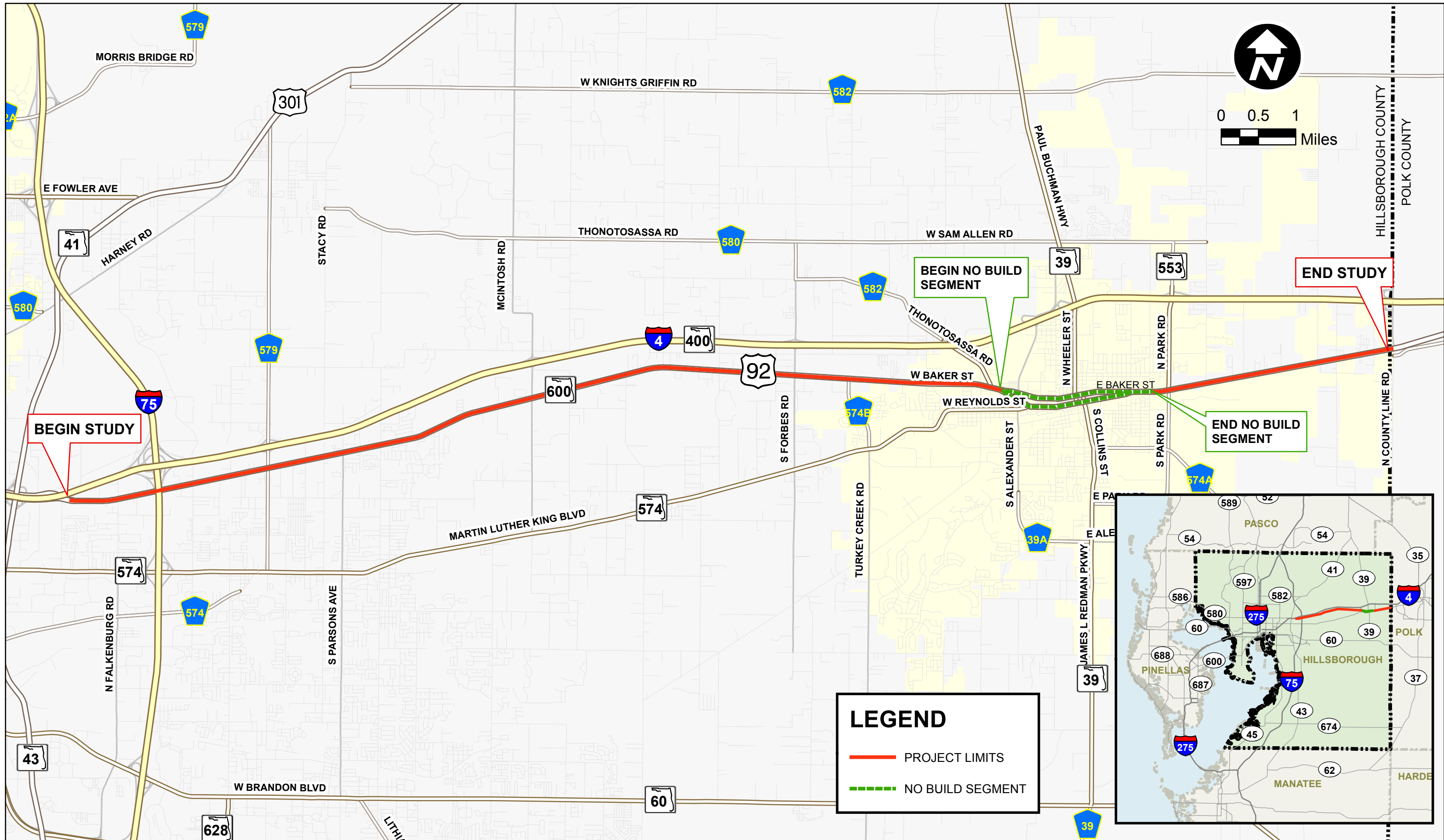
resubmitted on September 7, 2016. The SHPO approved the recommendations and findings on September 16, 2016. All documentation can be found in **Appendix A**.

The objective of this Draft Section 106 Consultation Case Study Report is to evaluate the potential effects (primary and secondary) of the proposed undertaking to the three historic properties located within the project APE. These historic properties include Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032), Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253), and the Polk County Line Obelisk (8HI05328). Potential effects to these historic properties were evaluated in accordance with the provisions of Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR Part 800 ("Protection of Historic Properties," revised January 2001), and Chapter 267, *Florida Statutes*. This report includes a summary description of the project and of the significant historic properties, as well as application of the Criteria of Adverse Effect, as defined in 36 CFR Part 800.5. This information is provided so that the FHWA and SHPO can determine if the proposed undertaking will have an adverse effect or not on the aforementioned historic properties.

All significant historic properties identified within the SR 600 (US 92) PD&E Study Re-Evaluation project APE are located outside of the proposed ROW acquisition within the various Recommended Build Alternative Segments of the SR 600 (US 92) PD&E Study Re-Evaluation limits as shown in **Figure 1-2**. During the re-evaluation phase, the various Recommended Build Alternatives that are being evaluated avoid any proposed ROW acquisition from the three significant historic properties. The proposed improvements involve widening the existing roadway from two to four lanes (except through downtown Plant City), from east of Interstate 4 (I-4) to east of County Line Road. The preferred alignments for each segment containing the historic resources are as follows:

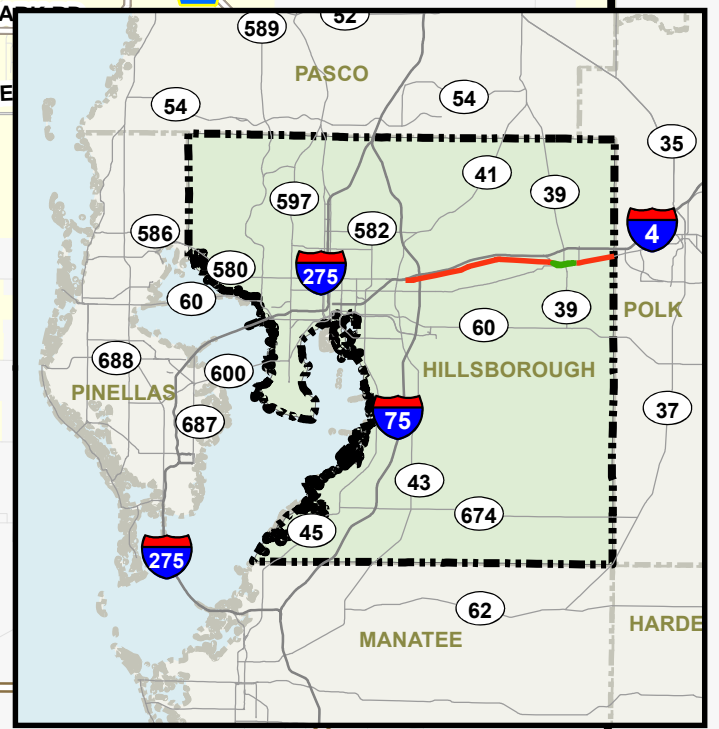
- **Segment 1 from east of I-4 (Garden Lane to west of CR 579 (Mango Road)):** The recommended alignment for Segment 1 from Garden Lane to west of Mango Road follows the preferred alignment from the original PD&E Study. From Garden Lane to Falkenburg Road, the preferred alignment is a north alignment with right-of-way to be acquired from the north side of the roadway. From Falkenburg Road to just west of Mango Road, the alignment shifts to a south alignment with right-of-way to be acquired from the south side of the roadway.
- **Segment 9 from east of Bethlehem Road to Mobley Street:** The recommended alignment for Segment 9 from east of Bethlehem Road to Mobley Street follows the preferred alignment from the original PD&E Study and is a south alignment from east of Bethlehem Road to Turkey Creek Road and then transitions to a north alignment from Turkey Creek Road to Woodrow Wilson Street. From Woodrow Wilson Street to Mobley Street, the preferred alignment is a centered alignment due to geometric constraints at the Thonotosassa Road intersection and the Baker Street intersection.
- **Segment 11 from Park Road to County Line Road:** The recommended alignment for Segment 11 from Park Road to County Line Road follows the preferred alignment from the original PD&E Study and is a north alignment.

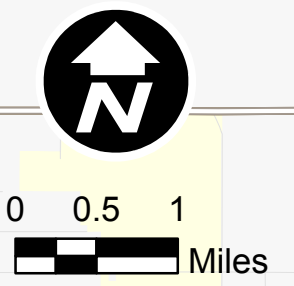
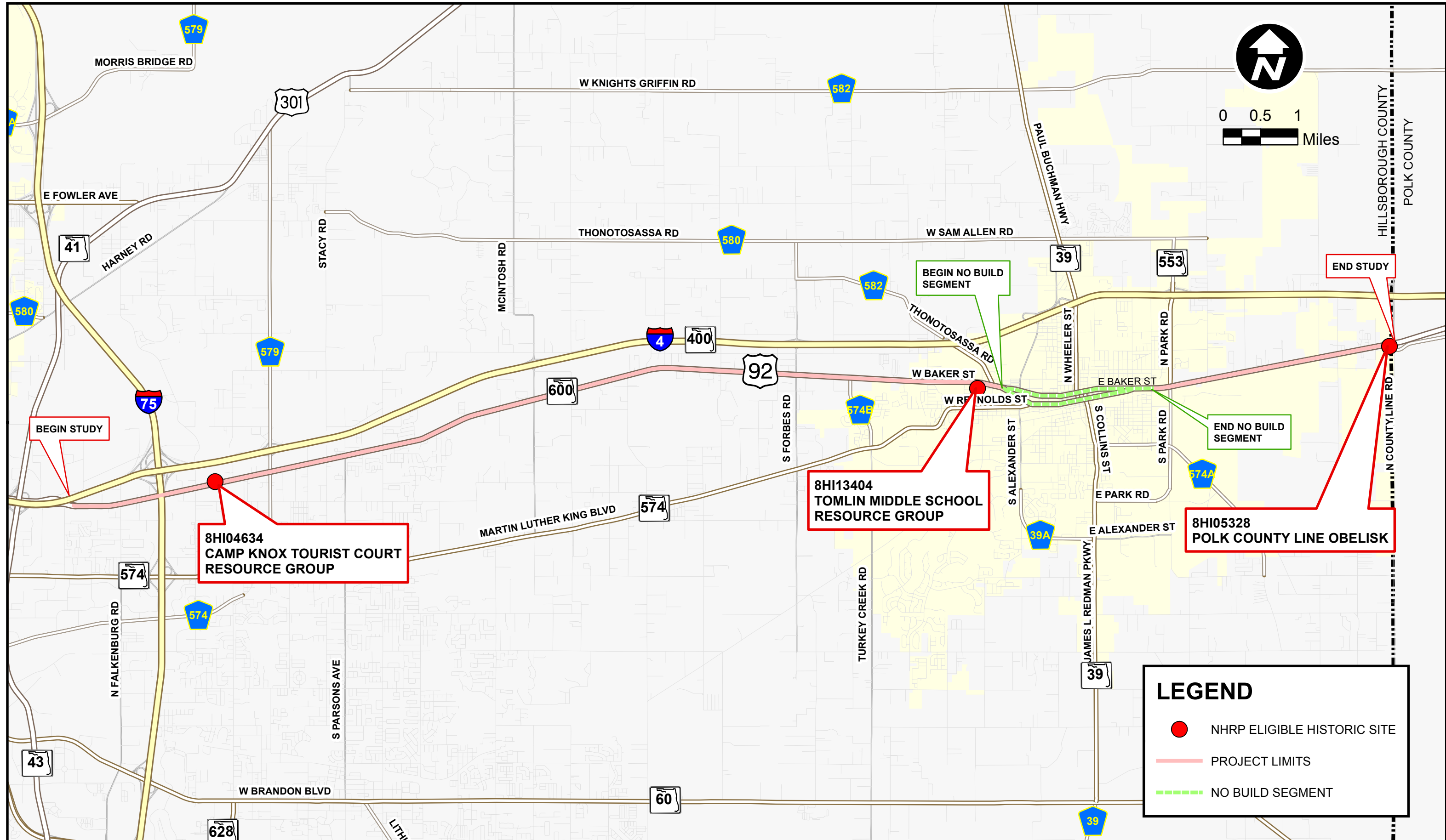
The Recommended Build Alternatives include widening the roadway from a two-lane undivided facility to a four-lane divided facility with inside and outside paved shoulders, providing bike lanes, intersection improvements, and improving sidewalk connectivity (FDOT 2016).



LEGEND

- PROJECT LIMITS
- - - NO BUILD SEGMENT





LEGEND

- NHRP ELIGIBLE HISTORIC SITE
- PROJECT LIMITS
- NO BUILD SEGMENT

**Draft Section 106 Consultation Case Study Report
Camp Knox Tourist Court Resource Group (8HI04634),
Tomlin Middle School Resource Group (8HI13404), and Polk County Line Obelisk (8HI05328)**

A Draft Noise Study Report (NSR) was prepared by KB Environmental Sciences (KBE) as part of the PD&E Study Re-Evaluation. The results of this study indicated that traffic-related noise is predicted to approach or exceed the Noise Abatement Criteria (NAC) [66 dB(A)] for the Recommended Build Alternative at five of eleven buildings within the Camp Knox Tourist Court Resource Group within Segment 1 for the 2040 build condition. Noise levels are predicted to range from 60.1 dB(A) to 71.7 dB(A) within the site, depending on the building's proximity to SR 600 (US 92), which is an increase of 0.3 dB(A) to 1.6 dB(A) when compared to the existing and future no-build condition.

Abatement measures considered as part of the PD&E Study Re-Evaluation traffic noise analysis included traffic management, alignment modifications, buffer zones, and noise barriers. An evaluation of these noise mitigation options resulted in the recommendation that a noise barrier is a potentially feasible and reasonable abatement measure to reduce traffic-related noise at the Camp Knox Tourist Court Resource Group. Thus, the proposed noise barrier and its potential visual/aesthetic impacts were discussed in this effects evaluation document for this location. A noise barrier will be evaluated further for this location during the design phase. Based on the Draft NSR, the other two historic resources are not affected by the traffic-related noise.

A public hearing will be held for this PD&E Study Re-Evaluation. The hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of widening SR 600 (US 92) within portions of the study limits. The Draft Section 106 Case Study Report will be on display at the public hearing along with the other PD&E Study Re-Evaluation documents. A project newsletter will be distributed prior to the hearing. Information relating to the Section 106 process being undertaken for this project will be shown during the Public Hearing process. Public involvement documentation will be contained in **Appendix D** for the next submittal.

2.0 PROJECT DESCRIPTION

2.1 Project Description and Background

FDOT, District Seven, is conducting a re-evaluation of a PD&E Study regarding the proposed widening of SR 600 (US 92) in Hillsborough County that was originally completed in March 1994. The limits of this re-evaluation on SR 600 (US 92) are from east of I-4 to east of County Line Road, which is a distance of approximately 18.1 miles. The location and limits of this study are shown in the project location map as **Figure 1-1**.

The proposed action includes capacity improvements consisting of widening SR 600 (US 92) as well as intersection improvements and bicycle and pedestrian facilities. The project was divided into 11 Evaluation Segments based on changes in land use and the proposed typical section in comparison with the land use and typical sections from the original PD&E Study. The evaluation segment limits are shown in **Figure 1-2**. Five different typical section alternatives were recommended for the project in addition to the No-Build Alternative which was recommended for the portion of the project that passes through downtown Plant City. The five typical section alternatives and the proposed action for each evaluation segment are listed below and the proposed action for each evaluation segment is described in **Table 2-1**.

Typical Section 1 - Typical section 1 is a suburban roadway with two 11-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 44-foot median with eight-foot inside shoulders. Type F curb and gutter is used along the outside lanes and curb inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. A 12-foot border is provided along both sides of the roadway and accommodates five-foot sidewalks and five-foot tie down widths on both sides of the road. This typical section requires a minimum of 136 feet of right-of-way and complies with the FDOT minimum design speed of 45 mph. A diagram of the proposed widening based on this description is shown in **Figure 2-1**.

Typical Section 2 - Typical Section 2 is a suburban roadway with two 11-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 40.5-foot median with eight-foot inside shoulders. Pier protection barrier is located between the bike lanes and the I-75 overpass bridge piers and six-foot sidewalks are located behind the piers on both sides of the roadway. Type F curb and gutter is used along the outside lanes and curb inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. This typical section complies with the FDOT minimum design speed of 45 mph but would require a design variation if the roadway is expanded to six lanes in the future. A diagram of the proposed widening based on this description is shown in **Figure 2-2**.

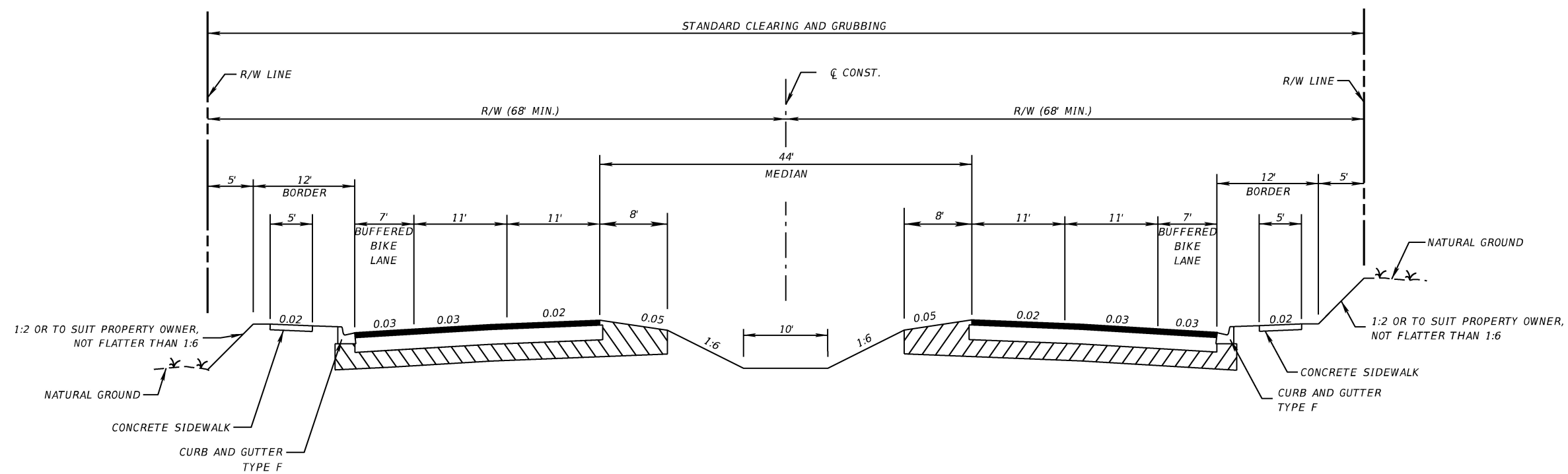
Typical Section 3 - Typical Section 3 is a high-speed suburban roadway with two 12-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 54-foot median with eight-foot inside shoulders. Type E curb and gutter is used along the outside lanes and curb inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. A 29-foot border is provided along both sides of the roadway and accommodates five-foot sidewalks on both sides of the road. This typical section requires a minimum of 160 feet of right-of-way and complies with the FDOT minimum design speed of 50 mph. A diagram of the proposed widening based on this description is shown in **Figure 2-3**.

Typical Section 4 - Typical Section 4 is an urban roadway with two 11-foot travel lanes and a seven-foot buffered bike lane in each direction. The travel lanes are separated by a 22-foot median. Type E curb and gutter is along the inside and Type F curb and gutter is used along the outside lanes and curb inlets collect stormwater runoff which is then conveyed to stormwater retention ponds. A minimum 12-foot border is provided along both sides of the roadway and accommodates five-foot sidewalks on both sides of the road. This typical section requires a minimum of 114 feet of right-of-way and complies with the FDOT minimum design speed of 45 mph. A diagram of the proposed widening based on this description is shown in **Figure 2-4**.

