

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

ROUTE SLIP

To: Name	Title	Date	Org/Rtg Symbol
Mr. M. Coleman	PD&E Engineer	3/23/94	Dist.7 - Tampa MS 7-500

Remarks:

- Per Your Request
- For Your Information
- Per Our Conversation
- Note and Return
- Comment
- Take Appropriate Action
- Please Answer

Subject: Federal Project NO. F-212-1(34)
State Project NO. 10030-1536

Attached is a copy of the approved environmental determination (Form 508-01) for the subject Project, per your request of March 14, 1994.

Attachment

cc: Mr. Gary Evink, FDOT, W/cy Attachment

Thank you

From: Name	Title	Tele:	Org/Rtg Symbol
Maiser Khaled	Transportation Engineer	904-942-9600	FHWA

RECEIVED PD&E
94 MAR 25 AM 11:06

Florida Department of Transportation
ENVIRONMENTAL DETERMINATION

1. GENERAL INFORMATION

County: Hillsborough
Project Name: Hillsborough Avenue (US 92/SR 600)
Project Limits: Garden Lane to County Line Road
Project Numbers: 10030-1536 MAF-212-1(34) 7113842
State Federal WPA

2. PROJECT DESCRIPTION

- a. Existing: See Attachment A
b. Proposed Improvements: See Attachment A

3. CLASS OF ACTION

- a. Class of Action
 Environmental Assessment
 Environmental Impact Statement
 Type 2 Categorical Exclusion
- b. Other Actions (ONLY FOR EA or EIS)
 Section 4(f) Evaluation
 Section 106 Consultation
 Endangered Species Assessment
- c. Public Involvement
1. A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
2. A public hearing was held on September 21, 1993 and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
 An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
3. A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.
 An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.

4. REVIEWERS' SIGNATURE

William J. Coleman
FDOT Project Engineer
Rick Adair
FDOT Environmental Administrator
Mary K. Webb
FHWA Area Engineer

2/15/94 Date
2/16/94 Date
3/23/94 Date
Federal-aid participat
in Retention/Determin
funds will be
determined during
design and prior to
ROW acquisition.

5. FHWA CONCURRENCE

Melvin L. Rostenow
(For) Division Administrator

3/24/94
Date

6. IMPACT EVALUATION

Topical Categories	S	M	N	N	REMARKS
	i	i	o	o	
	g	n	n	I	
	n			n	
				v	

A. SOCIAL IMPACTS

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

B. CULTURAL IMPACTS

1. Section 4(f) Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
2. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A and SHPO letter dated 10/11/93</u>
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A and SHPO letter dated 10/11/93</u>
4. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>

C. NATURAL ENVIRONMENT

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

D. PHYSICAL IMPACTS

1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A (Passed screening test)</u>
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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

E. PERMITS REQUIRED

U.S. Army Corps of Engineers - Section 404 Individual Permit, Florida Department of Environmental Protection/Southwest Florida Water Management District - Surface Water Management Permit and Dredge and Fill Permit.

7. WETLANDS FINDING (Applies to Type 2 Categorical Exclusion Only)

It is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

ATTACHMENT A

2. PROJECT DESCRIPTION

a. Existing

US 92 (SR 600) is an east/west primary arterial facility that approximately parallels Interstate 4 (I-4) within the project limits - from Garden Lane to County Line Road in Hillsborough County, Florida. The project extends for 18 miles and is illustrated on Figures 1, 2-A and 2-B. From Garden Lane to just east of Thonotosassa Road, US 92 is a two-lane rural roadway with 12-foot lanes, grass shoulders and drainage ditches located within 80 to 100 feet of right-of-way.

Near Mobley Street, US 92 is divided and forms a one-way pair system using Thonotosassa Road and Reynolds Street for eastbound travel and Baker Street for westbound travel. Thonotosassa Road consists of two 12-foot lanes, curb and gutter, and a 5-foot sidewalk within 40 to 50 feet of existing right-of-way. Reynolds Street is generally two lanes with 5-foot sidewalks within 40 to 110 feet of right-of-way. Some sections of Reynolds Street also include an 8-foot parking lane on one or both sides of the two 12-foot travel lanes.

From Mobley Street to Whitehall Street, Baker Street consists of two 12-foot lanes with 4-foot paved shoulders and drainage ditches. The remaining portion of Baker Street includes two 12-foot lanes with 5-foot sidewalks. The existing right-of-way for Baker Street ranges from 60 to 80 feet.

East of Gordon Street to Park Road, US 92 is a four-lane facility divided by a 4 to 17-foot wide raised median with curbs and gutters and generally 80 feet of right-of-way. East of Park Road, US 92 is a two-lane roadway with grass shoulders, drainage ditches and a right-of-way width of 80 feet. Existing speed limits along US 92 vary from 30 miles per hour (mph) in downtown Plant City to 55 mph along the rural segments.

The need for the project is based on providing additional capacity to accommodate existing and projected traffic demands, and improving safety and level of service deficiencies.