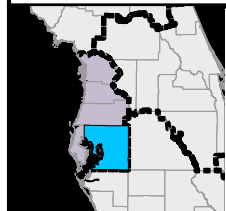
Typical Section 5 - Typical Section 5 is a high-speed suburban roadway with two 12-foot travel lanes, a five-foot sidewalk, and a seven-foot buffered bike lane in each direction separated by a 40-foot median with eight-foot inside shoulders with a design speed of 50 mph. A 24-foot border and a 24-foot clear zone are provided along both sides of the roadway. This four-lane typical section requires a minimum of 136 feet of right-of-way. A design variation would be required for border width. The typical section complies with clear zone criteria so no design variation or exception would be required for clear zone. A diagram of the proposed widening based on this description is shown in **Figure 2-5**.

Table 2-1. Proposed Actions by Evaluation Segment

Evaluation Segment	Portion of Segment	Build Alternative
1	Garden Lane to west of I-75 & east of I-75 to west of Mango Road	Typical Section 1
	Just west of I-75 to Just east of I-75	Typical Section 2
2	west of CR 579 (Mango Rd) to east CR 579 (Mango Rd)	Typical Section 1
3	East of CR 579 (Mango Road) to North Parsons Avenue	Typical Section 1
4	North Parsons Avenue to east of Crow Wing Drive	Typical Section 1
5	East of Crow Wing Drive to Castlewood Road	Typical Section 3
6	Castlewood Road to west of Gallagher Road	Typical Section 3
7	West of Gallagher Road to Lynn Oaks Circle	Typical Section 3
8	Lynn Oaks Circle to east of Bethlehem Road	Typical Section 3
9	East of Bethlehem Road to Edwards Street	Typical Section 3
	Edwards Street to Mobley Street	Typical Section 4
10	Mobley Street to Park Road	No-Build
11	Park Road to County Line Road	Typical Section 5



FROM EAST OF GARDEN LANE TO WEST OF I-75 - SEGMENT 1
 FROM WEST OF CR 579 TO EAST OF CR 579 - SEGMENT 2
 FROM EAST OF CR 579 TO NORTH PARSONS AVENUE - SEGMENT 3
 FROM NORTH PARSONS AVENUE TO EAST OF CROW WING DRIVE - SEGMENT 4
 DESIGN SPEED = 45 MPH

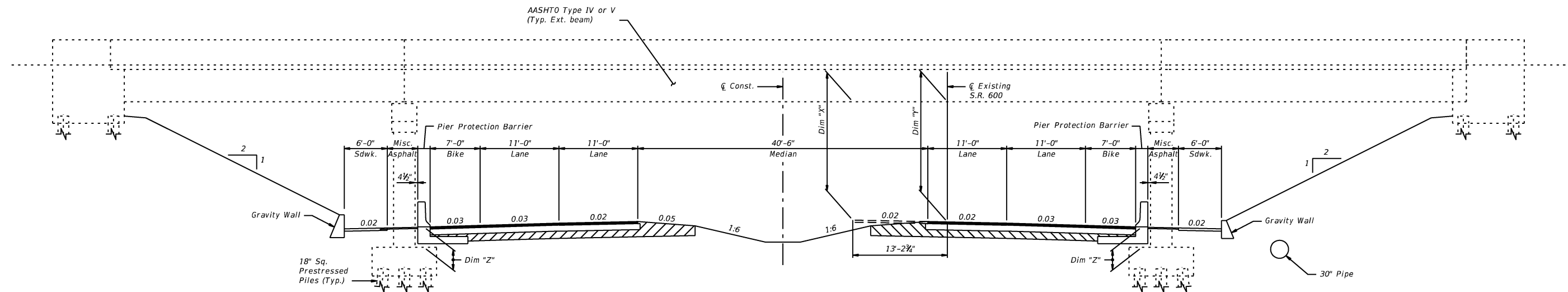


Florida Department
 of Transportation
 District 7

US 92 PD&E Study Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No: 435749-1

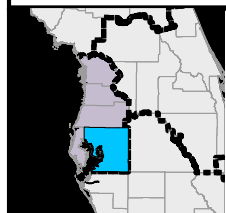
TYPICAL SECTION 1
PROPOSED FOUR LANE 45 MPH DESIGN SPEED
TYPICAL SECTION

Figure
2-1



BRIDGE NO.	BRIDGE DATA TABLE			
	DIM "X" (ft.)	DIM "Y" (ft.)	DIM "Z" (ft.)	
			PIER 2	PIER 3
100414	18.235	18.500	4.135	3.135
100415	19.069	19.333	2.552	2.552
100422	17.673	17.938	2.745	2.245
100424	16.038	16.302	3.438	3.438

UNDER I-75 BRIDGE
 FROM WEST OF I-75 TO EAST OF I-75 - SEGMENT 1
 DESIGN SPEED = 45 MPH



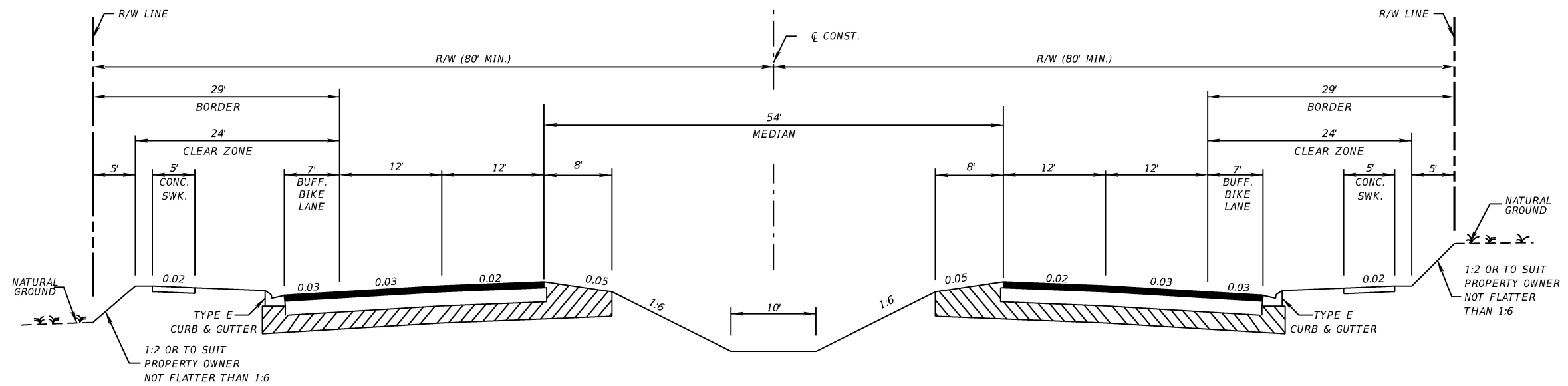
Florida Department of Transportation
 District 7

US 92 PD&E Study Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

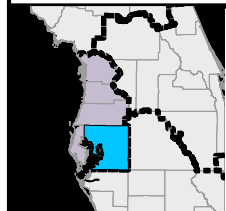
Work Program Item Segment No: 435749-1

TYPICAL SECTION 2
PROPOSED FOUR LANE 45 MPH DESIGN SPEED
TYPICAL SECTION UNDER I-75

Figure
2-2



FROM EAST OF CROW WING DRIVE TO CASTLEWOOD ROAD - SEGMENT 5
 FROM CASTLEWOOD ROAD TO WEST OF GALLAGHER ROAD - SEGMENT 6
 FROM WEST OF GALLAGHER ROAD TO LYNN OAKS CIRCLE - SEGMENT 7
 FROM LYNN OAKS CIRCLE TO EAST OF BETHLEHEM ROAD - SEGMENT 8
 FROM EAST OF BETHLEHEM ROAD TO EDWARDS STREET - SEGMENT 9
 DESIGN SPEED = 50 MPH



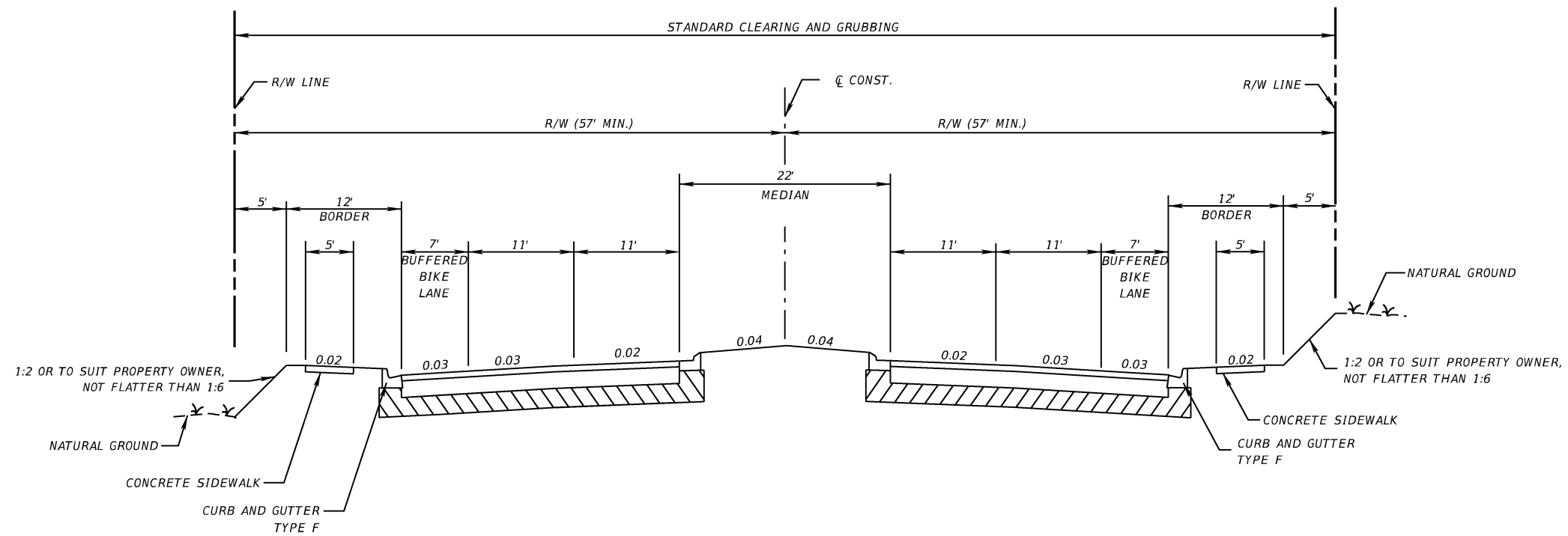
Florida Department
 of Transportation
 District 7

US 92 PD&E Study Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

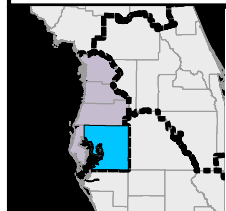
Work Program Item Segment No: 435749-1

TYPICAL SECTION 3
PROPOSED FOUR LANE 50 MPH DESIGN SPEED
TYPICAL SECTION

Figure
 2-3



FROM EDWARDS STREET TO MOBLEY STREET - SEGMENT 9
 DESIGN SPEED = 45 MPH

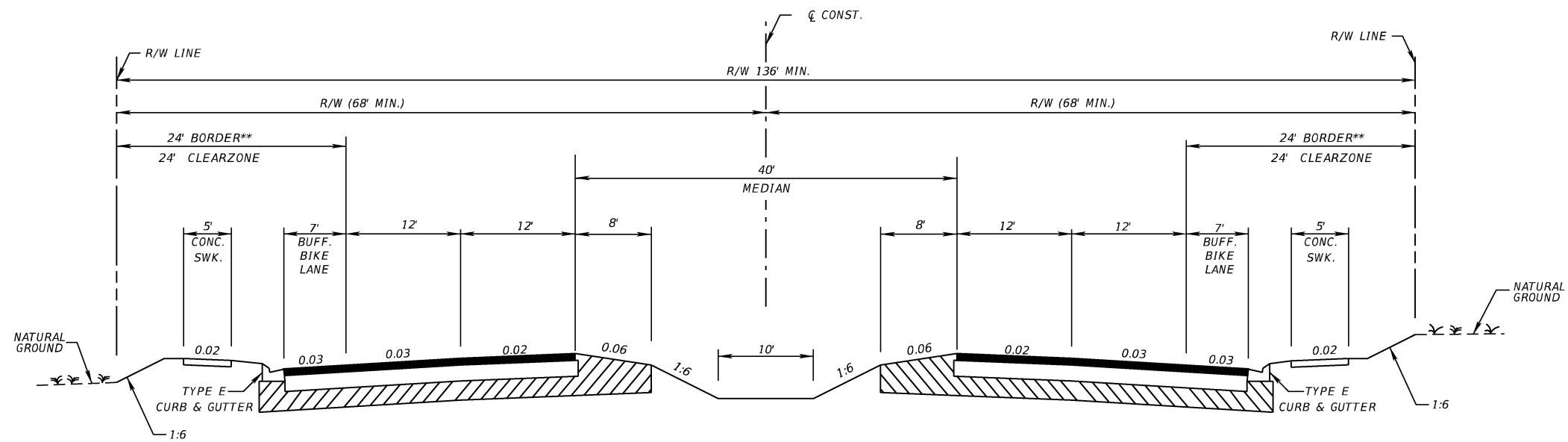


Florida Department
 of Transportation
 District 7

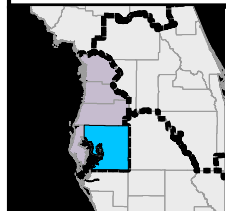
US 92 PD&E Study Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No: 435749-1

TYPICAL SECTION 4
PROPOSED FOUR LANE 45 MPH DESIGN SPEED
EDWARDS STREET TO MOBLEY STREET

Figure
 2-4



FROM PARK ROAD TO COUNTY LINE ROAD - SEGMENT 11
 DESIGN SPEED = 50 MPH



Florida Department
 of Transportation
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 from East of I-4 to East of County Line Road
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TYPICAL SECTION 5
PROPOSED FOUR LANE 50 MPH DESIGN SPEED
PARK ROAD TO COUNTY LINE ROAD

Figure
 2-5

2.2 Existing Conditions

The existing conditions for SR 600 (US 92) within the re-evaluation limits were identified from GIS data, available as-built construction plans, FDOT Roadway Characteristics Inventory, straight-line diagrams (SLD), right-of-way maps, previous studies, and field reviews conducted by the project team. The discussion of the existing conditions addresses the limits of the Recommended Build Alternatives from Garden Lane to Mobley Street and from west of Park Road to east of County Line Road.

2.2.1 Roadway Right-of-Way

The existing right-of-way width information for SR 600 (US 92) was obtained from the Hillsborough County Property Appraiser maps and existing available SR 600 (US 92) right-of-way maps. The right-of-way width varies along the corridor, but is typically 80 feet in width. The right-of-way width for SR 600 (US 92) from Garden Lane to approximately 1,200 feet east of Garden Lane transitions from 120 feet to 80 feet in width. It remains 80 feet in width through most of the remainder of the Recommended Build Alternatives portion of the corridor except where intersection improvements have been made or where developments have been constructed.

2.2.2 Existing Land Use

The widening of SR 600 (US 92) is located within unincorporated Hillsborough County and the City of Plant City. Existing land use is a mix of primarily commercial and low, medium, and high density residential from the beginning of the project to North Kingsway Road with sporadic institutional, agricultural, industrial, wetlands, forest, and recreational lands. From North Kingsway Road to North Turkey Creek Road, the existing land use consists of forest, agricultural, wetlands, and open lands as well as low and medium density residential with sporadic high density residential, industrial, and commercial uses. From North Turkey Creek Road to North County Line Road, the existing land use includes a mix of commercial and industrial uses as well as low, medium, and high density residential, forest, agricultural, wetlands, institutional, recreational, and open lands.

The Hillsborough County Adopted 2025 Future Land Use Map shows the planned land use for this corridor as primarily community and urban mixed-use as well as low, medium, and high density residential uses from the beginning of the project to North Kingsway Road. Future land use from North Kingsway Road to North Turkey Creek Road includes suburban and neighborhood mixed-uses and low and medium density residential. From North Turkey Creek Road to North County Line Road, the Hillsborough County Adopted 2025 Future Land Use Map and the Plant City Adopted 2025 Future Land Use Map show a mix of light and heavy industrial as well as commercial; natural preservation; and low, medium, and high density residential uses.

2.2.3 Existing Typical Sections

The existing typical sections throughout the study area vary. The existing typical section for SR 600 (US 92) from Garden Lane to Thonotosassa Road is generally a two-lane undivided rural roadway with 12-foot-wide travel lanes and paved outside shoulders. The paved shoulders are typically five feet wide. Stormwater is collected in swales along the outside of the roadway. Sidewalks or boardwalks have been added along one or both sides of the roadway. No designated bicycle facilities are provided.

From Thonotosassa Road to Mobley Street, the roadway is in transition and consists of two 12-foot-wide eastbound lanes and two 12-foot-wide westbound lanes, of which the outside westbound lane transitions to a right turn at Thonotosassa Road. From North Gordon Street to Park Road, the SR 600 (US 92) existing typical section is a four-lane divided urban roadway with an 18-foot-wide raised grassed median and concrete curb and gutter on both the inside and outside of the roadway. There is a five-foot sidewalk along the north side of the road. From east of Park Road to east of County Line Road, SR 600 (US 92) is a rural facility with two 12-foot-wide lanes and grass shoulders and drainage ditches on both sides.

2.3 Purpose and Need

As identified in the original PD&E Study, the need for the project is based on capacity deficiencies, consistency with transportation plans, safety, and socioeconomic demand.

Capacity

The existing annual average daily traffic within the study limits varied between 10,000 and 21,350 vehicles per day (VPD) in year 2015. Based on the growth projected to occur within the corridor, SR 600 (US 92) is projected to have future traffic volumes ranging from approximately 18,100 VPD to 39,300 VPD within the project limits by year 2040, which would yield a LOS F for the corridor with the current roadway configuration. These volumes would exceed roadway capacity at the adopted standards of LOS for SR 600 (US 92) within the project limits. The proposed widening to four lanes will allow SR 600 (US 92) to meet future travel demand at an acceptable LOS D or better and continue to serve as an important regional arterial. Transportation Systems Management & Operations-type improvements will not adequately address future travel demand needs.

Transportation Planning

The segments of SR 600 (US 92) from US 301 to CR 579 and from Park Road to County Line Road have been identified as cost feasible projects in the Imagine 2040: Hillsborough Long Range Transportation Plan (LRTP). These segments have also been included in the State Transportation Improvement Plan (TIP) and the Hillsborough County Metropolitan Planning Organization's (MPO's) TIP for design.

Safety

Crash data along SR 600 (US 92) within the project limits was obtained from the FDOT for the most recent five-year (2009 through 2013) period. There were 1,209 crashes reported within the project limits during the five-year period which involved 1,017 injuries and 14 fatalities. As a part of the analysis, the number of crashes that occurred at night was also summarized. The crash rate was calculated and compared to the statewide crash rates for similar roadway segments.

The average crash rate over the entire length of the SR 600 (US 92) study corridor is 3.59, which is higher than the statewide five-year average crash rate of 2.629 for two to three lane, two-way undivided suburban segments. Approximately 34% of the total crashes along SR 600 (US 92) are night-time crashes. A review of the distribution of crashes by mile post indicates that the majority of the crashes occurred at Falkenburg Road, Williams Road, CR 579/Mango Road, Kingsway Road, McIntosh Road, Branch Forbes Road/Forbes Road, Turkey Creek Road, Alexander Street, Maryland Avenue, and County Line Road. Many of the crashes on SR 600 (US 92) are types that are associated with congestion. The proposed widening of SR

600 (US 92) and the addition of turn lanes at intersections is expected to improve safety along the corridor.

Socioeconomic Demand

The Hillsborough County MPO's 2040 LRTP socioeconomic projections estimate an employment increase of 56% and a population increase of 48% for Hillsborough County between year 2010 and year 2040. The population estimate for Hillsborough County is 1,229,226 for the year 2010 and 1,815,964 for future year 2040, and the countywide employment estimate is 711,400 for the year 2010 and 1,112,059 for future year 2040. As a result, traffic on SR 600 (US 92) is expected to increase due to projected population and employment growth both along the corridor and in the region.