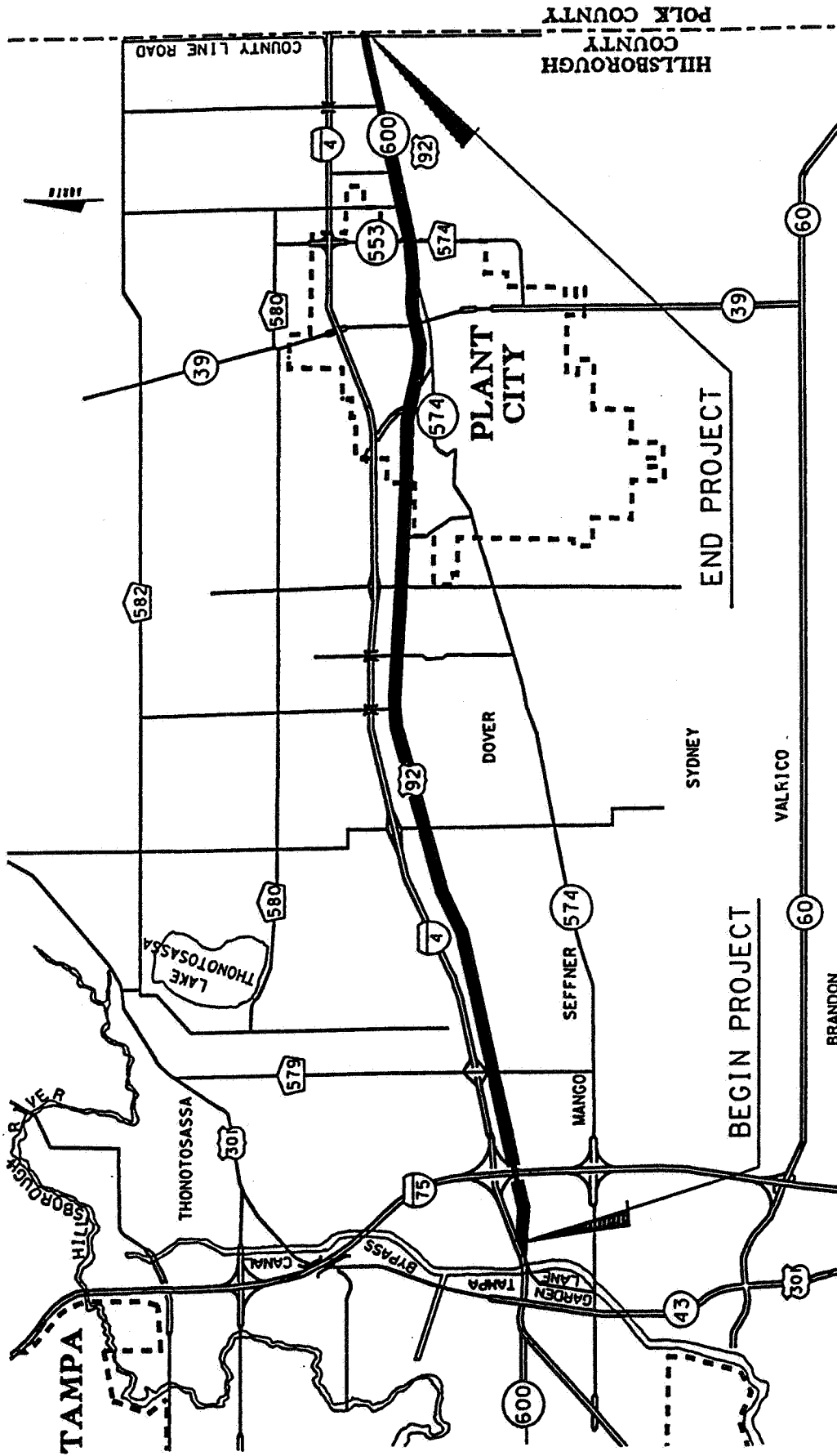


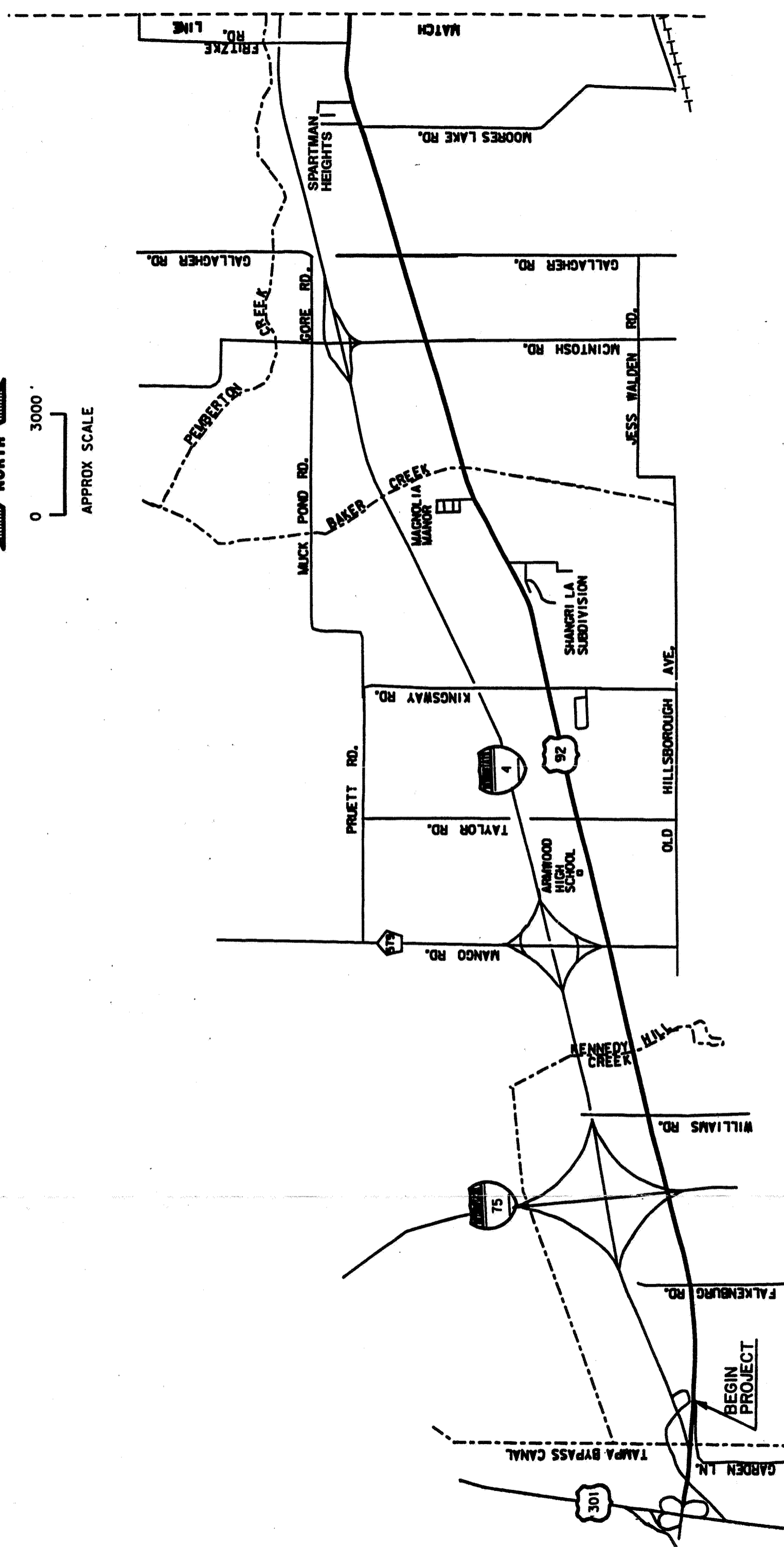
FIGURE 1

PROJECT LOCATION MAP

US 92 (SR 600) PD&E STUDY
 HILLSBOROUGH COUNTY
 FROM GARDEN LANE TO COUNTY LINE ROAD



0 3000'
APPROX SCALE



U.S. 92 (S.R. 600) PD&E STUDY
HILLSBOROUGH COUNTY
FROM GARDEN LANE TO COUNTY LINE ROAD

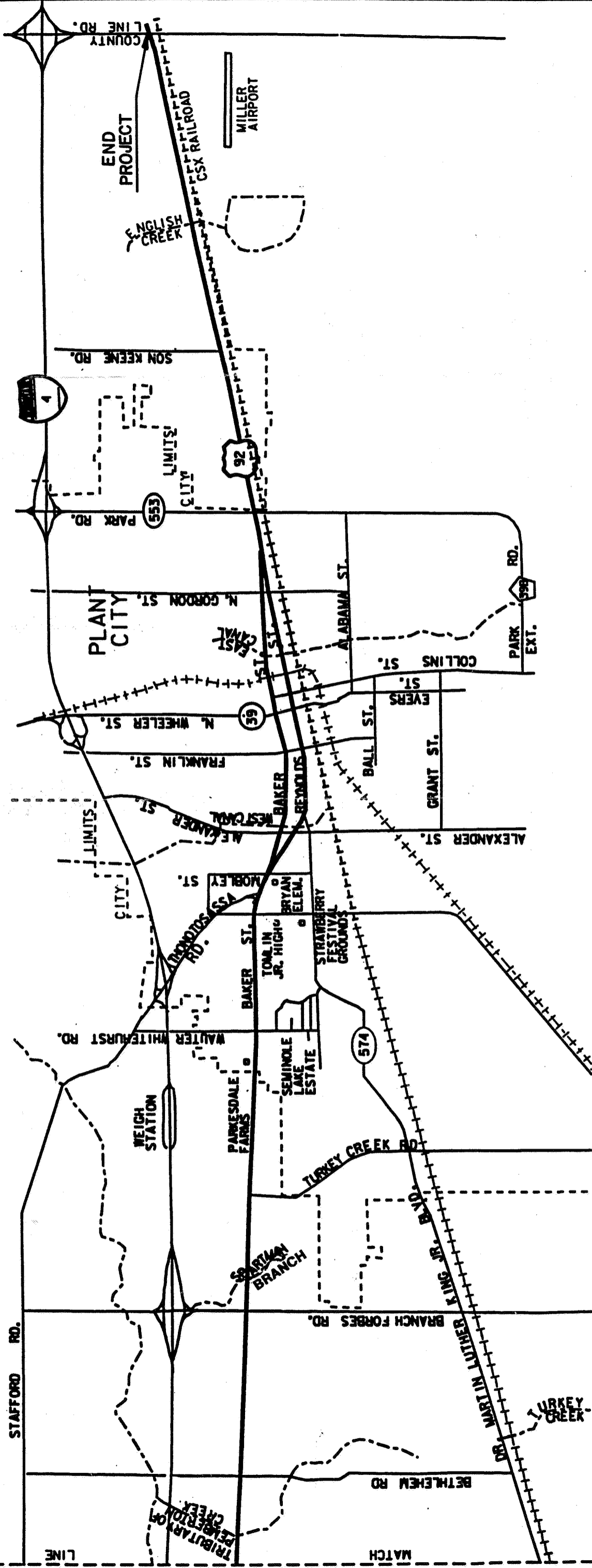
EXISTING ROADWAY NETWORK

FIGURE
2A



0 3000'

APPROX SCALE



U.S. 92 (S.R. 600) PD&E STUDY
HILLSBOROUGH COUNTY
FROM GARDEN LANE TO COUNTY LINE ROAD

EXISTING ROADWAY NETWORK

FIGURE
2B

b. Proposed Improvements

Alternate improvements proposed for US 92 range from maintaining the existing alignment and typical section to widening it to a six-lane divided urban section. A brief discussion of the proposed project is contained in the following paragraphs. Typical sections are depicted in Figures 3 through 11.

From Garden Lane to Falkenburg Road, a six-lane urban facility with a 22-foot median, 122 feet of right-of-way and a 45-mph design speed is recommended.

A four-lane urban facility with a 46-foot median allowing for future expansion to six lanes within 122 feet of right-of-way and providing a 45-mph design speed is recommended for US 92 from Falkenburg Road to Kingsway Road, from Forbes Road to Mobley Street, and from Park Road to County Line Road.

From Kingsway Road to Forbes Road a four-lane rural facility with a 46-foot median, 198 feet of right-of-way and a 60-mph design speed is recommended.

Between Mobley Street and Park Road, the existing alignment and typical-section of the one-way pair system will be retained except for one section of Baker Street. Conversion to an urban section is recommended for Baker Street from Mobley Street to Whitehall Street.