3.0 CULTURAL SETTING

A historic context for the SR 600 (US 92) project area is included in the CRAS Update Report prepared for the PD&E Study Re-Evaluation (ACI 2016a), and is not repeated here. A brief summary of relevant historical trends in the Plant City area follows.

The first real influence on the growth of the area was the investment of capital in railroad construction during the 1880s. This was encouraged by the State of Florida, which granted sizeable amounts of land to the railroad companies. This development increased access, stimulated commerce, and promoted tourism, thus resulting in population growth and economic prosperity (Pettengill 1952). Between 1880 and 1890, Hillsborough County grew almost seven-fold. Major purchasers of land along the project corridor were the Florida Central and Peninsular Railroad (FC&P) and the Plant Investment Company (State of Florida DEP n.d). With the railroad as a catalyst, there was a sudden surge of buying land for speculation, agriculture, and settlement.

Daily rail service between Plant City and Tampa began on December 10, 1883. The “Town of Plant City” was incorporated on January 10, 1885. At this time, the incorporated area Plant City was one-mile square, with its center at the intersection of Thomas Street and the railroad, and had a population of about 350. In 1889, the Florida Railway and Navigation Company, also known as the Tropical Florida Railroad and the Florida Central and Peninsular Railroad, extended its line south from Ocala to Plant City. This line was later taken over by the Seaboard Air Line Railroad Company in 1903 (Pettengill 1952). The FC&P line between Tampa and Plant City was completed in 1890, even though it met with serious opposition from the homesteaders (Turner 2003). The Seaboard Air Line Railway (SAL) purchased the FC&P in 1903. The railroads greatly contributed to the city’s rapid development. A new charter passed in 1911 reincorporated the Town of Plant City as the City of Plant City.

Plant City’s development began as a commercial core, directly west of the intersection of the two railroads, and two residential neighborhoods, north and west of the commercial core. The first lots sold to businessmen were located south of the rail right-of-way along S. Drane Street between what is now Collins and Evers Streets. A general mercantile store was the first retail establishment. The first residential neighborhood developed north of the commercial core, to the west of the Tropical Florida Railroad right-of-way. Described as the “Collins-Evers Street Residential District,” it contains the largest concentration of buildings in Plant City constructed between 1897 and 1938. The second residential neighborhood to be developed in Plant City was located north of the South Florida Railroad (Atlantic Coast Line Railroad) right-of-way. It contains a large number of residences built between 1900 and 1925. Many small subdivisions were platted along the project corridor between 1902 and 1923.

Plant City developed into an important agricultural center. Before it’s recognition as the winter strawberry capital of the world, Plant City developed as an orange packing center, shipping 100,000 boxes in 1892. Following devastating freezes in 1894 and 1895, the citrus shipping business was adversely affected. “A means for rejuvenating the local economy was sought, and the planting of strawberries was pursued” (Parks and Shiver 1998). The first record of a shipment of strawberries was recorded in 1892. Ten years later, Plant City had become the largest shipping center for strawberries in Florida with 150 to 300 acres of land cultivated in strawberries per season (Wheeler and Paarlberg 1984). By 1920, production had increased to about 6000 acres. Other industries important to the economic growth of Plant City were timber, used to manufacture fruit baskets and vegetable crates, as well as dressed lumber; citrus, cattle, poultry, fertilizer, and phosphate (Wheeler and Paarlberg 1984). The only major

historic urban center along the SR 600 (US 92) corridor was Plant City, which became a regional hub for the farms in the area (Plant City Official Website n.d.).

In addition to stimulating the development of Plant City, with the coming of the railroads, the towns of Seffner, Mango, and Dover began to grow and thrive as important shipping centers along the Atlantic Coast Line Railway. By 1925, Seffner was the fourth largest town in Hillsborough County. The town of Seffner was platted in 1885 for the South Florida Railroad, and served as the residence for many of its employees. This community prospered as a shipping and trading center. In 1928, Seffner featured five stores, two garages, poultry and truck farms, facilities for shipping citrus and produce, and a modern tourist camp (Robinson 1928).

The turn of the century prompted optimism and an excitement over growth and development. Developers used propaganda promoting Florida as the eternal garden to attract tourists and new residents. The great Florida Land Boom of the 1920s saw widespread development of towns and highways. Several reasons prompted the boom, including the mild winters, the growing number of tourists, the larger use of the automobile, the completion of roads, the prosperity of the 1920s, and the promise by the state legislature never to pass state income or inheritance taxes. In Plant City, the development of new residential subdivisions was undertaken by eager speculators (Parker and Shiver 1998).

The end of the Florida Land Boom halted growth, and the Great Depression hit Florida earlier than the rest of the nation. By 1926-27, the bottom fell out of the Florida real estate market. Massive freight car congestion from hundreds of cars loaded with building materials sitting idle in the railroad yards caused the Florida East Coast Railway to embargo all but perishable goods in August of 1925 (Curl 1986). The embargo spread to other railroads throughout the state, and, as a result, most construction halted. By October, rumors were rampant in northern newspapers concerning fraudulent practices in the real estate market in south Florida. Confidence in the Florida real estate market quickly diminished and the investors could not sell lots (Curl 1986). To make the situation even worse, two hurricanes hit south Florida in 1926 and 1928. The 1928 hurricane created a flood of refugees fleeing northward. The following year, in 1929, the Mediterranean fruit fly invaded and paralyzed the citrus industry creating quarantines and inspections that further slowed an already sluggish industry. Further compounding the desperate economic situation was the all-time record flood crest of the Alafia River on June 9, 1933. The Hillsboro State Bank was the only bank in Plant City “to weather the financial storms” of the Great Depression era (Parks and Shiver 1998).

In the mid-1930s, the New Deal programs of Franklin D. Roosevelt’s administration aimed at pulling the nation out of the Depression, and Hillsborough County did benefit from these with the Public Works Administration’s projects (Lowry 1974). The federal work programs included the promotion of cooperative marketing of farm products, and by 1938, Plant City had been designated a “state market,” which opened on March 9, 1939 (Parks and Shiver 1998).

However, it was not until World War II that the local economy recovered, along with the rest of the state. Federal roads, channel building, and airfield construction for the wartime defense effort brought many workers into the Tampa area. “Agricultural workers were given exemptions to the draft and continued in their role of producing foodstuffs and raw material essential for conduct of the war effort” (Parks and Shiver 1998).

As World War II ended, Hillsborough County, like most of Florida, experienced a population boom in the 1950s. Florida’s population increased from 1,897,414 in 1940 to 2,771,305 in

1950 (U.S. Census Bureau [USCB] 1995). After the war, car ownership increased, making the American public more mobile. Tourism, along with corporate investments, developed as one of the major industries for the Tampa Bay area. Many who had served at Florida's military bases during World War II also returned with their families to live. As veterans returned, the trend in new housing focused on the development of small tract homes in new subdivisions. Interstate-4 (I-4), which runs from Tampa through Orlando and on to the east coast was begun in 1959 and completed in the late 1960s. Construction of I-75 in Florida began in the 1960s. These two interstate highways generated growth and development that has continued into the 21st century. However, Plant City grew little during the post-war years, through the 1960s, and declined as a rail transportation center.

By 1970, development of residential communities, mobile home parks, and villages was well under way throughout the region, and by the 1980s, Plant City was becoming a bedroom community for Tampa. The yearly strawberry festival also began to attract increased tourism to Plant City itself (Parks and Shiver 1998). The construction of I-4 directly north and parallel to SR 600 (US 92) accelerated the pace of development and transformed sections of the corridor to largely suburban enclaves.

4.0 EXISTING SIGNIFICANT HISTORIC PROPERTIES

Based on the results of the 2016 CRAS Update, three resources within the project APE Recommended Build Alternative Segments were considered eligible for listing in the NRHP. These include the Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032), Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253), and the Polk County Line Obelisk (8HI05328). The CRAS Update included extensive physical descriptions, and historical information related to these three significant resources (ACI 2016a) and some of the information is not repeated here. A summary of the history and importance of these significant properties follows.

4.1 Camp Knox Tourist Court Resource Group (8HI04634)

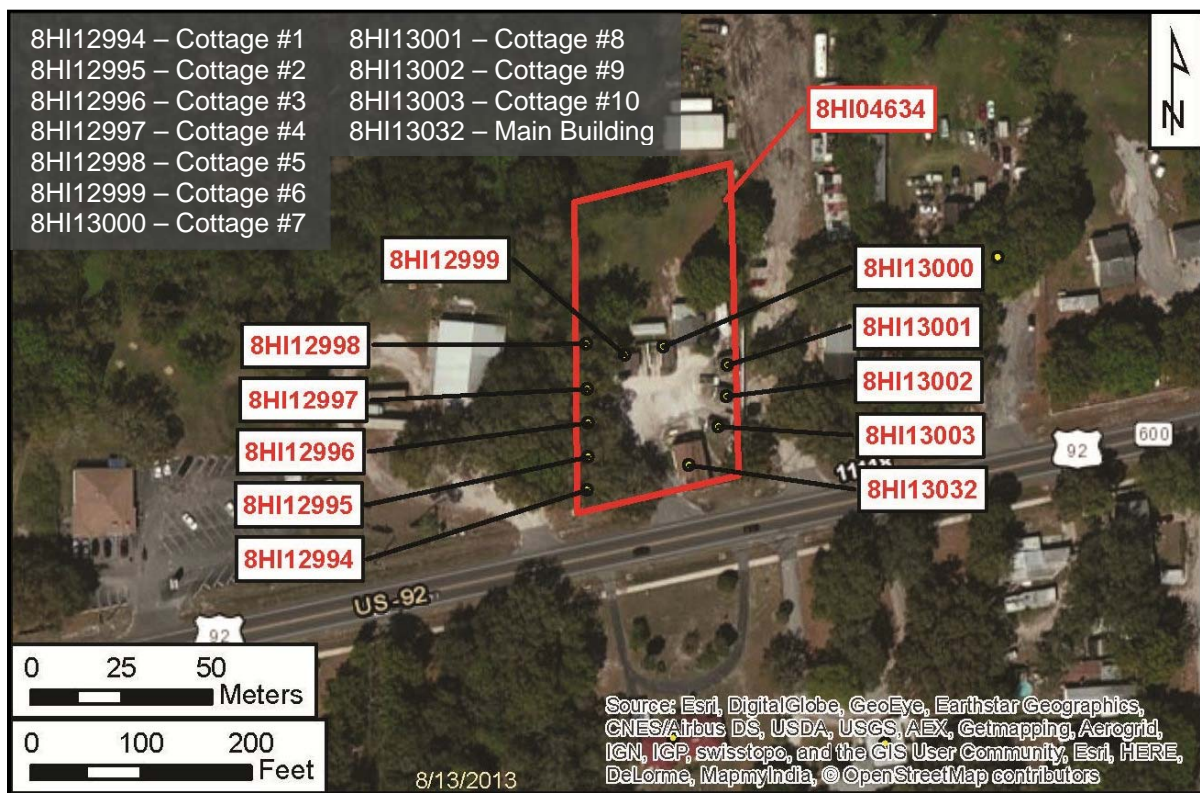


Photo 4-1. Layout of the Camp Knox Tourist Court Resource Group, (8HI04634).

8HI04634: The Camp Knox Tourist Court Resource Group at 11104 E. US 92/SR-600 Highway is a building complex comprised of 11 contributing resources (8HI12994 through 8HI13003 and 8HI13032) (**Photos 4-1 & 4-2**). It is located in Section 33 of Township 28 South, Range 20 East (USGS Brandon 1985) in Seffner, Florida (**Figure 1-2**). This ca. 1920 tourist court features a main building (8HI13032) centered along the parcel edge that faces the main thoroughfare, SR 600 (US 92), and 10 rectangular-shaped, one-story Frame Vernacular style cottages (8HI12994 through 8HI13003) arranged in a U-shaped pattern about the main building. Outbuildings include two sheds, one historic, one non-historic.



Photo 4-2. Camp Knox Tourist Court Resource Group, 8HI04634, looking southwest.

The Camp Knox Tourist Court Resource Group exhibits high integrity and the distinct character-defining elements of a tourist court. This resource group is considered eligible for listing in the NRHP under Criterion A in the areas of Community Planning & Development and Tourism for its association with early 20th century transportation development and American tourism history. It also meets eligibility Criterion C in the area of Architecture as a high-integrity example of an early 20th century tourist court, a diminishing resource type in Florida. The resource group retains its integrity of design, setting, feeling and workmanship. Most 1920s tourist courts exhibit compromised integrity due to alterations and/or additions, detrimental changes in setting, and demolition due to continued urban development. Furthermore, the simplicity of its design and location along a U.S. highway is indicative of the American lifestyle, travel, and tourism enabled by U.S. highway construction after World War I. The alterations throughout are considered reversible and the historic additions to the main office building do not have an adverse effect on this resource's ability to convey its historic character. However, the eleven contributing resources (8HI12994 through 8HI13003 and 8HI13032) that form this resource group are not considered individually eligible.



Photo 4-3. Camp Knox Main Building (8HI13032) at 11104 E. SR 600 (US 92) Highway, looking northeast.

8HI13032: The ca. 1920 two-story, L-shaped, Frame Vernacular style main office building (**Photo 4-3**) rests on a concrete slab that supports wood-framed walls clad in drop siding. The asymmetric front-gabled and hipped roof is covered with replacement composition shingles. Fenestration includes replacement one-over-one and two-over-two single-hung-sash metal windows. The integrated porch features wood-picket railing and brick pier supports. Character-defining architectural details include corner boards, wooden window surrounds and metal awnings over the west windows. Historic additions include the west, hipped roof second-story extension. Historic alterations include the partial enclosure of the integral porch to create a new entry. This building is considered a contributing resource to the Camp Knox Tourist Court Resource Group (8HI04634). While not considered individually eligible for listing in the NRHP, the Camp Knox Tourist Court Main Building (8HI13032) plays an integral role in this resource group's ability to convey its historic character. Therefore, it is considered eligible for listing in the NRHP as a contributing resource to the Camp Knox Tourist Court Resource Group (8HI04634); it is not considered individually eligible.



Photo 4-4. Cottage #2 (8HI12995), a contributing resource to the Camp Knox Tourist Court (8HI04634), looking southwest.

8HI12994 through 8HI13003: The ten rectangular, one-story Frame Vernacular style cottages (**Photo 4-4**) rest on a concrete slab that supports wood-framed walls clad with asbestos shingles and vertical plank siding. The front-gabled roofs are covered with replacement composition shingles. Replacement fenestration throughout includes jalousie, one-over-one and four-over-four, single-hung-sash metal windows. The front porches feature a shed roof covered in composition shingles with wood post supports; white fencing provides privacy. Some units also have an integrated parking spot off the north façade which can be enclosed by a fenced gate. Character-defining architectural elements include wooden window surrounds and the one-room massing indicative of early 20th century tourist court buildings. Each of the 10 cottages is considered a contributing resource to the Camp Knox Tourist Court Resource Group (8HI04634). While not considered individually eligible for listing in the NRHP, each cottage (8HI12994 through 8HI13003) played an integral role in this resource group's ability to convey its historic character. Therefore, all are considered eligible for listing in the NRHP as contributing resources to the Camp Knox Tourist Court Resource Group (8HI04634); it is not considered individually eligible.

4.2 Tomlin Middle School Resource Group (8HI13404)

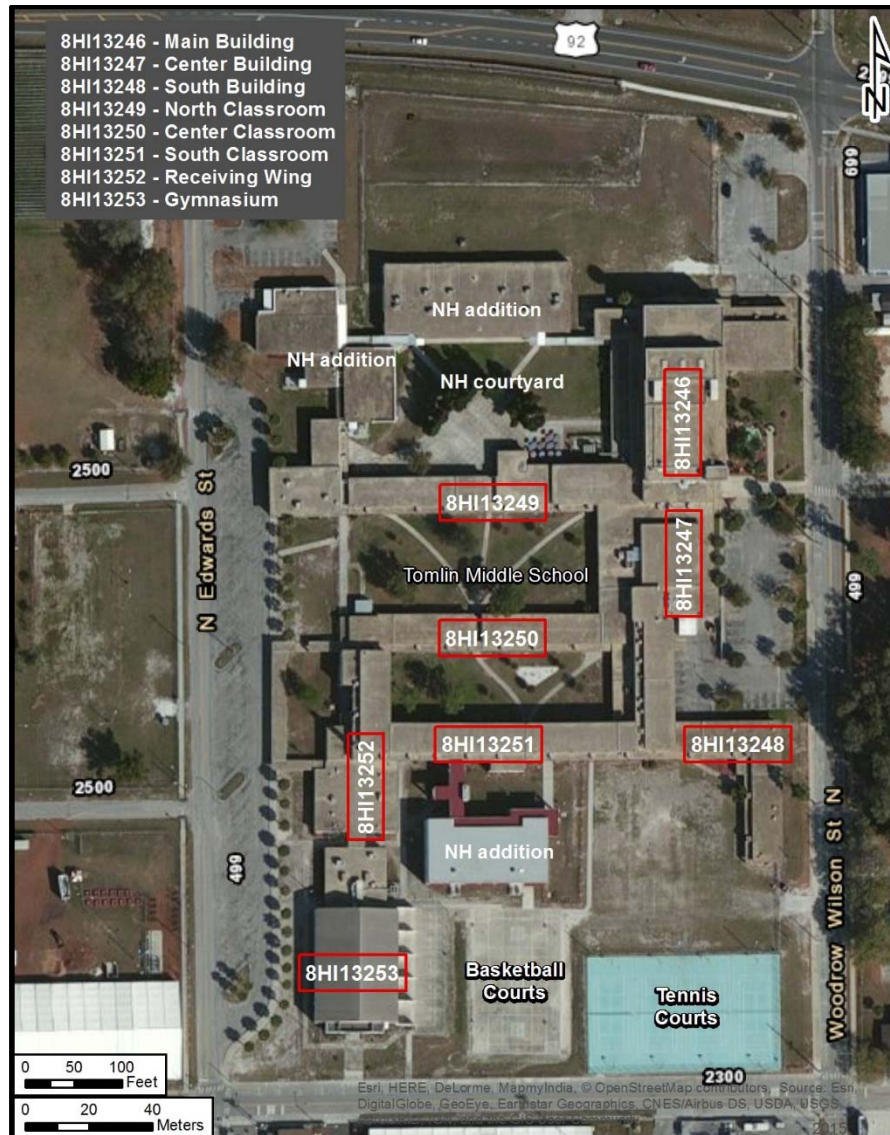


Photo 4-5. Layout of the Tomlin Middle School Resource Group (8HI13404).



Photo 4-6. Tomlin Middle School Main Building (8HI13246), looking west.

8HI13404: This 1954 Mid-Century Modern public school is located at 501 Woodrow Wilson Street in Plant City, Florida in Section 30 of Township 28 South, Range 22 East (USGS Plant City West 1995) (**Figure 1-2**). This resource group contains eight contributing resources (8HI13246-8HI13253). The school complex features a main building (8HI13246), a center building (cafeteria) (8HI13247), a south building (8HI13248), north classroom (8HI13249), center classroom (8HI13250), south classroom (8HI13251), a receiving wing (8HI13252), and a gymnasium (8HI13253) (**Photo 4-5**). Several stylistically-sympathetic non-historic buildings and other non-historic auxiliary structures are located throughout the campus, however, these were not recorded, and only the eight historic and original buildings were recorded and evaluated as part of this study, but are not considered individually eligible.

Tomlin Middle School, was designed by architect Elliott C. Thomas. The school complex is comprised of a main (east) façade with three class room wings which extend west and south. There are landscaped courtyards between each of the classroom wings (**Photo 4-5**). The main (east) façade is compromised by three connected buildings. The interplay of the roof articulation and building mass delineates each building along this façade. The Main Building (8HI13246) features the entrance that has a strong vertical element and scored concrete stucco indicative of the Mid-Century Modern style. It also has the one-and-a-half story cafeteria which is apparent from the exterior by its clerestory windows. The building which extends north is two-story and contains the band shell (8HI13246). The building which extends south (8HI13248) contains classrooms.