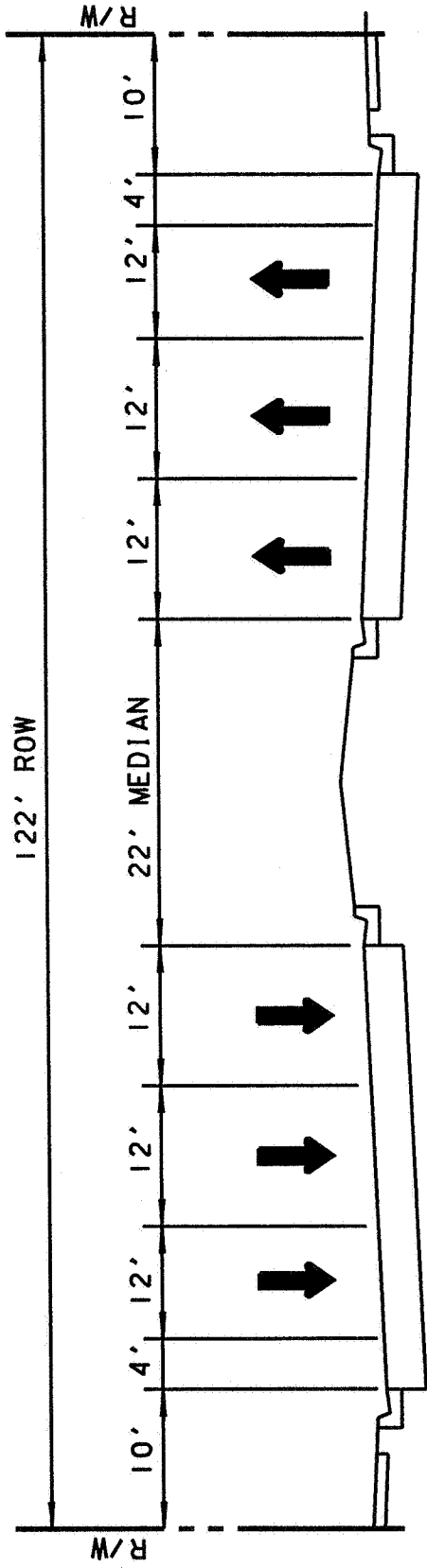
Gordon Street to Park Road consists of a four-lane urban typical section providing a 22-foot wide median and 98 feet of right-of-way. This section will provide a 40-mph design speed.

The characteristics and alignments of the above proposed improvements are the result of a detailed alternative alignments analysis conducted as part of the study. The process is documented in the Final Preliminary Engineering Report (January 1994). All viable improvement alternatives were developed and evaluated using a three-step process as follows.

1. The project was divided into eight segments based upon existing land use patterns and roadway typical cross sections.
2. Alternative typical cross sections were generated for each segment based on roadway design standards and traffic analysis recommendations. Socioeconomic and environmental impacts were considered in the selection of the typicals for each segment.
3. Alternative improvement alignments were generated for each segment based on the typical cross sections and the assumption that the additional right-of-way could be acquired on the north, south, or both sides of US 92.

During the analysis process, the alternative alignments were taken to the public for review and comment. A matrix was prepared to evaluate the alternative alignments for the eight segments along US 92, based upon environmental criteria as well as estimated cost. As a result, a center alignment alternative was eliminated from consideration in the initial steps of the evaluation due to higher total impacts and costs than a north or south alternative. The preferred alignment as previously described includes a combination of both north and south alignments, except for a portion of Segment 4 between Bethlehem Road and Fritzke Road. As a result of a public hearing comment, this portion of Segment 4 was evaluated subsequent to the hearing with regard to a center alignment. As a result of that analysis, the preferred alignment was changed to a center alignment between Bethlehem Road and Fritzke Road.

The proposed improvements will provide acceptable levels of service along US 92 in the 2015 design year.



APPLICABLE TO SEGMENT:
 1. GARDEN LANE ROAD TO FALKENBURG ROAD
 FROM MILEPOST 6.583 TO MILEPOST 7.136

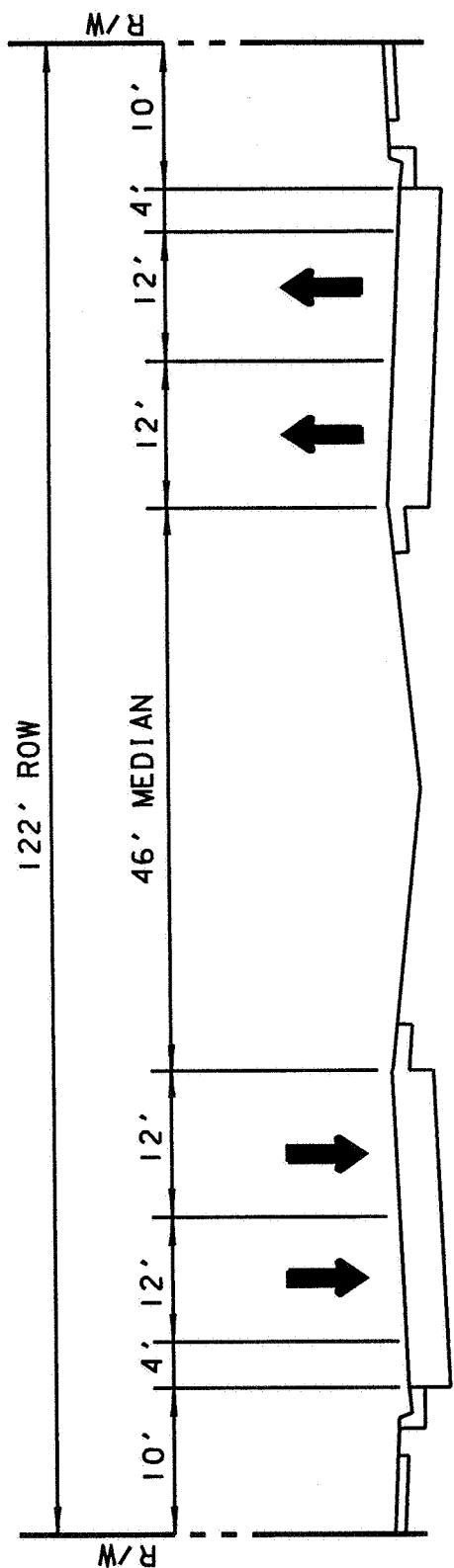
DESIGN SPEED 45 MPH

NOT TO SCALE

US 92 (SR 600) PD&E STUDY
 HILLSBOROUGH COUNTY
 FROM GARDEN LANE TO COUNTY LINE ROAD

SIX-LANE URBAN
 TYPICAL SECTION ALTERNATIVE

FIGURE
 3



APPLICABLE TO SEGMENTS:

- 2. FALKENBURG ROAD TO KINGSWAY ROAD
FROM MILEPOST 7.138 TO MILEPOST 10.717
- 5. FORBES ROAD TO MOBLEY STREET
FROM MILEPOST 16.389 TO MILEPOST 19.169
- 8. PARK ROAD TO COUNTY LINE ROAD
FROM MILEPOST 21.518 TO MILEPOST 24.593

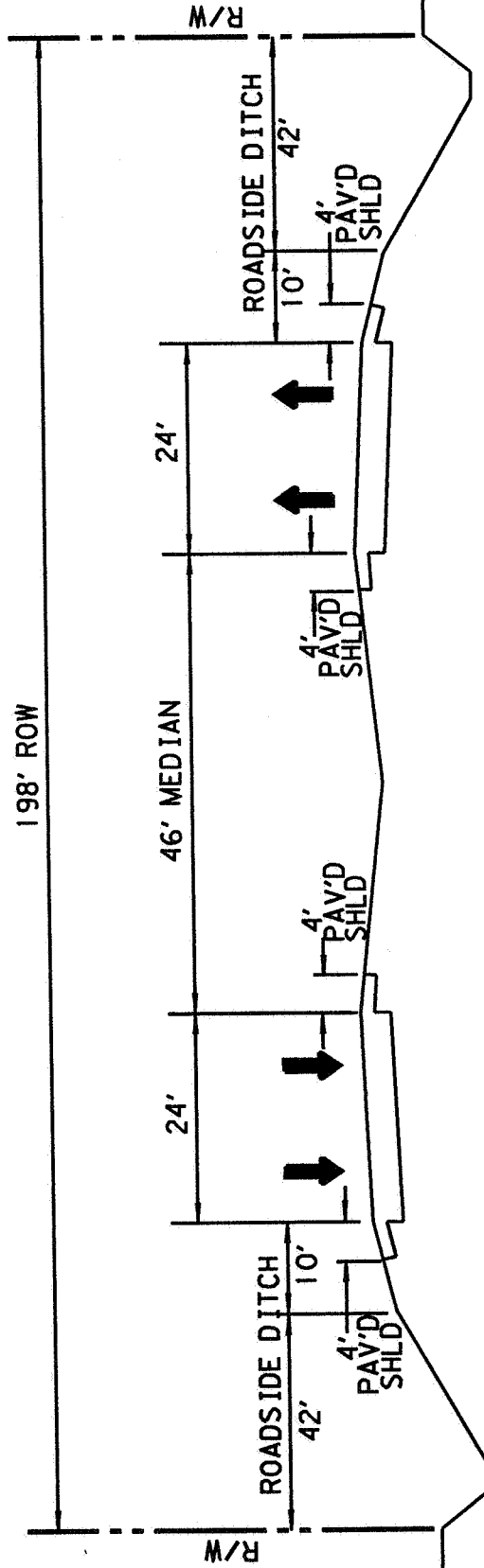
DESIGN SPEED 45 MPH

NOT TO SCALE

US 92 (SR 600) PD&E STUDY
 HILLSBOROUGH COUNTY
 FROM GARDEN LANE TO COUNTY LINE ROAD

**FOUR-LANE URBAN
 TYPICAL SECTION ALTERNATIVE
 (EXPANDABLE TO SIX-LANES)**

**FIGURE
 4**



APPLICABLE TO SEGMENTS:

- 3. KINGSWAY ROAD TO MCINTOSH ROAD
FROM MILEPOST 10.717 TO MILEPOST 12.828
- 4. MCINTOSH ROAD TO FORBES ROAD
FROM MILEPOST 12.828 TO MILEPOST 16.389