Three classroom wings (8HI13249-8HI13251) extend east off of this primary conglomerate. While the main (east) façade features the entrance and serves as an administrative portal, the west side serves a circulation purpose. This side has the arcade and driveway (8HI13252) for student pick-up and drop-off and accesses the classroom wings. This building also connects to the historic gymnasium (8HI13253) located on the southwest corner of the parcel.

This building is linked to several other historic brick- and stucco clad buildings through internal hallways and courtyards; the historic gymnasium exhibits a Masonry Vernacular style which complements the modern style due to its simple, unadorned geometric form. The buildings are arranged in a campus-style layout (**Photo 4-5**). Non-historic outbuildings are adjunct, sympathetic structures designed in a similar brick- and stucco-clad style located north and south of this building. The tennis and basketball courts are also non-historic additions to the complex.

Historic Context

Mid-Century Modern architecture reached its heights in the United States after World War II when America's architectural culture became infused with European influence. Mid-century Modern architecture springboards from the International and Bauhaus styles and embraces the idea of purity in form and function. As a result, buildings were stripped of ornamentation in favor of clean lines, geometric forms and simple materials. This influence is evident in Elliott Thomas' design of Tomlin Middle School. The complex is comprised of simple rectangular structures adorned in brick and pure white scored stucco walls. In addition, the buildings' layout reflects advancements in school design and education theory. The campus-style complex arrangement with interior courtyards and open interior walkways was considered progressive. Campus layouts were mainly used for colleges and universities, not public schools.

A review of as-built construction drawings confirmed several interior renovations and non-historic additions. Non-historic additions are adjunct, sympathetic structures designed in a similar brick- and stucco-clad style; they were constructed in 2003. The northern non-historic additions create a third courtyard and extend east off the band shell building. A south two-story addition is between the historic gymnasium and southernmost classroom wing; it was constructed in 2008. The basketball courts were reconstructed in 2013. These non-historic additions exhibit an in-kind mass, brick-clad design and orientation with the other historic buildings such that they do not compromise the original complex.

Modest alterations throughout include replacement six-pane awning metal windows. The historic gym has the most apparent alteration in the addition of handball courts along its east wall; the addition is in keeping with its historic recreational purpose and does not undermine the building's integrity. The alterations to the historic structures are considered reversible and do not compromise this complex's ability to convey its historic character.

Evaluation

The integrity of Tomlin Middle School has been previously documented. In the report *Historic Hillsborough County Schools*, it stated that "this school was not built until 1954, which is outside the parameters of this assessment. However, it became evident that the complex, built originally as the Plant City High School appeared to retain a very high degree of integrity in plan, massing, fenestration, detailing and spatial character. For these reasons, the school is included in this report to provide an early alert to develop a preservation plan in anticipation of future eligibility (and) mark this as a particularly important community building worthy of preservation." This integrity remains evident and is the basis for this recommendation.

The Tomlin Middle School possesses high historic integrity and embodies the distinct characteristics of the Mid-Century Modern style. Most historic schools of this style and age have been altered, demolished or exhibit compromised integrity to the extent that they can no

longer convey their historic character. Such is not the case for Tomlin Middle School, which exhibits an exceptional level of historic physical integrity primarily due to proper maintenance and sympathetic non-historic additions. The complex embodies the distinct characteristics of the Mid-Century Modern style in their scored concrete bands, concrete sills, the vertical element at the entrance and the streamlined horizontal articulation seen in the roofline, clerestory levels and simple horizontal window cornices. Furthermore, the non-historic alterations are considered reversible and do not have an adverse effect on the complex's ability to convey its historic character. Therefore, the Tomlin Middle School Resource Group, 8HI13404, is considered eligible for the NRHP under Criterion C in the area of Architecture. However, the eight contributing resources (8HI13246-8HI13253) that form this resource group are not considered individually eligible.

4.3 Polk County Line Obelisk (8HI05328)



Photo 4-7. Polk County Line Obelisk, 8HI05328, facing northwest.

The Polk County Line Obelisk (**Photo 4-7**) is a Neo-Classical style marker located at the southeast corner of the US 92/County Line Road intersection. This cast concrete obelisk has an overall height of roughly 15 feet, and is topped by a sphere. It features a square base, tapered column, and a collar supported by scrolled brackets. Two sides of the marker are inscribed with: "Oct. 1930 WELCOME TO POLK COUNTY CITRUS CENTER."

In October 1930, the Polk County Commission learned that several highway engineers from around the world would be touring Florida roads, including those in northern Polk County, as part of the Sixth International Road Convention, taking place in Washington, DC. To impress the visitors, the Commission immediately began a program to construct county markers at the northern entrances to the county. It is possible that five such markers were constructed, but only three are extant, including: one along US 92 at the Hillsborough County line (8HI05328), one along US 98 at the Pasco County line, and one along Old Kissimmee Road at the Osceola County line (the latter was accidentally placed about two-tenths of a mile into Osceola County). The markers were constructed by L.Z. Tate, a local contractor, and his team of 16 African American workers, with concrete provided by A.R. Leach and Company (Bair 1999; Watts 1991).

The markers were ready for the October 23rd visit by the delegation, which consisted of 87 engineers from 35 different countries. The group “drove into Polk County at Loughman and toured Haines City, Waverly, Bok Tower, Lake Wales and Winter Haven before driving to Lakeland,” from which they headed west toward Plant City. Following the tour, the markers were left in place to welcome tourists, and no additional ones were constructed (Bair 1999). In the 1980s, the US 92 marker was moved a few feet during a road construction project; it was moved a few more feet in 2003 to accommodate improvements to the US 92/County Line Road intersection (White 2003).

The Polk County Line Obelisk was originally recorded in 1993 by ACI during the original US 92 Improvements Project CRAS (ACI 1993) and was determined ineligible for NRHP listing by the SHPO. However, more recent research has determined that the obelisk is eligible for NRHP listing at the local level under Criterion A in the areas of Transportation and Local History. The marker maintains its integrity of design, setting, materials, workmanship, feeling, and association. Also, despite the fact that it was moved twice, the marker has stood at the same intersection where it was originally erected, thus it continues to maintain some integrity of location and serves as a reminder of Polk County’s contributions to the state roadway system.

5.0 ALTERNATIVES ANALYSIS

The objective of the alternatives analysis process is to identify technically and environmentally sound alternatives to provide a safe transportation facility that meets the purpose and need of the project, is acceptable to the community, minimizes impacts on the environment, and is cost effective. The process results in the selection of a recommended alternative that meets the purpose and need of the project and can be advanced to the design phase. The alternatives considered for this re-evaluation study include:

- Transportation Systems Management and Operations (TSMO) Alternatives
- Multi-Modal Alternatives
- Recommended Build Alternatives (Roadway Widening)
- No-Build Alternative

5.1 Transportation Systems Management and Operations

TSMO alternatives involve improvements designed to maximize the utilization and efficiency of the existing facility through improved system and demand management. The various TSMO options generally include traffic signal and intersection improvements, access management, and transit improvements. The additional capacity required to meet the projected traffic volumes along SR 600 (US 92) in the design year cannot be provided solely through the implementation of TSMO improvements; however, the TSMO strategies of traffic signal and intersection improvements and access management are included as part of the Build alternatives for the corridor.

5.2 Multi-Modal Alternatives

Based on the projected traffic demand, there are no standalone multi-modal alternatives that would meet the purpose and need for the project. A review of the Hillsborough Area Regional Transit Authority (HART) Transit Guide determined that there are no transit services provided along the SR 600 (US 92) corridor within the project limits. A telephone conversation with HART confirmed that HART does not serve Plant City or the project area at this time. HART does not have any current plans to provide transit service along the SR 600 (US 92) corridor in the future.

The proposed improvements to SR 600 (US 92) will create opportunities to include pedestrian and bicycle facilities along the project corridor. All Build Alternatives will provide continuous five-foot sidewalks along both sides of the roadway. Additionally, seven-foot buffered bike lanes would be provided in each direction adjacent to the outside travel lanes. Pedestrian features will be designed and constructed in accordance with applicable current design standards.

5.3 Recommended Build Alternatives

The three (3) historic resources within the project APE that are considered eligible for listing in the NRHP are located outside the proposed right-of-way acquisition identified by the original PD&E Study from 1994. As part of the current PD&E Study Re-Evaluation of SR 600 (US 92), all build alternatives that were evaluated avoid acquisition of roadway right-of-way or easements from the NRHP eligible properties. Since various build alternatives were

evaluated but none of the build alternatives directly impact these three historic resources, the build alternatives are not discussed in detail in this Draft Case Study Report. Please refer to the Draft Project Engineering Report (PER) for descriptions of each build alternative evaluated during the PD&E Study Re-Evaluation.

5.4 No-Build Alternative

The preferred alternative for the segment from Mobley Street to Park Road that was noted in the original PD&E Study remains the No-Build Alternative with the exception that the section of Baker Street between Mobley Street and Whitehall Street be converted from a rural to urban roadway in order to provide sidewalks. Improvements have been completed in this section of the roadway which meet the intent of the original PD&E Study recommendation for this segment of the project. Therefore, for the re-evaluation study, the No-Build Alternative remains the recommend alternative essentially between Whitehall Street and Park Road.

6.0 EVALUATION OF EFFECTS

The Criteria of Adverse Effect (36 CFR Part 800.5(a)(1)) were applied to the three NRHP-eligible resources located within the project APE: Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032); Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253); and the Polk County Line Obelisk (8HI5328). Potential adverse effects on historic resources include, but are not limited to: physical destruction of or damage to all or part of the property; alteration of a property; removal of the property from its historic location; change of the character of the property's use or of physical features within the property's setting that contribute to its historic character; introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features; and neglect of a property which causes its deterioration.

The analyses of potential traffic noise and air quality effects to the historic properties located within the SR 600 (US 92) project APE were performed by KBE; a copy of the Draft Historic Resources Noise Study Memorandum is contained in Appendix C. The assessment procedures described in Title 23, Part 774 of the CFR (23 CFR 774)-Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)) were used for the traffic noise analysis. The regulation references the Noise Abatement Criteria (NAC) documented in 23 CFR 772 when determining if a project would have a constructive use (i.e., substantially impair the use) of a 4(f) property. The FHWA's computer model for the prediction and analysis of highway traffic noise, the Traffic Noise Model (TNM- Version 2.5) was used. To evaluate the potential for air quality impacts due to implementing the proposed improvements to SR 600 (US 92), the procedures described in the FDOT's PD&E Manual, Part 2, Chapter 16, Air Quality Analysis, were used. A copy of the Draft Historic Properties Air Quality Memorandum (AQM) is contained in Appendix C.

6.1 Camp Knox Tourist Court Resource Group

Based on the Criteria of Adverse Effect, the proposed widening and improvements project will have **No Adverse Effect** to the Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032). The justification for this determination follows.

6.1.1 Relationship to Segment 1 Alignment

The NRHP-eligible Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032) is located on the north side of SR 600 (US 92) between the intersections of Mobile Villa Drive and Williams Road within Segment 1 (**Figures 1-2 and 6-1**); **Appendix B, Sheet 4**). The SR 600 (US 92) Recommended Build Alternative proposes to widen the roadway from an existing 2-lane undivided roadway to a 4-lane divided roadway with the inclusion of bike lanes and sidewalks on both sides of the roadway in the vicinity of the Camp Knox Tourist Court Resource Group. The proposed widening at this location will be constructed by widening to the south side of the existing roadway, including proposed right-of-way acquisition. The historic resource group is located on the northern side of the roadway right-of-way where there will be no right-of-way acquisition.

CAMP KNOX
TOURIST COURT
RESOURCE GROUP

8HI04634

EXISTING
R/W

92

EXISTING
R/W

EXISTING CONDITION

CAMP KNOX
TOURIST COURT
RESOURCE GROUP

8HI04634

PROPOSED
SIDEWALK

EXISTING
R/W

PROPOSED
SIDEWALK

92

PROPOSED R/W

PROPOSED ALIGNMENT



Florida Department
of Transportation
District 7

US 92 PD&E Study Re-evaluation

from east of I-4 to east of County Line Road
Hillsborough County, Florida

Work Program Item Segment No.: 435749-1

**NRHP ELIGIBLE HISTORIC SITES
CAMP KNOX TOURIST COURT
RESOURCE GROUP (8HI04634)**

Figure
6-1

The Recommended Build Alternative within Segment 1 does not propose the acquisition of new right-of-way or easements within the historic property's boundary. As a result, the proposed project will not cause physical destruction, damage, or alteration of all or part of the Camp Knox Tourist Court historic property (8HI04634).

6.1.2 Visual/Aesthetics

The proposed project will be built within additional right-of-way on the south side of SR 600 (US 92) though the existing right-of-way line on the north side will remain where it is presently located. However, the future pavement for the westbound lanes would be approximately 5 feet closer to the historic property. These changes may alter the existing visual and aesthetic conditions of the historic property, or its view shed, may alter the setting of the property, and may introduce new visually intrusive elements.

As discussed in Section 6.1.3. below, the proposed project could also include the construction of a noise barrier along the roadway adjacent to, or visible from this resource but it will be evaluated further during design. If the noise barrier is determined to be cost reasonable and feasible during the design phase and it is desired by the benefitted receptor(s), it would alter the existing visual and aesthetic conditions of the historic property, and its view shed, it would alter the setting of the property, and it would introduce new visually intrusive elements. Since it is not known at this time if a noise barrier will be constructed adjacent to this historic property, the potential for the proposed noise barrier will be evaluated further during design and coordinated with the SHPO to determine potential effects at that time. At this point, it is assumed that the project will have no adverse effect to the historic property regarding visual/aesthetic effects, with or without a noise barrier.

6.1.3 Noise and Air Quality

Noise: The Camp Knox Tourist Court Resource Group and its 11 contributing resources were evaluated as noise sensitive sites within the Draft Noise Study Report for the re-evaluation study. The Draft Noise Study Report for this project was prepared to determine potential noise impacts associated with the proposed improvements (KBE 2016). According to FHWA Noise Abatement Criteria (NAC) for parks, residences, and churches, noise abatement measures must be considered if traffic noise levels either increase substantially from existing noise levels or approach or exceed 67 decibels (dBA). FDOT further defines "approach or exceed" as 66 dBA. For the Camp Knox Tourist Court Resource Group, existing roadway related noise levels range from 58.5 dB(A) to 71.3 dB(A) for the different cottages, depending on the proximity of the cottage to the roadway. Based on the analysis, the noise levels are predicted to approach or exceed the NAC [66 dB(A)] in the design year (2040) for the build condition. Noise levels are predicted to range from 60.1 dB(A) to 71.7 dB(A) within the site which is an increase of 0.3 dB(A) to 1.6 dB(A) when compared to the existing condition.

As a result, there is a potential for adverse effects (based on FHWA NAC) with respect to traffic noise on the exterior use of five of eleven buildings within the Camp Knox Tourist Court Resource Group (**Appendix C**). A noise abatement measure in the form of a noise barrier is proposed along the east side of the property, east of the driveway as shown in the Historic Properties Noise Memorandum in **Appendix C**. There are several small cottages that would be located directly behind the noise barrier wall (**Photo 6-1**). They are very close to the right-of-way line, so the barrier doesn't have to be very long. The hotel office/residential building to the right of the entrance is too close to the entrance roadway for a barrier to be effective. However, while mitigating the traffic noise levels, the construction of a noise barrier may result in a visual

effect, but is not considered to have an adverse effect on the historic resource or any of its contributing resources as addressed above in Section 6.1.2.

Air: A Historic Properties AQM was prepared for this project and is included in Appendix C. The results of the AQM concluded that implementing the Recommended Build alternative would not adversely affect this historic property. A copy of the Historic Properties AQM is included in Appendix C.



Photo 6-1. Approximate location of the noise barrier wall.

6.1.4 Access and Use

Camp Knox Tourist Court Resource Group and its 11 contributing resources is currently accessed with a single driveway at SR 600 (US 92). The Recommended Build Alternative will include a median in front of the driveway for this property. There currently is no median at this location so the proposed new median will modify left turn access to and from the property but will not eliminate access into the property. A median opening will be located at the next major intersection and will allow for U-turns. In addition, bicycle and pedestrian access will be improved with the addition of new bike lanes and sidewalks.

The current use of the property is a hotel and should not be affected by the proposed roadway improvement project. The future use of the property will ultimately be decided by the property owners and any local land development regulations. The planned improvements will not have a potential impact on the use of any of the contributing resources within the resource group, and no changes in land use are anticipated.

6.2 Tomlin Middle School Resource Group

Based on the Criteria of Adverse Effect, the proposed widening and improvements project will have **No Effect** to the Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253). The justification for this determination follows.

6.2.1 Relationship to Segment 9 Alignment

The NRHP-eligible Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253) is located on the south side of SR 600 (US 92) between the intersections of Edwards Street and N Woodrow Wilson Street within Segment 9 (**Figure 6-2; Appendix B, Sheet 23**). The SR 600 (US 92) Recommended Build Alternative proposes to widen the roadway from an existing 2-lane undivided roadway to a 4-lane divided roadway with the inclusion of bike lanes and sidewalks on both sides of the roadway in the vicinity of the Tomlin Middle School Resource Group. The proposed widening at this location will be constructed by widening to the north side of the existing roadway, including right-of-way acquisition. The historic resource group is located on the south side of the existing roadway right-of-way. As a result, no acquisition of the historic property for roadway right-of-way or easements is proposed in support of implementing this project, and the proposed improvements will not result in the physical destruction, damage, or alteration of all or part of the Tomlin Middle School historic property (8HI13404).

6.2.2 Visual/Aesthetics

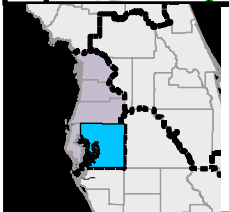
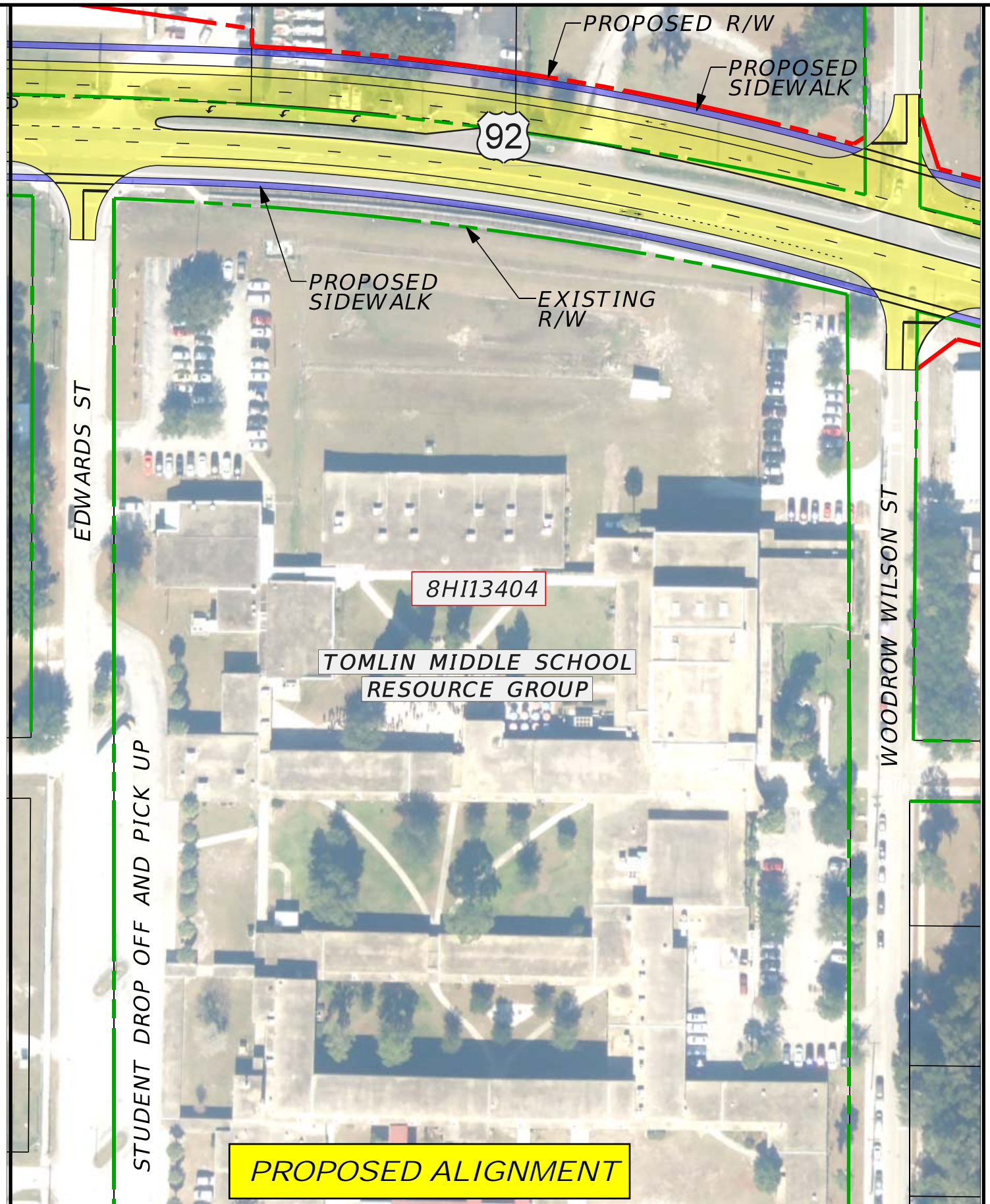
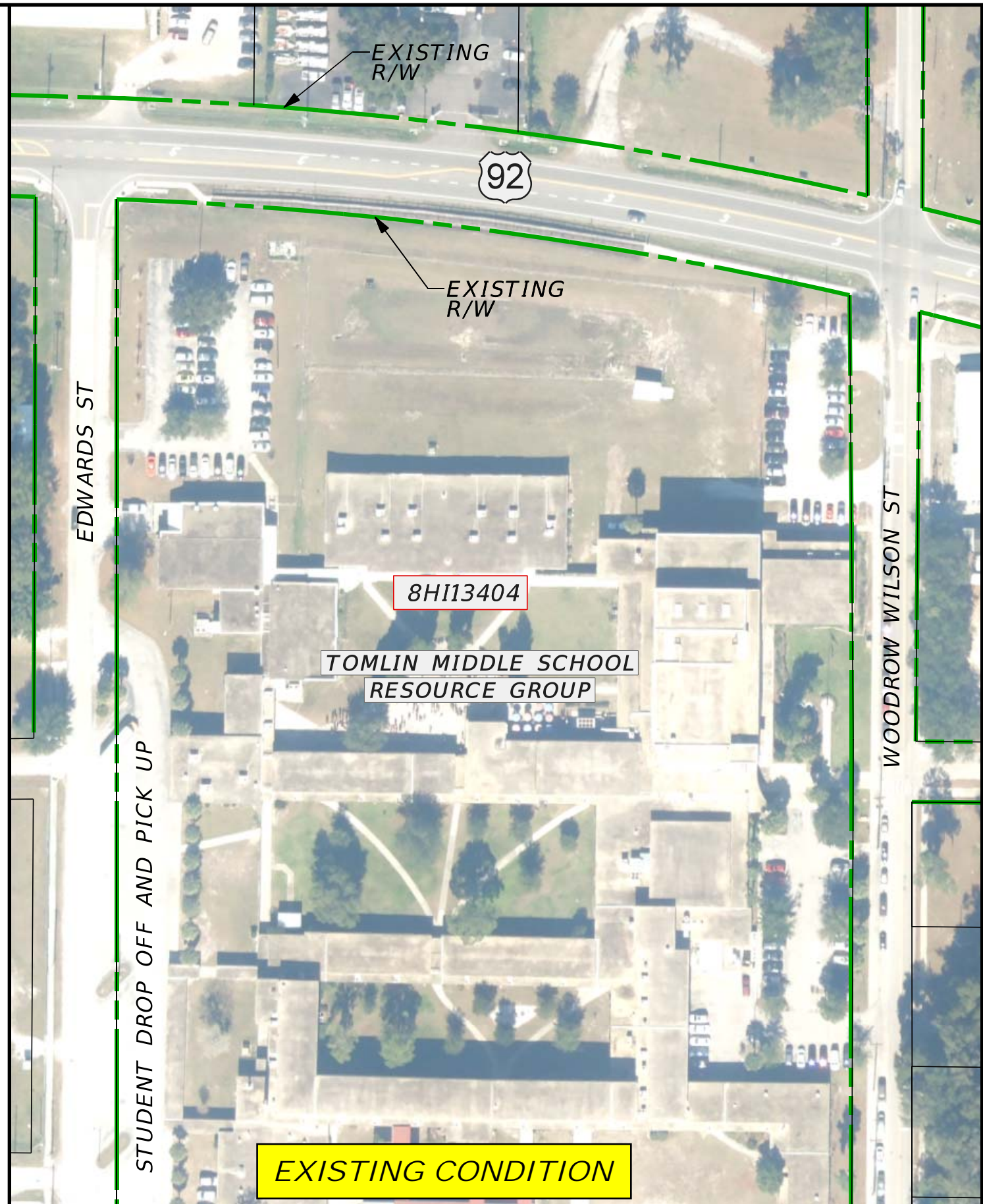
The proposed project will be built within additional right-of-way on the north side of SR 600 (US 92) though the existing right-of-way line on the south side will remain where it is presently located. The proposed edge of pavement will be approximately 50 feet further away from the historic property. These changes will therefore not alter the existing visual and aesthetic conditions of the historic property, or its view shed, will not alter the setting of the property, and will not introduce any new visually intrusive elements. The proposed project will not include the construction of noise barriers along the roadway adjacent to, or visible from this resource; therefore, there will not be visual impacts from potential noise barriers at this location.

6.2.3 Noise and Air Quality

Noise: The Tomlin Middle School Resource Group and its eight contributing resources were evaluated as noise sensitive sites within the Draft Noise Study Report for the re-evaluation study. A Draft Noise Study Report was prepared to determine potential noise impacts associated with the proposed improvements (KBE 2016). According to FHWA NAC for parks, residences, and churches, noise abatement measures must be considered if traffic noise levels either increase substantially from existing noise levels or approach or exceed 67 decibels (dBA). FDOT further defines “approach or exceed” as 66 dBA. For the Tomlin Middle School Resource Group, roadway related noise levels are not predicted to approach or exceed the NAC [66 dB(A)] in the design year (2040) for the build condition. Exterior noise levels are predicted to reach 57.5 dB(A) at the site which is an increase of 0.7 dB(A) when compared to the existing condition 56.8 dB(A).

The results of the traffic noise analysis indicate that the proposed improvements would not adversely affect (based on FHWA NAC) the exterior use of the Tomlin Middle School Resource Group (**Appendix C**), and noise abatement measures do not need to be considered.

Air: A Historic Properties AQM was prepared for this project and is included in Appendix C. The results of the AQM concluded that the recommended alternative would not adversely affect the historic properties. A copy of the Historic Properties AQM is included in **Appendix C**.



Florida Department of Transportation
District 7

US 92 PD&E Study Re-evaluation

from east of I-4 to east of County Line Road
Hillsborough County, Florida

Work Program Item Segment No.: 435749-1

**NRHP ELIGIBLE HISTORIC SITES
TOMLIN MIDDLE SCHOOL
RESOURCE GROUP (8HI13404)**

Figure
6-2

6.2.4 Access and Use

Tomlin Middle School Resource Group and its eight contributing resources is currently accessed via multiple streets adjacent to and traversing the area. The Recommended Build Alternative will not include a median opening at Woodrow Wilson Street for safety reasons. There will be a median opening, however, at Edwards Street which leads to the main student drop-off/pick-up location at the school. The proposed median will modify left turn access to and from Woodrow Wilson Street, but will not change access to and from Edwards Street. All existing local street access will be maintained. The proposed project will not modify access into the school property, therefore, the project will not result in any major changes in access for this historic resource. In addition, bicycle and pedestrian access will be improved with the construction of bike lanes and replacement pedestrian features.

The property has historically and is currently used as a public school. The continued use as a public school should not be affected by the proposed roadway improvement project. The future use of the property will ultimately be decided by the property owners (Hillsborough County School Board). The planned improvements will not have a potential impact on the use of any of the contributing resources within the resource group, and no changes in land use are anticipated.

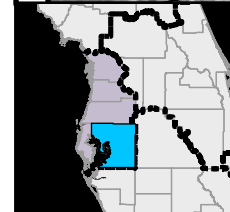
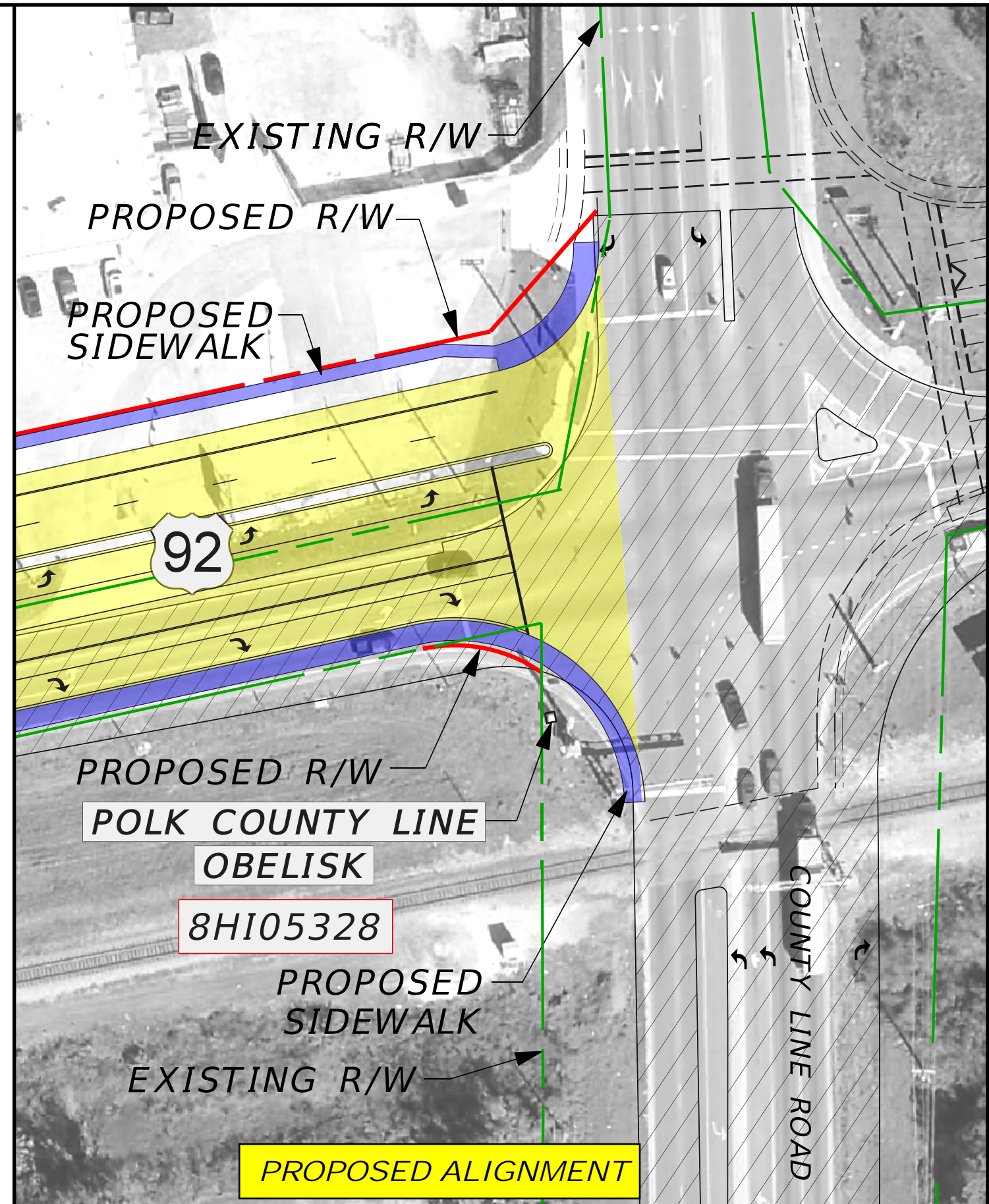
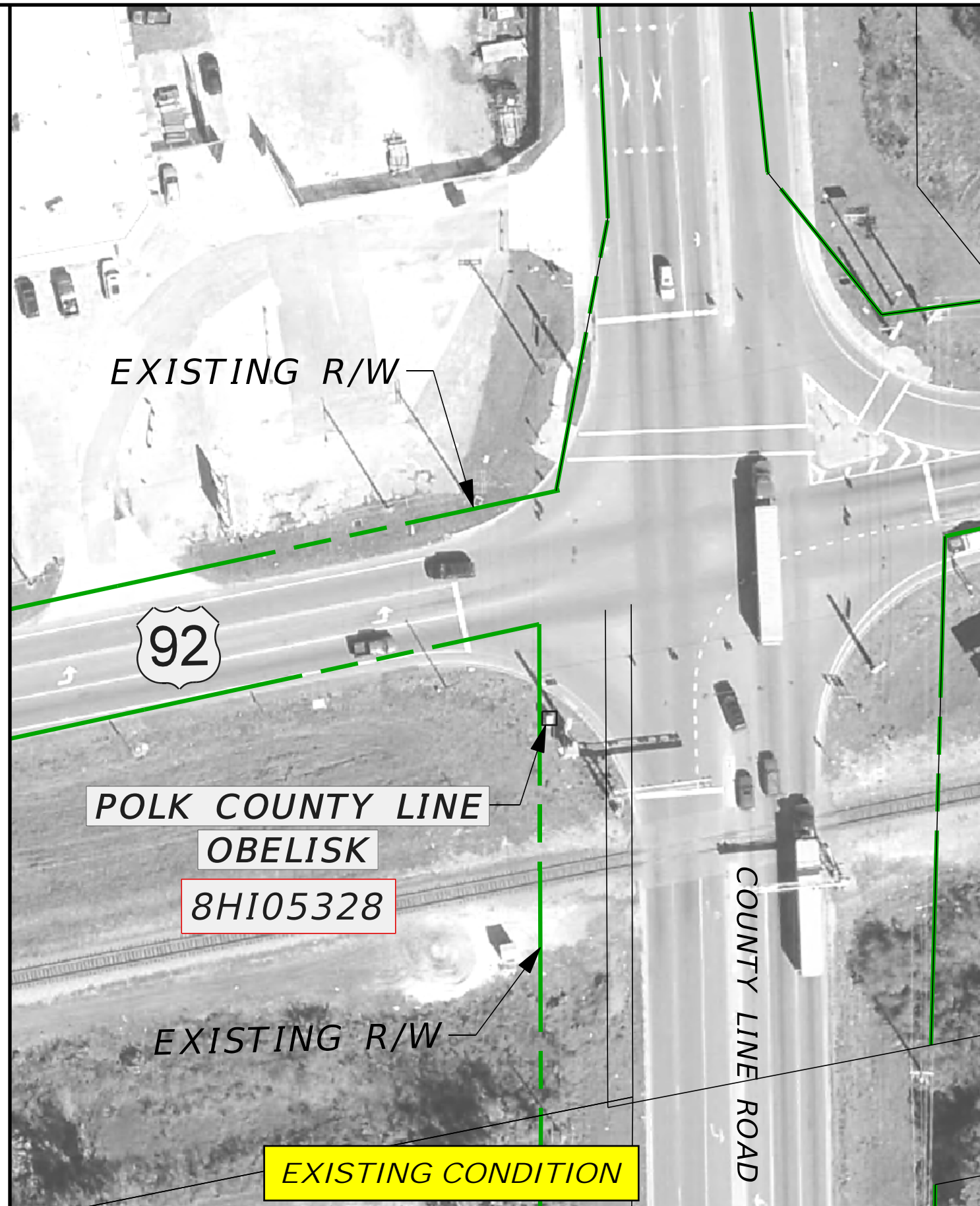
6.3 Polk County Line Obelisk

Based on the Criteria of Adverse Effect, the proposed widening and improvements project will have **No Effect** on the Polk County Line Obelisk (8HI05328). The justification for this determination follows.

6.3.1 Relationship to Segment 11 Alignment

The NRHP-eligible Polk County Line Obelisk (8HI05328) is located at the southwest corner of the US 92/County Line Road intersection in Segment 11 (**Figure 6-3; Appendix B, Sheet 30**) within existing FDOT right-of-way. The obelisk is located approximately 12 feet from the existing roadway edge of pavement. The SR 600 (US 92) Recommended Build Alternative proposes to widen the roadway from an existing 2-lane undivided roadway to a 4-lane divided roadway with the inclusion of bike lanes and sidewalks on both sides of the roadway in the vicinity of the Polk County Line Obelisk. The proposed widening at this location will be constructed by widening to the north side of the existing roadway. The historic resource is located on the south side of the roadway right-of-way.

The Recommended Build Alternative will require a small section right-of-way on the south side of the roadway for the construction of a sidewalk. However, the introduction of the sidewalk will follow the outside shoulder of the existing roadway, thus, pushing the road farther away from the Obelisk. Therefore, the proposed improvements will not adversely result in physical destruction, damage, or alteration of all or part of the Polk County Line Obelisk (8HI05328). This introduction of a sidewalk adjacent to the property will potentially have a positive impact on the resource by providing, not just motorists, but also pedestrians to observe the resource.



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NRHP ELIGIBLE HISTORIC SITES
POLK COUNTY LINE OBELISK (8HI05328)

Figure
6-3

6.3.2 Visual/Aesthetics

The proposed project will be built within additional right-of-way on the north side of SR 600 (US 92) though the existing right-of-way line on the south side will generally remain (with the exception of a corner clip on the southwest corner of the SR 600 (US 92) intersection with County Line Road) where it is presently located. The proposed project will not alter the existing visual and aesthetic conditions of the historic property, or its view shed, will not alter the setting of the property, and will not introduce any new visually intrusive elements. Considering the current existence of pavement for the roadway in close proximity to this historic resource, the Recommended Build Alternative will not significantly alter the visual and aesthetic setting of the historic resource.

6.3.3 Noise and Air Quality

Noise: Since this obelisk is not considered a noise sensitive site, a noise analysis was not required for this location.

Air: Since the obelisk is not an air quality sensitive site, an air quality analysis was not required for this location.

6.3.4 Access and Use

Access to the Polk County Line Obelisk is not currently provided by any means other than by foot access. The current patterns of access will be improved by this project by adding sidewalks. The obelisk historically and currently serves as a monument to welcome tourists to Polk County. The proposed improvements to SR 600 (US 92) should not affect the use of the Polk County Line Obelisk. The future use of the Obelisk will ultimately be decided by the FDOT whose property the object is located.

7.0 COORDINATION

7.1 Agency Coordination

Information regarding agency coordination efforts will be provided in this section following the public hearing process.

7.2 Public Meetings

A public hearing will be held for this PD&E Study Re-Evaluation. The hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of widening SR 600 (US 92) within the study limits. This Draft Section 106 Case Study Report will be on display at the public hearing along with the other PD&E Study Re-Evaluation documents. A project newsletter will be distributed prior to the hearing. Information relating to the Section 106 process being undertaken for this re-evaluation study will be shown during the public hearing process. Public involvement documentation will be contained in Appendix D for the next submittal.

8.0 CONCLUSIONS

In consultation with SHPO, FDOT has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 and has determined that the project will have No Effect on the NRHP-eligible Tomlin Middle School Resource Group (8HI13404) and its eight contributing resources (8HI13246-HI13253) and the Polk County Line Obelisk (8HI05328). The Recommended Build Alternative will not cause physical destruction or damage to the resources; nor removal of the resources from their historic location; no change in the character of the properties' use or of physical features within the properties' setting that contribute to its historic significance; no introduction of visual or audible elements that diminish the integrity of the properties' significant historic features; and no neglect of the properties which causes their deterioration.

The undertaking is anticipated to have No Adverse Effect on the NRHP-eligible Camp Knox Tourist Court Resource Group (8HI04634) and its 11 contributing resources (8HI12994-HI13003, 8HI13032), as discussed below.

8.1 Camp Knox Tourist Court Resource Group

The current and future use of the Camp Knox Tourist Court Resource Group will not be effected by implementing the Recommended Build Alternative within Segment 1. Similarly, air quality will also not be affected. A median is proposed at this location which will modify left turn access to and from the property but will not eliminate access to the property. However, based on the noise analysis, noise levels are predicted to range from 60.1 dB(A) to 71.7 dB(A) within the site which is an increase of 0.3 dB(A) to 1.6 dB(A) when compared to the existing condition that ranges from 58.5 dB(A) to 71.3 dB(A). As a result, there is a potential for adverse effects with respect to traffic noise on the exterior use of five of eleven buildings within the Camp Knox Tourist Court Resource Group. Noise abatement measures in the form of a noise barrier is proposed and will be evaluated further during the design phase. However, while mitigating the traffic noise levels, the construction of the noise barrier may result in a visual effect, but it is not considered to have an adverse effect on the historic resource or any of its contributing resources.

8.2 Continued Coordination

The potential use of a noise barrier is a recommendation that will require further analysis and evaluation during the project's design phase. If a noise barrier will be constructed, FDOT District Seven will follow acceptable best practices and context sensitive solutions, including aesthetic treatments in accordance with FDOT and/or FHWA Guidelines. FDOT will continue to coordinate with the SHPO during the proposed project's future design phase regarding the location and design of a noise barrier adjacent to the Camp Knox Tourist Court Resource Group.

8.3 Stormwater Management Facility and Floodplain Compensation Sites

Twenty-one proposed stormwater management facility (SMF) sites and 14 floodplain compensation sites (FCS) have been identified during the proposed project's PD&E study for the purpose of evaluating right-of-way cost estimates. An addendum has been provided to the 2016 PD&E Study CRAS Update Report that addresses these new SMF and FPC sites that are part of the project. No NRHP eligible or listed resources were identified for the SMF or FPC sites. If the SHPO concurs, that the resources within the SMF sites are ineligible for NRHP listing as recommended, then the project's proposed SMF and FPC sites will have no adverse

**Draft Section 106 Consultation Case Study Report
Camp Knox Tourist Court Resource Group (8HI04634),
Tomlin Middle School Resource Group (8HI13404), and Polk County Line Obelisk (8HI05328)**

effect to properties listed or eligible for listing in the NRHP. If SMF or FPC locations change during later project implementation phases, a CRAS document, including archaeological and historic field survey will be completed for those sites. The CRAS document will then be coordinated with the SHPO.

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Willey, Gordon R.

1949 Archaeology of the Florida Gulf Coast. Smithsonian Miscellaneous Collections 113. 1982 Reprint. Florida Book Store, Gainesville.

**APPENDIX A:
Relevant Correspondence**



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

JIM BOXOLD
SECRETARY

September 7, 2016

Dr. Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attention: Transportation Compliance Review Program

RE: SR 600 (US 92) Project Development and Environment (PD&E) Study
Re-Evaluation from East of I-4 to East of County Line Road
Work Program Item Segment No.: 435749-1
FAP No.: TBD
Hillsborough County, Florida

2016 SEP -8 PM 1:21
FDOT
HISTORIC PRESERVATION
RECEIVED

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven is preparing a Project Development and Environment (PD&E) Study Re-Evaluation for the proposed widening of SR 600 (US 92) from east of Interstate 4 (I-4) to east of County Line Road in Hillsborough County, Florida. The total project length is approximately 18.1 miles. The original PD&E Study was completed in 1994. The Study recommended a build alternative from east of I-4 to Mobley Street and from Park Road to County Line Road. The no-build alternative was selected for the segment between Mobley Street and Park Road with the exception of improving one section of Baker Street where it was recommended for conversion to an urban section between Mobley Street and Whitehall Street. Due to a change in design standards and existing conditions, the project's PD&E study is being re-evaluated. The no-build alternative between Mobley Street and Park Road remains as the recommended alternative. Sidewalk and drainage improvements were made to the section of Baker Street between Mobley Street and Whitehall Street which meet the intent of the original PD&E study recommendation for this segment of the project.

A Cultural Resource Assessment Survey (CRAS) Update was prepared for this project and submitted to your office on March 17, 2016. In July 2016, the CRAS Update was revised based on comments provided by Alyssa McManus (letter dated May 10, 2016). At this time, edits were made to the original report and select pages were resubmitted. The CRAS Update was again revised in August 2016. At this time, the eligibility for previously recorded Frame Vernacular style residence located at 104 Thrasher Road (8HI04739) was updated and revised pages resubmitted. Enclosed are

one set of revised pages to the CRAS Update (February 2016, Revised August 2016) that were prepared for the above referenced project.

The CRAS Update included background research and a field survey. The purpose was to locate and identify any archaeological sites and historic resources located within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). This is an update to the CRAS that was prepared for the original PD&E Study. The SR 600 (US 92) PD&E Re-evaluation will replicate the original PD&E approved alignment with modifications as needed. As a result, the project is planned to be mostly developed within the existing right-of-way. A CRAS of the original PD&E corridor was performed in 1991-1992 (ACI 1993), and approved by the SHPO in October 1993. Therefore, systematic archaeological field survey will focus only on areas of new right-of-way. For historic resources, the APE is defined as the properties adjacent to the existing and proposed right-of-way. As contained within these adjacent properties, only the historic resources located within 200 feet of the existing and proposed right-of-way were recorded and evaluated. No improvements to the approximate two-mile long one-way pair system through Plant City between Mobley Street and Park Road (Segment 10) are anticipated. However, the historic resources located along Reynolds Street (US 92 Eastbound) between Mobley Street and Park Road were included in the CRAS. Stormwater management facilities and floodplain compensation sites have been preliminarily sized for the project's ongoing PD&E Study, and an addendum to the CRAS will be prepared to document the historical and archaeological evaluations for these locations later in the PD&E Study.

Background research indicated that 14 previously recorded archaeological sites are located, at least in part, within the project archaeological APE. All were evaluated as ineligible for listing in the NRHP by the SHPO. Limited field survey did not confirm the presence of any of these sites within the project APE. Field survey focused on areas of newly proposed right-of-way yielded negative results. Given these results, and the findings of previous investigations, there are no archaeological sites within the project APE that are listed, eligible, or considered potentially eligible for listing in the NRHP.

Historical/architectural field survey resulted in the identification of 510 historic resources within the project APE, including 102 extant previously recorded and 408 newly identified encompassing 476 buildings, 26 historic districts and building complex resource groups, four bridges, two objects, and two linear resources. In addition, 20 previously recorded historic resources were confirmed demolished.

As a result of field survey, 71 NRHP-listed, eligible and potentially eligible historic resources were located within the SR 600 (US 92) project APE. Of these, 44 were previously listed or determined eligible by the SHPO, and 27 were newly evaluated as potentially eligible. These include two historic districts, three building complex resource groups, one object, and 65 buildings.

Dr. Timothy Parsons, SHPO
SR 600 (US 92) Project Development and Environment (PD&E) Study
Re-Evaluation from East of I-4 to East of County Line Road
Work Segment No.: 435749-1
September 7, 2016
Page 3 of 4

No NRHP-listed, eligible, or potentially eligible historic resources were identified within evaluation Segments 2 through 8. Twelve historic resources, including one potentially eligible building complex resource group (8HI04634) with 11 contributing resources, are contained within Segment 1; nine historic resources, including one potentially eligible building complex resource group (8HI13404) with eight contributing resources, are contained within Segment 9; and one individually significant historic resource (8HI05328) is located within Segment 11. Forty-nine of the total significant historic resources are contained within Segment 10, the no-build alternative. These include one NRHP listed individual property (8HI00174) plus three historic districts and building complex resource groups (8HI05386, 8HI05923, and 8HI13405) that collectively contain 45 contributing resources within the project APE. Although there are significant historic resources identified within Segment 10, the proposed project should have no effect on the resources since this segment will only have a no-build alternative.

A previously recorded Frame Vernacular style residence located at 104 Thrasher Road (8HI04739), was determined ineligible by the SHPO in 1993 and was re-evaluated as part of this study (August 2016). After revisiting the site and collecting additional background information this resource remains ineligible for listing in the NRHP. This residence is located within build Segment 11.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in the enclosed cultural resource document, please sign below for concurrence. If you have any questions, please contact me at (813) 975-6496 or robin.rhinesmith@dot.state.fl.us or Rebecca Spain Schwarz at (813) 281- 8308 or rebecca.spain-schwarz@atkinsglobal.com.

Sincerely,



Robin M. Rhinesmith
Environmental Administrator

RR/RSS
Enclosure

cc:	Cathy Kendall (FHWA)	Roy Jackson (FDOT SEMO)
	Lilliam Escalera (FDOT)	Alex Hull (Inwood)
	Rebecca Spain Schwarz (Atkins/GEC)	Marion Almy (ACI)

Dr. Timothy Parsons, SHPO
SR 600 (US 92) Project Development and Environment (PD&E) Study
Re-Evaluation from East of I-4 to East of County Line Road
Work Segment No.: 435749-1
September 7, 2016
Page 4 of 4

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Update complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2016-1350. Or, the SHPO finds the attached report contains ___ insufficient information.

SHPO Comments:

We acknowledge that a separate effects document will be submitted for SHPO review for segments 1, 9 and 11. We concur with finding of no effect for segs 2-8 and finding of no adverse affect for segment 10.

For Isi J. Alden Igo, Deputy SHPO
Timothy A. Parsons, Ph.D.
Director, Florida Division of Historical Resources
& State Historic Preservation Officer

9/16/2016
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

JIM BOXOLD
SECRETARY

March 17, 2016

Dr. Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attention: Transportation Compliance Review Program

RE: SR 600 (US 92) Project Development and Environment (PD&E) Study
Re-Evaluation from East of I-4 to East of County Line Road
Work Segment No.: 435749-1
FAP No.: TBD
Hillsborough County, Florida

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven is preparing a Project Development and Environment (PD&E) Study Re-Evaluation for the proposed widening of SR 600 (US 92) from east of Interstate 4 (I-4) to east of County Line Road in Hillsborough County, Florida. The total project length is approximately 18.1 miles. The original PD&E Study was completed in 1994. The Study recommended a build alternative from east of I-4 to Mobley Street and from Park Road to County Line Road. The no-build alternative was selected for the segment between Mobley Street and Park Road with the exception of improving one section of Baker Street where it was recommended for conversion to an urban section between Mobley Street and Whitehall Street. Due to a change in design standards and existing conditions, the project's PD&E study is being re-evaluated. The no-build alternative between Mobley Street and Park Road remains as the recommended alternative. Sidewalk and drainage improvements were made to the section of Baker Street between Mobley Street and Whitehall Street which meet the intent of the original PD&E study recommendation for this segment of the project.

Enclosed is one copy of the Cultural Resource Assessment Survey (CRAS) Update (February 2016) that was prepared for the above referenced project. Also enclosed are 418 Florida Master Site File (FMSF) forms (HI1051, HI4665, HI4667-HI4671, HI4739, HI5605, HI7791, HI11481, HI13170, HI13172-HI13307, HI13311-HI13331, HI13384-HI13397, HI13399-13405); a CD containing the FMSF photographs and pdf files of the FMSF forms and CRAS; and a Survey Log Sheet.

The CRAS Update included background research and a field survey. The purpose was to locate and identify any archaeological sites and historic resources located within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). This is an update to the CRAS that was prepared for the original PD&E Study. The SR 600 (US 92) PD&E Re-evaluation will replicate the original PD&E approved alignment with modifications as needed. As a result, the project is planned to be mostly developed within the existing right-of-way. A CRAS of the original PD&E corridor was performed in 1991-1992 (ACI 1993), and approved by the SHPO in October 1993. Therefore, systematic archaeological field survey will focus only on areas of new right-of-way. For historic resources, the APE is defined as the properties adjacent to the existing and proposed right-of-way. As contained within these adjacent properties, only the historic resources located within 200 feet of the existing and proposed right-of-way were recorded and evaluated. No improvements to the approximate two-mile long one-way pair system through Plant City between Mobley Street and Park Road (Segment 10) are anticipated. However, the historic resources located along Reynolds Street (US 92 Eastbound) between Mobley Street and Park Road were included in the CRAS. Stormwater management facilities and floodplain compensation sites have been preliminarily sized for the project's ongoing PD&E Study, and an addendum to the CRAS will be prepared to document the historical and archaeological evaluations for these locations later in the PD&E Study.

Background research indicated that 14 previously recorded archaeological sites are located, at least in part, within the project archaeological APE. All were evaluated as ineligible for listing in the NRHP by the SHPO. Limited field survey did not confirm the presence of any of these sites within the project APE. Field survey focused on areas of newly proposed right-of-way yielded negative results. Given these results, and the findings of previous investigations, there are no archaeological sites within the project APE that are listed, eligible, or considered potentially eligible for listing in the NRHP.

Historical/architectural field survey resulted in the identification of 510 historic resources within the project APE, including 103 extant previously recorded and 407 newly identified encompassing 476 buildings, 26 historic districts and building complex resource groups, four bridges, two objects, and two linear resources. In addition, 20 previously recorded historic resources were confirmed demolished.

A total of 72 previously recorded and newly identified historic resources within the project APE are listed, determined eligible, or considered potentially eligible for listing in the NRHP, either individually or as a contributor to a historic district. Of these, 44 were previously listed or determined eligible by the SHPO, and 28 were newly evaluated as potentially eligible.

No NRHP-listed, eligible, or potentially eligible historic resources were identified within evaluation Segments 2 through 8. Twelve historic resources, including one

potentially eligible building complex resource group (8HI04634) with 11 contributing resources, are contained within Segment 1; nine historic resources, including one potentially eligible building complex resource group (8HI13404) with eight contributing resources, are contained within Segment 9; and two individually significant historic resources (8HI04739 and 8HI05328) are located within Segment 11. Forty-nine of the total significant historic resources are contained within Segment 10, the no-build alternative. These include one NRHP listed individual property (8HI00174) plus three historic districts and building complex resource groups (8HI05386, 8HI05923, and 8HI13405) that collectively contain 45 contributing resources within the project APE. Although there are significant historic resources identified within Segment 10, the proposed project should have no effect on the resources since this segment will only have a no-build alternative.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in the enclosed cultural resource document, please provide concurrence that the proposed project will have no involvement with significant archaeological sites or historic resources.

If you have any questions, please contact me at (813) 975-6456 or todd.bogner@dot.state.fl.us or Rebecca Spain Schwarz at (813) 281- 8308 or rebecca.spain-schwarz@atkinsglobal.com.

Sincerely,



Todd L. Bogner
Environmental Specialist III
Cultural Resource Coordinator

TB/RSS
Enclosure

cc: Roy Jackson (FDOT SEMO)
Rick Adair (FDOT)
Rebecca Spain Schwarz (Atkins/GEC)

Robin Rhinesmith (FDOT)
Alex Hull (Inwood)

Dr. Timothy Parsons, SHPO
SR 600 (US 92) Project Development and Environment (PD&E) Study
Re-Evaluation from East of I-4 to East of County Line Road
Work Segment No.: 435749-1
March 17, 2016
Page 4 of 4

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Update complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number _____ . Or, the SHPO finds the attached report contains ___ insufficient information.

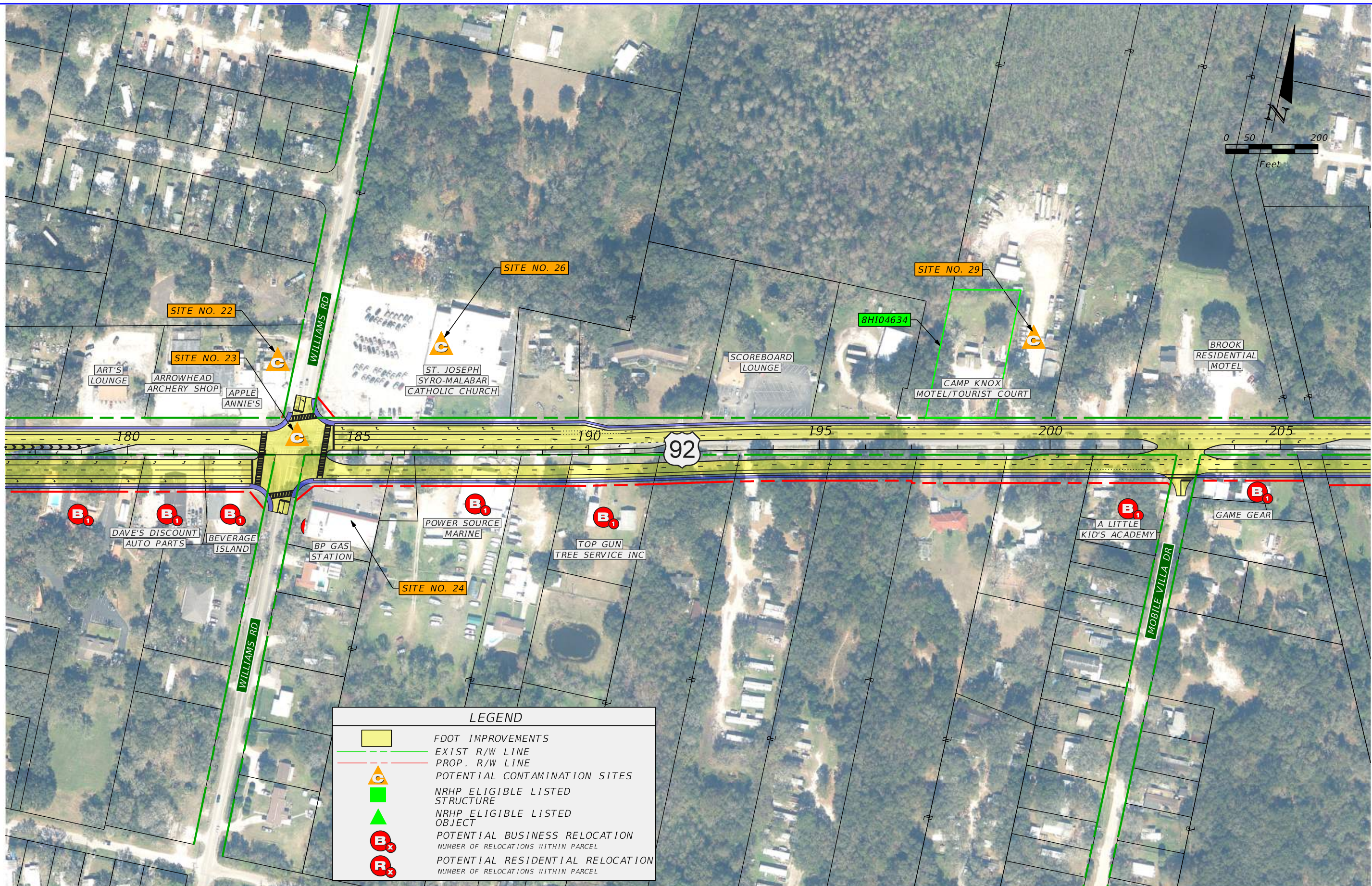
SHPO Comments:

/s/ _____
Timothy A. Parsons, Ph.D.

Date

**Director, Florida Division of Historical Resources
& State Historic Preservation Officer**

**APPENDIX B:
SR 600 (US 92) Concept Plans
(Selected Sheets 4, 23, and 30)**



LEGEND	
	FDOT IMPROVEMENTS
	EXIST R/W LINE
	PROP. R/W LINE
	POTENTIAL CONTAMINATION SITES
	NRHP ELIGIBLE LISTED STRUCTURE
	NRHP ELIGIBLE LISTED OBJECT
	POTENTIAL BUSINESS RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL
	POTENTIAL RESIDENTIAL RELOCATION NUMBER OF RELOCATIONS WITHIN PARCEL

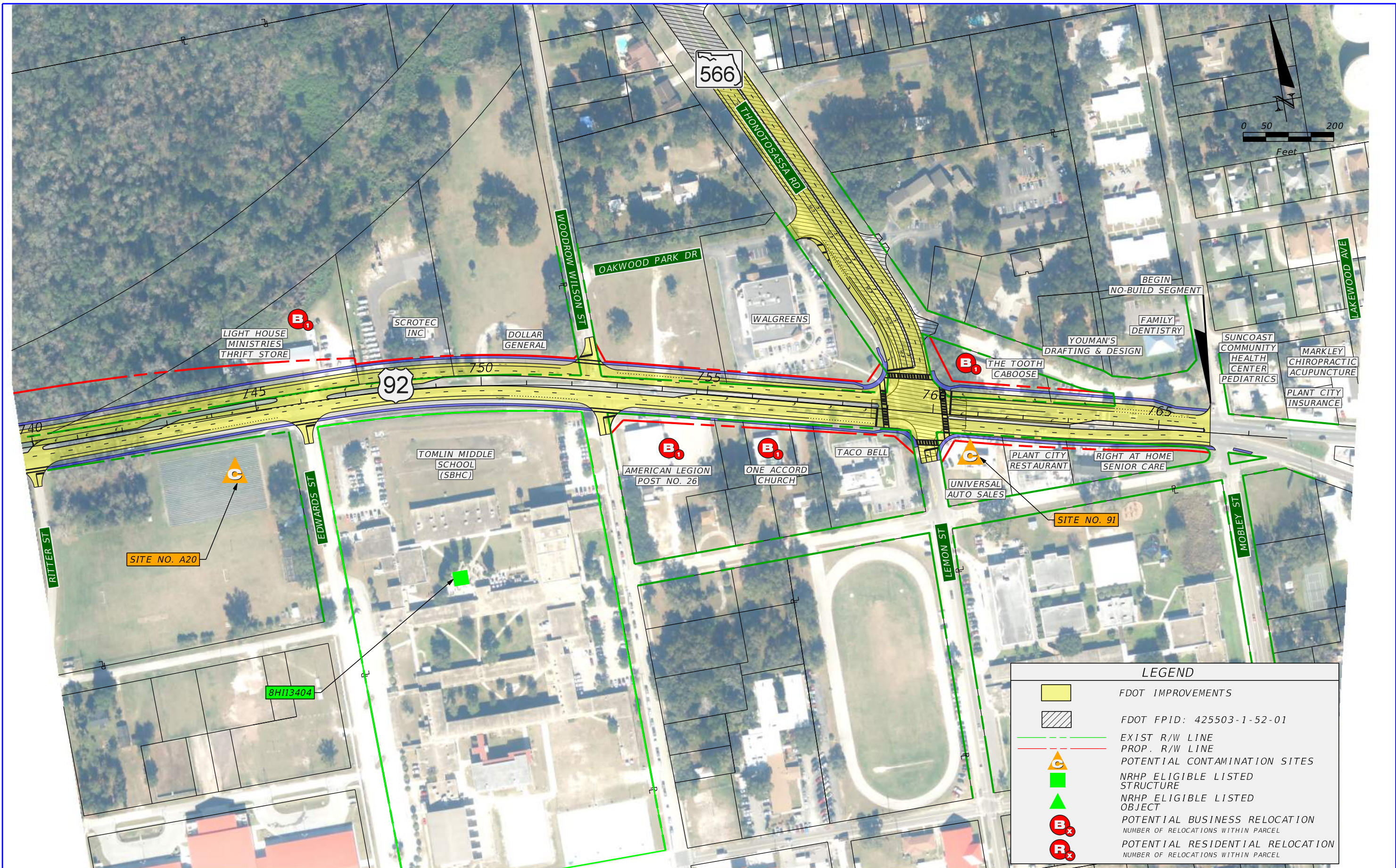
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
 Derek D. Dean, PE
 PE No. 51905
 Inwood Consulting Engineers, Inc.
 Certificate of Authorization No. 7074
 3000 Dovera Drive, Suite 200, Oviedo, Florida 32765
 P 407.971.8850

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
600	HILLSBOROUGH	435749-1-22-01

US 92 / SR 600
 PLAN SHEETS SEG 1
 PREFERRED ALIGNMENT

SHEET NO.
 4



LEGEND	
	FDOT IMPROVEMENTS
	FDOT FPID: 425503-1-52-01
	EXIST R/W LINE
	PROP. R/W LINE
	POTENTIAL CONTAMINATION SITES
	NRHP ELIGIBLE LISTED STRUCTURE
	NRHP ELIGIBLE LISTED OBJECT
	POTENTIAL BUSINESS RELOCATION
	NUMBER OF RELOCATIONS WITHIN PARCEL
	POTENTIAL RESIDENTIAL RELOCATION
	NUMBER OF RELOCATIONS WITHIN PARCEL

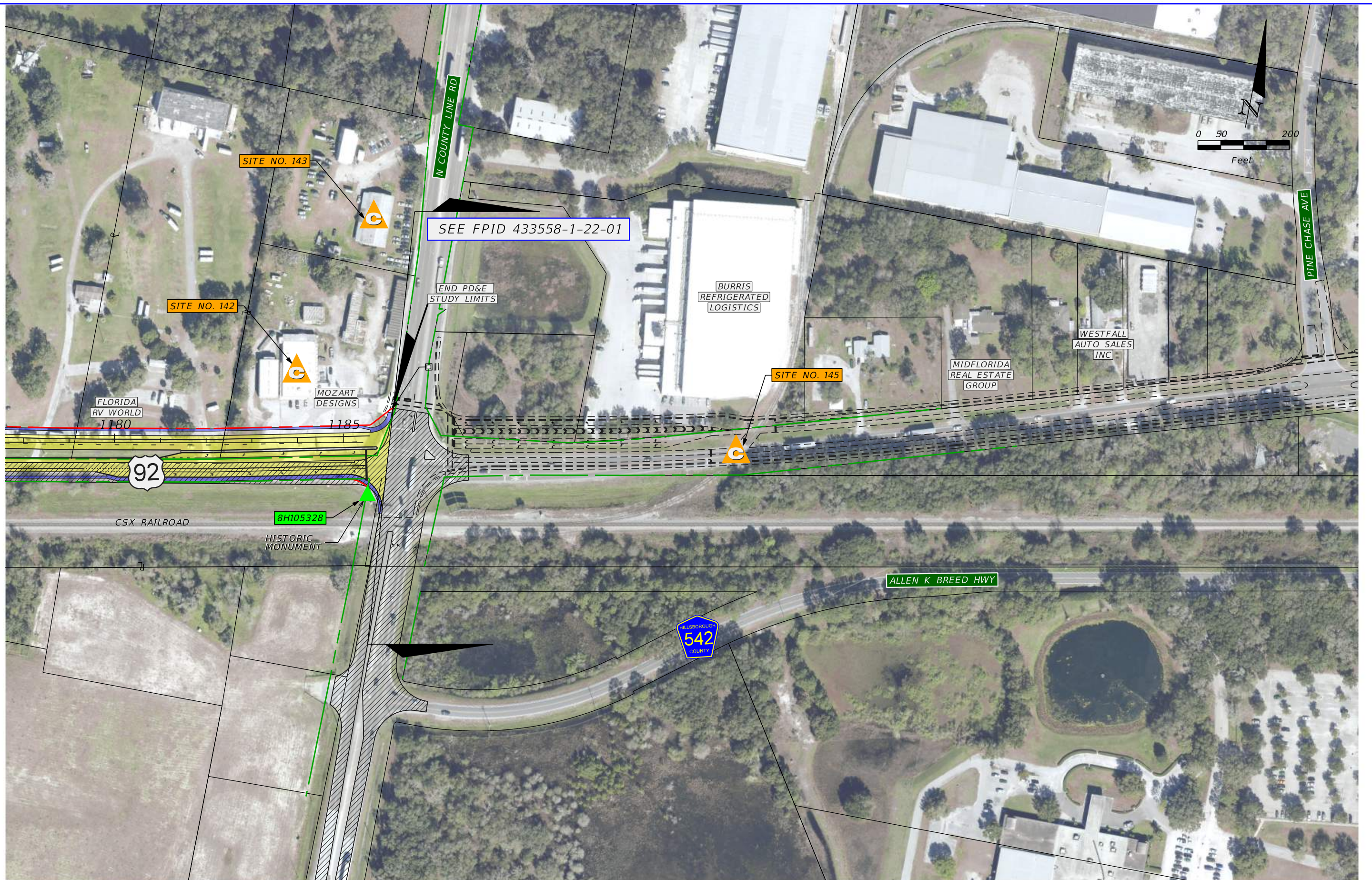
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
 Derek D. Dean, PE
 PE No. 51905
 Inwood Consulting Engineers, Inc.
 Certificate of Authorization No. 7074
 3000 Dovera Drive, Suite 200, Oviedo, Florida 32765
 P 407.971.8850

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
600	HILLSBOROUGH	435749-1-22-01

**US 92 / SR 600
 PLAN SHEETS SEG 9
 PREFERRED ALIGNMENT**

SHEET NO.
23



REVISIONS				ENGINEER OF RECORD Derek D. Dean, PE PE No. 51905 Inwood Consulting Engineers, Inc. Certificate of Authorization No. 7074 3000 Dovera Drive, Suite 200, Oviedo, Florida 32765 P 407.971.8850	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 30
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					600	HILLSBOROUGH	435749-1-22-01	

**US 92 / SR 600
PLAN SHEETS**

**APPENDIX C:
Draft Historic Properties Noise Study Memorandum
And
Draft Historic Properties Air Quality Analysis Memorandum**

- MEMO-

Date: October 25, 2016

To: Alex Hull, Inwood Consulting Engineers

Cc: Robin Rhinesmith (Florida Department of Transportation (FDOT)), Lilliam Escalera (FDOT), Rick Adair (HDR, Inc.), Becky Spain-Schwarz (Atkins)

From: Lindsay Baumaister (KB Environmental Sciences, Inc.)

**Subject: Draft Historic Properties Noise Memorandum
WPI No. 435749-1
SR 600 (US 92) from East of I-4 to East of County Line Road
Hillsborough County**

The SR 600 (US 92) project corridor was evaluated to determine if the proposed improvements to the roadway would result in adverse effects, with respect to traffic noise, on the structures located in the Camp Knox Hotel Tourist Court, Tomlin Middle School and the Polk County Line Obelisk. Since the Obelisk is not considered as a noise sensitive receptor, it was not evaluated further. These properties are subject to Title 36 of the Code of Federal Regulations (CFR) Part 800 (36 CFR 800)--Protection of Historic Properties, Subpart B--The Section 106 Process. The assessments procedures described in Title 23, Part 774 of the CFR (23 CFR 774)--Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)) were used. There are no other applicable Federal methodologies available to evaluate historic properties.

The study alternatives that were evaluated for the historic properties were:

- No Build Alternative,
- Build Alternative (widening from 2- to 4-lanes and adding paved shoulders to the inside and outside travel lanes).

The general locations of the Camp Knox Hotel Tourist Court and Tomlin Middle School are illustrated on **Figures 1** and **2**. **Figures 3** and **4** provide enlargements of the area in the immediate vicinity of the Camp Knox Hotel Court property and Tomlin Middle School, respectively.

Methodology

Determining adverse effects with respect to traffic noise was accomplished by following the analysis steps below which indicate whether or not a constructive use of a property covered by 23 CFR 774 (commonly referred to as a Section 4(f) property) occurs with a proposed roadway improvement:

- Step 1: Determine if the projected exterior traffic noise level with the proposed improvement exceeds the FDOT's Noise Abatement Criteria (NAC) for the activity (i.e., land use) occurring at the property of interest. If the projected noise level does not exceed the NAC, then a constructive use of the property does not occur. If the projected noise level does exceed the NAC, continue to Step 2.
- Step 2: Within the area that is projected to have a traffic noise level that exceeds the NAC, determine if the increase in traffic noise, when compared to the noise level without the proposed improvement (i.e., the No Build Alternative), is greater than three decibels on the "A" weighted scale (dB(A)). If the projected increase is less than or equal to three dB(A), then a constructive use of the property does not occur. If the projected increase is greater than 3 dB(A), continue to Step 3.
- Step 3: Determine if the increase in traffic noise would substantially impair the activities occurring at the property or the features/attributes that qualify a property for protection under 23 CFR 774 and 36 CFR 800.

As stated above, the FDOT's NAC¹ are specific to the activities which occur on a property. Based on the activities that occur, the structures located within the Camp Knox Hotel Tourist Court are designated as Activity Category "B", which includes residential use. Tomlin Middle School is designated as Activity Category "C", which includes exterior use at schools. The FDOT NAC for Activity Categories "B" and "C" is 66 dB(A) (an Leq² measured over a one-hour time period [Leq(h)³]). Therefore, a constructive use was determined to potentially occur if a projected traffic noise level was either 66 dB(A) or greater.

The FHWA's computer model for the prediction and analysis of highway traffic noise--the Traffic Noise Model (TNM - Version 2.5) was used to project the future No Build and Build alternative traffic noise levels.

Projected Traffic Noise Levels

The projected traffic noise levels are shown in **Table 1**. As shown, the results from the TNM indicate that the projected traffic noise levels would exceed the NAC at the Camp Knox Hotel Tourist Court (Receptors 290-300) with a projected noise level of 71.7 dB(A). However, the TNM results also indicate that with the proposed improvements the increase in traffic noise (0.9 dB(A)) at the Tourist Court, when compared to the level without the improvements, would be less than three dB(A)—an increase that is barely perceptible.

As also shown in Table 1, the results from the TNM indicate that traffic noise levels at Tomlin Middle School (Receptor 384) would not exceed the NAC with a projected noise level of 57.5 dB(A).

¹ The NAC is based on the FDOT PD&E Manual, Part 2, Chapter 17 - Noise (July 27, 2016).

² A steady state sound level that contains the same acoustic energy as a time-varying sound level.

³ A steady state sound level that contains the same acoustic energy as a time-varying sound level over a period of one-hour.

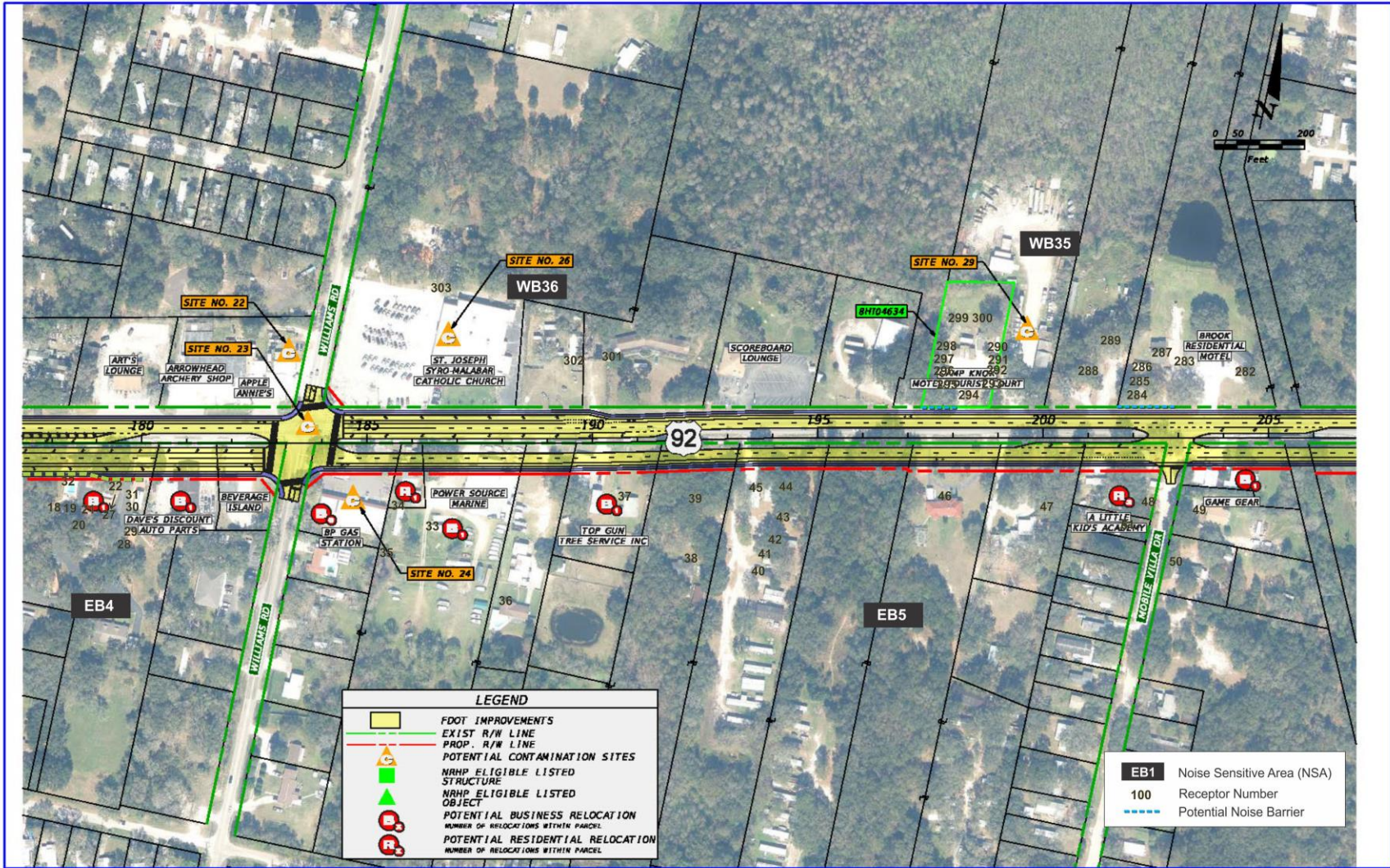
Because the projected noise level does not exceed the NAC, a constructive use of the property does not occur.

Table 1 Projected Traffic Noise Levels (Leq(h), dB(A))				
Map ID #	Land Use	No-Build Alternative	Build Alternatives	Change in Noise Levels from No-Build
Camp Knox Hotel Tourist Court				
290	Residential	61.6	62.3	0.7
291	Residential	64.0	64.2	0.2
292	Residential	68.0	67.9	-0.1
293	Residential	72.0	71.7	-0.3
294	Residential	71.8	71.5	-0.3
295	Residential	68.4	68.4	0
296	Residential	66.2	66	-0.2
297	Residential	61.1	61.8	0.7
298	Residential	59.2	60.1	0.9
300	Residential	60.2	60.9	0.7
Tomlin Middle School				
384	School	58.4	57.5	-0.9

Determination of Constructive Use

Following the requirements of 23 CFR 774.15(f)(3), constructive use does not occur when projected noise levels exceed the NAC and the increase in projected noise levels with the proposed project, when compared to the projected noise levels without the project is less than three dB(A). As such, with respect to traffic noise, the proposed improvements would not result in a constructive use of the evaluated property. Because there should not be a constructive use of the properties, the Section 106 requirements should be satisfied because there are no adverse effects with respect to traffic noise.

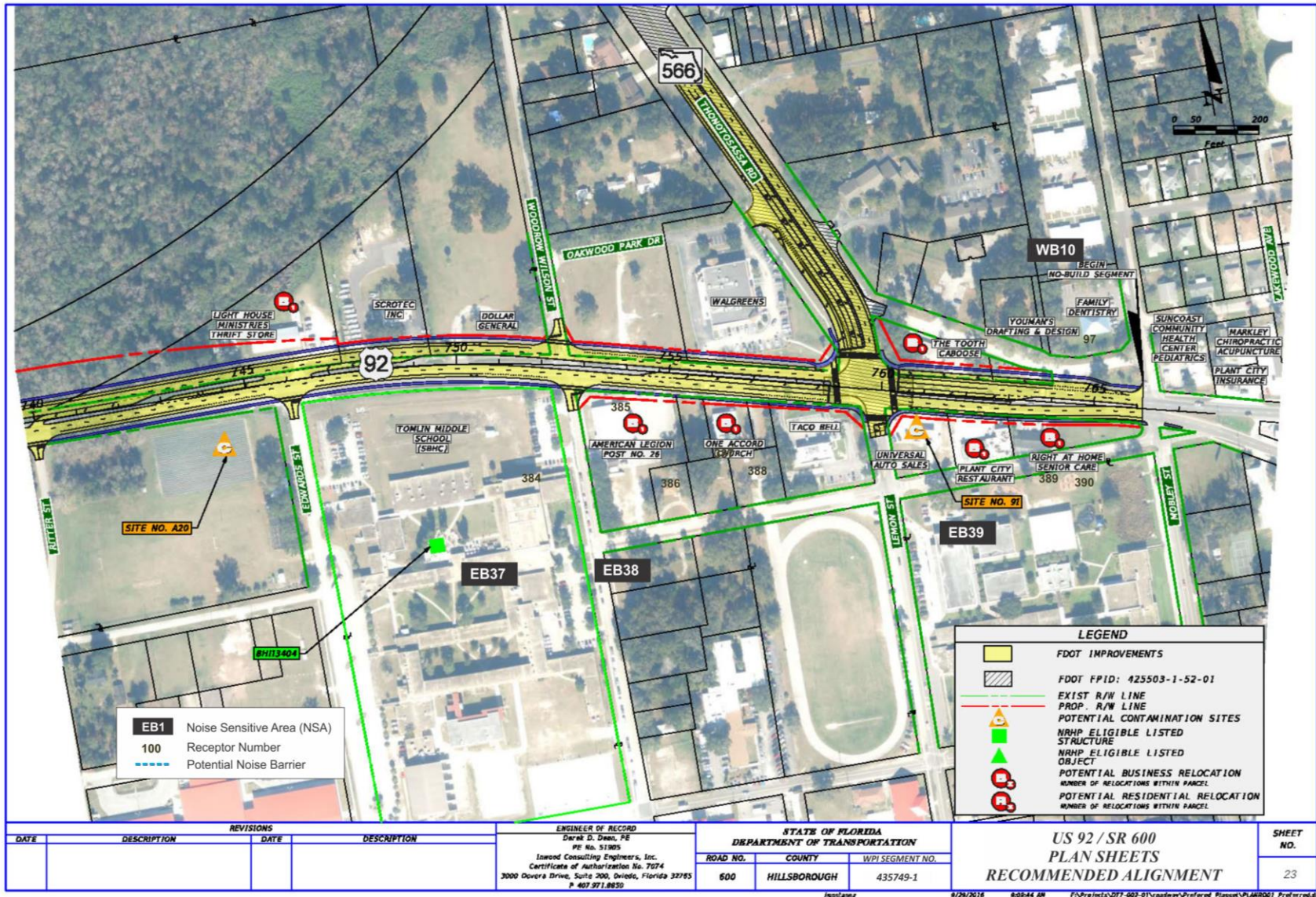
Figure 1
Camp Knox Hotel Tourist Court General Location



REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA			US 92 / SR 600 PLAN SHEETS RECOMMENDED ALIGNMENT	SHEET NO. 4
DATE	DESCRIPTION	DATE	DESCRIPTION	DEPARTMENT OF TRANSPORTATION				
				ROAD NO.	COUNTY	WPI SEGMENT NO.		
				600	HILLSBOROUGH	435749-1		

ENGINEER OF RECORD
Derek D. Dean, PE
PE No. 51905
Lawood Consulting Engineers, Inc.
Certificate of Authorization No. 7074
3000 Ocoeva Drive, Suite 200, Oviedo, Florida 32765
P 407.971.8830

Figure 2
Tomlin Middle School General Location



jeonl.wmz

9/28/2016

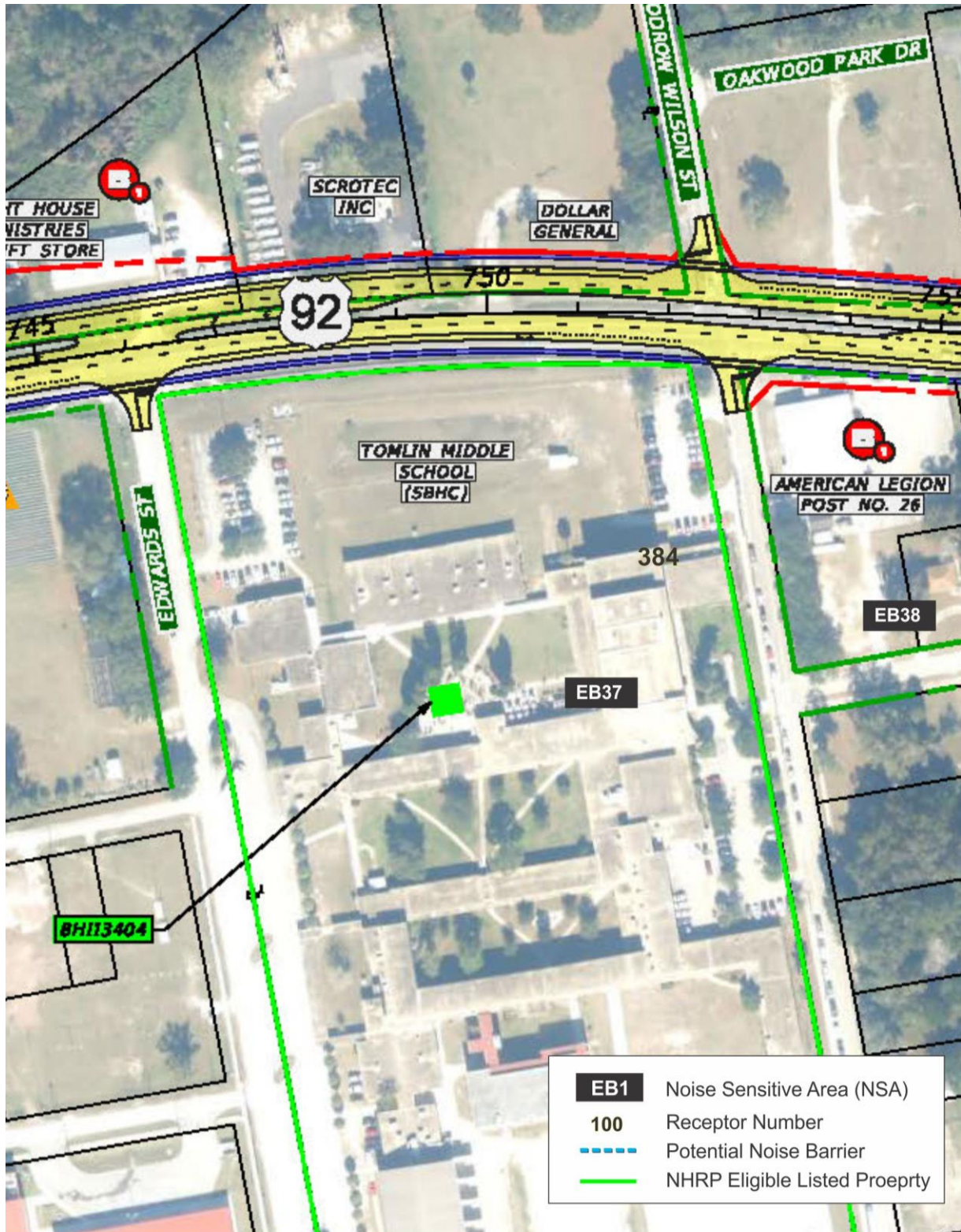
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Figure 3
Camp Knox Hotel Tourist Court Property



Figure 4
Tomlin Middle School Property



WPI SEGMENT NO. 435749-1

*US 92 / SR 600 PLAN SHEETS
RECOMMENDED ALIGNMENT*

- MEMO-

Date: October 21, 2016

To: Alex Hull, Inwood Consulting Engineers

Cc: Robin Rhinesmith (Florida Department of Transportation (FDOT)), Lilliam Escalera (FDOT), Rick Adair (HDR, Inc.), Becky Spain-Schwarz (Atkins)

From: Lindsay Baumaister (KB Environmental Sciences, Inc.)

**Subject: Draft Historic Properties Air Quality Memorandum
WPI No. 435749-1
SR 600 (US 92) from East of I-4 to East of County Line Road
Hillsborough County**

Introduction

The FDOT is updating a Project Development and Environment (PD&E) Study that evaluated improvements to SR 600 (US 92) from East of I-4 to East of County Line Road in Hillsborough County, Florida. Due to a change in design standards and existing conditions, the proposed project's PD&E study is being re-evaluated.

In accordance with Title 36 of the Code of Federal Regulations (CFR) Part 800 (36 CFR 800)--Protection of Historic Properties, Subpart B--The Section 106 Process is applicable to the historic Camp Knox Hotel Tourist Court, Tomlin Middle School and the Polk County Line Obelisk. Since the Obelisk is an object where typical human activities do not occur, it was not evaluated further. To evaluate the potential for the proposed improvements to SR 600 (US 92) to adversely affect the current land uses of these properties, the procedures described in the FDOT's Project Development and Environment (PD&E) Manual, Part 2, Chapter 16, Air Quality Analysis (August 24, 2016), were used. There are no applicable Federal methodologies by which an evaluation of air quality for historic properties should be performed.

The study alternatives that were evaluated for the historic properties were:

- No Build Alternative,
- Build Alternative (widening from 2- to 4-lanes and adding paved shoulders to the inside and outside travel lanes).

Assessment Methodology

The U.S. Environmental Protection Agency (EPA) established primary and secondary National Ambient Air Quality Standards (NAAQS) for what are referred to as the “criteria” air pollutants. These pollutants are ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter less than, or equal to, 10 micrometers in size (PM₁₀), particulate matter less than, or equal to, 2.5 micrometers in size (PM_{2.5}) and lead (Pb). Primary standards are limits that protect public health and secondary standards are limits that protect public welfare, including buildings. Notably, Hillsborough County and the US 92 project corridor are currently designated by the EPA to be “attainment” for all of the criteria air pollutant primary and secondary NAAQS. Attainment areas have air quality as good as, or better than, the NAAQS.

To provide an indication of a project’s impact on air quality conditions in Hillsborough County, the proposed improvements were subject to a CO screening test. CO emissions are by far the most prevalent emission from motor vehicles. It is generally accepted that if a project passes a screening test for CO, that the project would not cause or contribute to emission levels that would exceed the NAAQS for any other pollutant.

The project Build and No-Build alternatives were analyzed for both the project’s opening year and design year using the FDOT’s air quality screening model, CO Florida 2012 (approved by the Federal Highway Administration (FHWA) on April 12, 2013). CO Florida 2012 uses the EPA’s MOVES and CAL3QHC emission rate and dispersion models to produce estimates of one- and eight-hour concentrations of carbon monoxide (CO) at default receptor locations. These concentrations can be directly compared to the one- and eight-hour NAAQS for CO (35 and 9 parts per million [ppm], respectively).

In the opening year (2020), the intersection forecasted to have the highest approach traffic volume for both the No-Build and Build alternatives is the US 92/Thonotosassa Road/Lemon Street intersection. In the design year (2040) the intersection forecast to have the highest approach traffic volume with the alternatives is the US 92/Williams Road intersection. The Camp Knox Hotel Tourist Court is located just east of the US 92/Williams Road intersection. Although Tomlin Middle School is not located adjacent to this intersection, the analysis is applicable to this area because if the US 92/Williams Road intersection “passes” the screening test, it can be presumed that the intersections in the vicinity of Tomlin Middle School would also pass.

The traffic data used in the analysis of the US 92/Thonotosassa Road/Lemon Street and US 92/Williams Road intersections is provided in **Table 1**.

Table 1 Traffic Data			
Year	Alternative	Maximum Intersection Approach Volume (hour)	Cruise Speed (mph)
		US 92/Thonotosassa Rd/Lemon Street	
2020	No-Build	1393	45
	Build	1393	45
		US 92/Williams Road	
2040	No-Build	2159	50
	Build	2159	50

Source: Inwood Consulting Engineers

The results from the CO Florida screening model are provided in **Table 2**. As shown, the highest predicted CO one- and eight-hour concentrations (i.e., 7.6 and 4.6 ppm, respectively) would not exceed the CO NAAQS regardless of alternative or year of analysis. Therefore, the project, and all intersections within the study corridor “pass” the screening test.

Table 2 US 301/Geiger Road Intersection CO Screening Results						
Year	Alternative	One-Hour (ppm)		Eight-Hour (ppm)		Passes Screening Test?
		NAAQS	Project-Related Maximum	NAAQS	Project-Related Maximum	
2020 ^a	No Build	35	7.0	9	4.2	Yes
	Build	35	7.0	9	4.2	Yes
2040 ^b	No Build	35	7.6	9	4.6	Yes
	Build	35	7.5	9	4.6	Yes

^a Results for the year 2020 are for the US 92/Thonotosassa Road/Lemon Street Intersection.
^b Results for the year 2040 are for the US 92/Williams Road Intersection.

Because the historic properties are located within the project limits, it can be concluded that no adverse effects to the properties would occur and the current uses of these properties would not be adversely affected. The Obelisk would not be subject to this determination since no human activities occur at the location. The output from the CO Florida screening model for the US 92/Thonotosassa Road/Lemon Street and US 92/Williams Road intersections is provided as an Attachment to this Memorandum.

Green House Gas Emissions

Greenhouse gases (GHGs) cause a global phenomenon in which heat is trapped in the earth’s atmosphere. Because the atmospheric concentration of GHGs continues to climb, our planet will continue to experience climate-related phenomena. For example, warmer global temperatures can cause changes in precipitation and sea levels. The burning of fossil fuels and other human activities are adding to the concentration of GHGs in the atmosphere. Many GHGs remain in the atmosphere for periods ranging from decades to centuries.

To date, no national standards have been established for GHGs, nor has EPA established criteria or thresholds for ambient GHG emissions pursuant to its authority to establish motor vehicle emission standards for carbon dioxide (CO₂) under the Clean Air Act. GHGs are different from other air pollutants evaluated in the Federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere, which is characteristic of these gases. The affected environment for CO₂ and other GHG emissions is the entire planet. In addition, from a quantitative perspective, global climate change is the cumulative result of numerous and varied emissions sources (in terms of both absolute numbers and types), each of which makes a relatively small addition to global atmospheric GHG concentrations. In contrast to broad scale actions such as actions involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand the GHG emissions impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions.

Following the National Environmental Policy Act (NEPA), detailed environmental analysis should be focused on issues that are significant and meaningful to decision-making (40 CFR 1500.1(b), 1500.2(b), 1500.4(g), and 1501.7). FHWA has concluded, based on the nature of GHG emissions and the exceedingly small potential GHG impacts of the proposed action that the GHG emissions from actions such as the improvements proposed for US 92 will not result in "reasonably foreseeable significant adverse impacts on the human environment" (40 CFR 1502.22(b)). The GHG emission from the project build alternatives will be insignificant, and will not play a meaningful role in a determination of the environmentally preferable alternative or the selection of the recommended alternative. More detailed information on GHG emissions "is not essential to a reasoned choice among reasonable alternatives" (40 CFR 1502.22(a)) or to making a decision in the best overall public interest based on a balanced consideration of transportation, economic, social, and environmental needs and impacts (23 CFR 771.105(b)).

Attachments
Carbon Monoxide Screening Test Results

CO Florida 2012 - Results
Tuesday, September 20, 2016

Project Description

Project Title US 92 PD&E: Garden to E of CL Rd
Facility Name US 92/Thonotosassa Rd/Lemon St
User's Name Lindsay Baumaister/KBE
Run Name 2020 No Build
FDOT District 7
Year 2020
Intersection Type 4 X 4
Speed Arterial 45 mph
Approach Traffic Arterial 1393 vph

Environmental Data

Temperature 48.8 °F
Reid Vapor Pressure 13.3 psi
Land Use Urban
Stability Class D
Surface Roughness 175 cm
1 Hr. Background Concentration 5.0 ppm
8 Hr. Background Concentration 3.0 ppm

Results

(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	6.8	4.1
2	6.8	4.1
3	7.0	4.2
4	6.7	4.0
5	6.3	3.8
6	6.7	4.0
7	6.8	4.1
8	7.0	4.2
9	6.6	4.0
10	6.3	3.8
11	6.7	4.0
12	6.9	4.1
13	7.0	4.2
14	6.6	4.0
15	6.3	3.8
16	6.7	4.0
17	6.9	4.1
18	7.0	4.2
19	6.6	4.0
20	6.3	3.8

*****PROJECT PASSES*****
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED

CO Florida 2012 - Results
Tuesday, September 20, 2016

Project Description

Project Title US 92 PD&E: Garden to E of CL Rd
Facility Name US 92/Thonotosassa Rd/Lemon St
User's Name Lindsay Baumaister/KBE
Run Name 2020 Build
FDOT District 7
Year 2020
Intersection Type 4 X 4
Speed Arterial 45 mph
Approach Traffic Arterial 1393 vph

Environmental Data

Temperature 48.8 °F
Reid Vapor Pressure 13.3 psi
Land Use Urban
Stability Class D
Surface Roughness 175 cm
1 Hr. Background Concentration 5.0 ppm
8 Hr. Background Concentration 3.0 ppm

Results
(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	6.8	4.1
2	6.8	4.1
3	7.0	4.2
4	6.7	4.0
5	6.3	3.8
6	6.7	4.0
7	6.8	4.1
8	7.0	4.2
9	6.6	4.0
10	6.3	3.8
11	6.7	4.0
12	6.9	4.1
13	7.0	4.2
14	6.6	4.0
15	6.3	3.8
16	6.7	4.0
17	6.9	4.1
18	7.0	4.2
19	6.6	4.0
20	6.3	3.8

*****PROJECT PASSES*****
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED

CO Florida 2012 - Results
Tuesday, September 20, 2016

Project Description

Project Title US 92 PD&E: Garden to E of CL Rd
Facility Name US 92/Williams Road
User's Name Lindsay Baumaister/KBE
Run Name 2040 No Build
FDOT District 7
Year 2040
Intersection Type 4 X 4
Speed Arterial 50 mph
Approach Traffic Arterial 2159 vph

Environmental Data

Temperature 48.8 °F
Reid Vapor Pressure 13.3 psi
Land Use Urban
Stability Class D
Surface Roughness 175 cm
1 Hr. Background Concentration 5.0 ppm
8 Hr. Background Concentration 3.0 ppm

Results (ppm, including background CO)		
Receptor	Max 1-Hr	Max 8-Hr
1	7.2	4.3
2	7.3	4.4
3	7.6	4.6
4	7.1	4.3
5	6.6	4.0
6	7.2	4.3
7	7.3	4.4
8	7.5	4.5
9	7.1	4.3
10	6.6	4.0
11	7.2	4.3
12	7.3	4.4
13	7.6	4.6
14	7.1	4.3
15	6.6	4.0
16	7.2	4.3
17	7.4	4.4
18	7.5	4.5
19	7.2	4.3
20	6.6	4.0

*****PROJECT PASSES*****
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED

CO Florida 2012 - Results
 Tuesday, September 20, 2016

Project Description

Project Title US 92 PD&E: Garden to E of CL Rd
 Facility Name US 92/Williams Road
 User's Name Lindsay Baumaister/KBE
 Run Name 2040 Build
 FDOT District 7
 Year 2040
 Intersection Type 4 X 4
 Speed Arterial 45 mph
 Approach Traffic Arterial 2159 vph

Environmental Data

Temperature 48.8 °F
 Reid Vapor Pressure 13.3 psi
 Land Use Urban
 Stability Class D
 Surface Roughness 175 cm
 1 Hr. Background Concentration 5.0 ppm
 8 Hr. Background Concentration 3.0 ppm

Results

(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	7.1	4.3
2	7.2	4.3
3	7.6	4.6
4	6.9	4.1
5	6.5	3.9
6	7.1	4.3
7	7.2	4.3
8	7.5	4.5
9	6.9	4.1
10	6.5	3.9
11	7.1	4.3
12	7.2	4.3
13	7.5	4.5
14	6.9	4.1
15	6.5	3.9
16	7.1	4.3
17	7.3	4.4
18	7.5	4.5
19	7.0	4.2
20	6.5	3.9

 *****PROJECT PASSES*****
 NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED

**APPENDIX D:
Information to be Added After the Public Hearing**