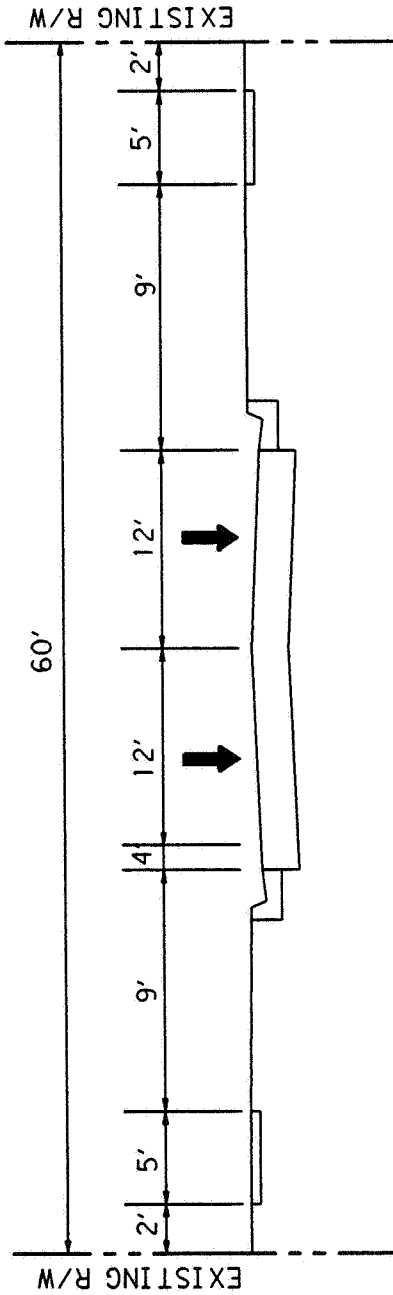
DESIGN SPEED 60 MPH

NOT TO SCALE

US 92 (SR 600) PD&E STUDY
 HILLSBOROUGH COUNTY
 FROM GARDEN LANE TO COUNTY LINE ROAD

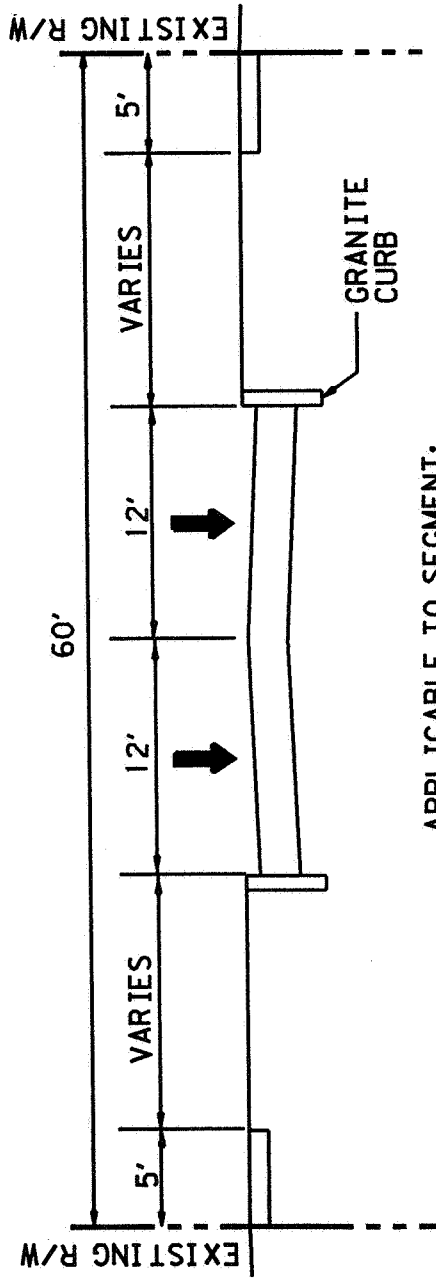
**FOUR-LANE RURAL
 TYPICAL SECTION ALTERNATIVE**

**FIGURE
 5**



APPLICABLE TO SEGMENT:

6. BAKER STREET FROM MOBLEY STREET TO WHITEHALL STREET
FROM MILEPOST 19.169 TO MILEPOST 19.800



APPLICABLE TO SEGMENT:

6. BAKER STREET FROM WHITEHALL STREET TO GORDON STREET
FROM MILEPOST 19.800 TO MILEPOST 21.029

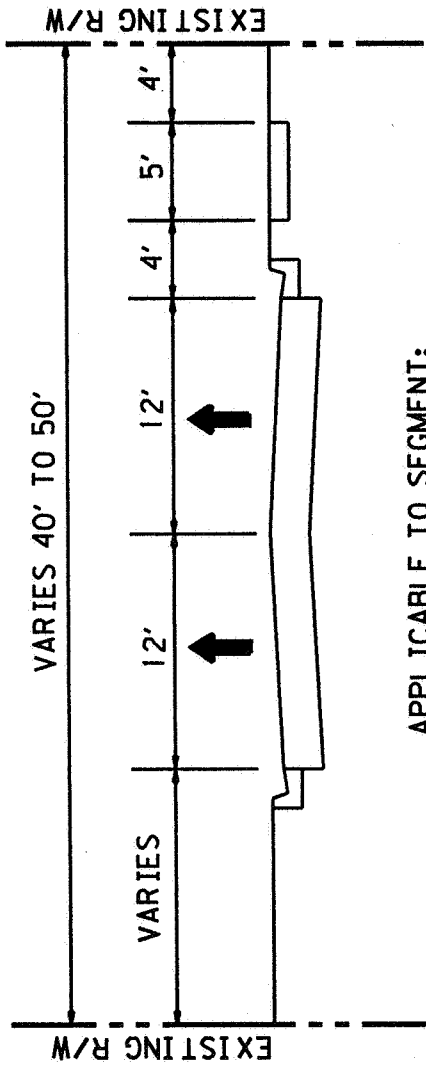
DESIGN SPEED 35 MPH

NOT TO SCALE

US 92 (SR 600) PD&E STUDY
HILLSBOROUGH COUNTY
FROM GARDEN LANE TO COUNTY LINE ROAD

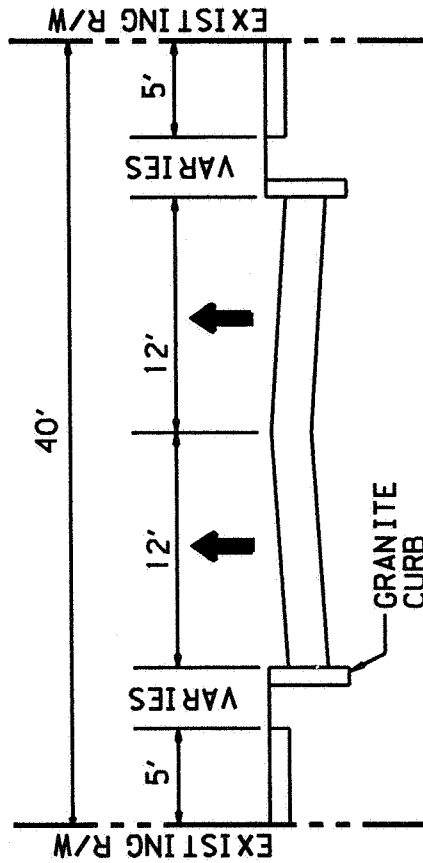
ONE-WAY TYPICAL SECTIONS ALONG
WESTBOUND US 92

FIGURE
6



APPLICABLE TO SEGMENT:

6. THONOTOSASSA ROAD FROM MOBLEY STREET TO REYNOLDS STREET
FROM MILEPOST 19.169 TO MILEPOST 19.728



APPLICABLE TO SEGMENT:

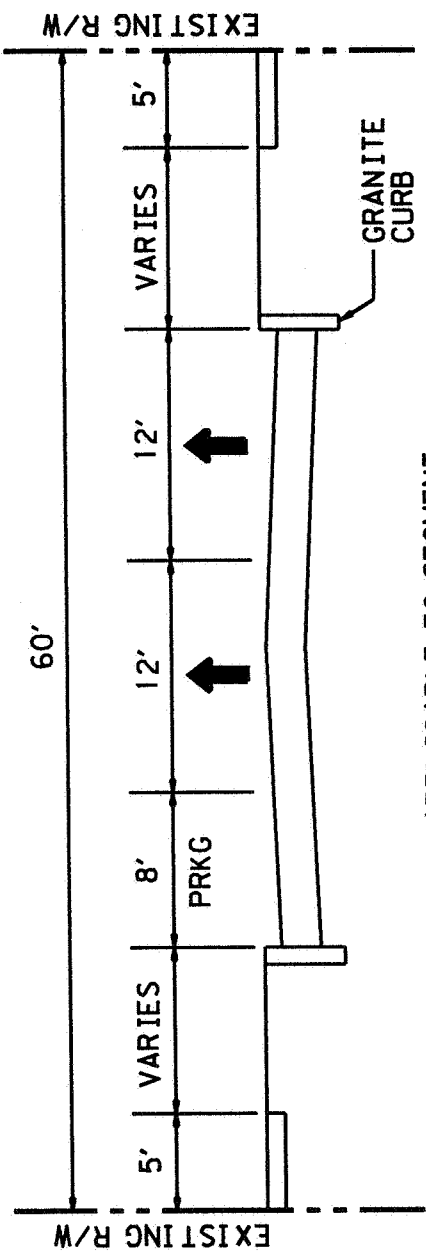
6. REYNOLDS STREET FROM THONOTOSASSA ROAD TO FRANKLIN STREET
FROM MILEPOST 19.062 TO MILEPOST 20.009

DESIGN SPEED 35 MPH

NOT TO SCALE

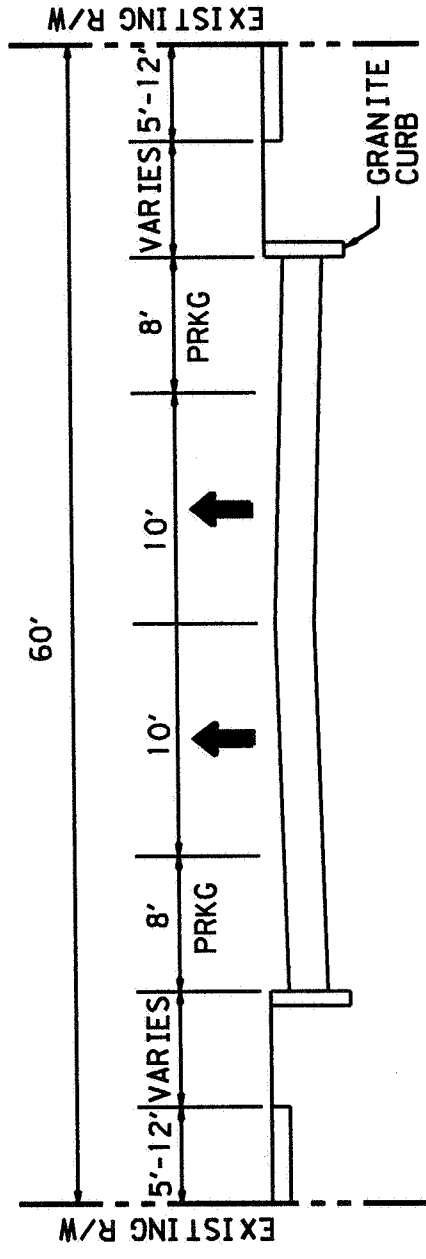
US 92 (SR 600) PD&E STUDY
HILLSBOROUGH COUNTY
FROM GARDEN LANE TO COUNTY LINE ROAD

FIGURE
7



APPLICABLE TO SEGMENT:

6. REYNOLDS STREET FROM FRANKLIN STREET TO WHEELER STREET
FROM MILEPOST 20.009 TO MILEPOST 20.370



APPLICABLE TO SEGMENT:

6. REYNOLDS STREET FROM WHEELER STREET TO CSX R/R CROSSING
FROM MILEPOST 20.370 TO MILEPOST 20.545

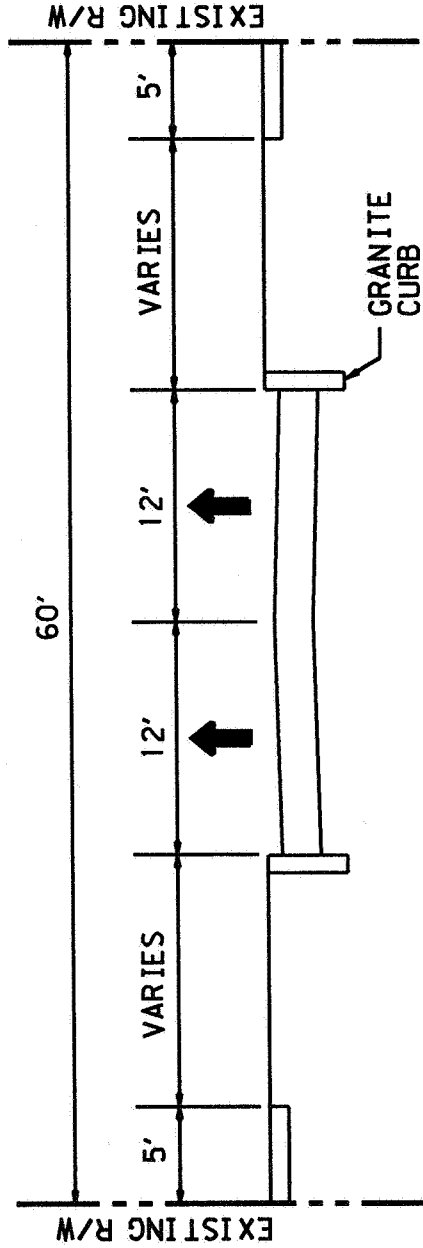
NOT TO SCALE

DESIGN SPEED 35 MPH

US 92 (SR 600) PD&E STUDY
HILLSBOROUGH COUNTY
FROM GARDEN LANE TO COUNTY LINE ROAD

FIGURE
8

**ONE-WAY TYPICAL SECTIONS
ALONG EASTBOUND US 92**



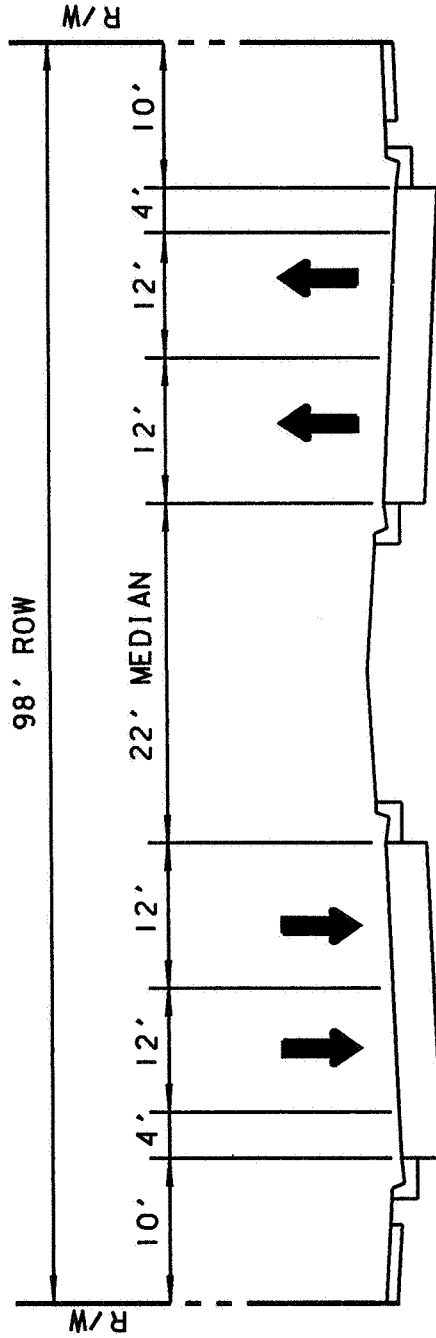
EXISTING TYPICAL SECTION
 US 92 ONE-WAY EASTBOUND

APPLICABLE TO SEGMENT:
 6. REYNOLDS STREET FROM CSX R/R CROSSING TO GORDON STREET
 FROM MILEPOST 20.270 TO MILEPOST 21.029

NOT TO SCALE

US 92 (SR 600) PD&E STUDY
 HILLSBOROUGH COUNTY
 FROM GARDEN LANE TO COUNTY LINE ROAD

FIGURE
 9



APPLICABLE TO SEGMENT:

- 7. GORDON STREET TO PARK ROAD
FROM MILEPOST 21.029 TO MILEPOST 21.518

DESIGN SPEED 45 MPH

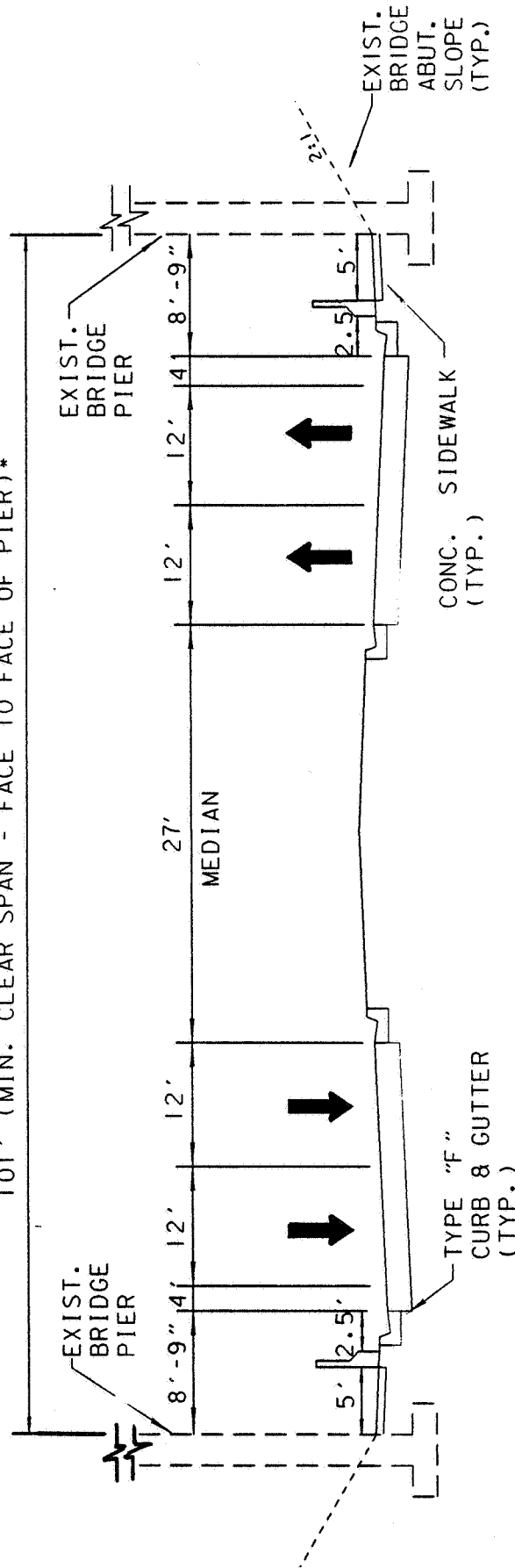
NOT TO SCALE

US 92 (SR 600) PD&E STUDY
HILLSBOROUGH COUNTY
FROM GARDEN LANE TO COUNTY LINE ROAD

FOUR-LANE URBAN
TYPICAL SECTION ALTERNATIVE

FIGURE
10

101' (MIN. CLEAR SPAN - FACE TO FACE OF PIER)*



APPLICABLE TO SEGMENT 2 UNDER I-75 OVERPASS STRUCTURES

*USING MIN. CENTER SPAN LENGTH OF BRIDGE NO.'s 100414, 100415, 100422, AND 100424. ESTIMATED SKEW ANGLES, AND ASSUMING 4'Ø PIERS.

45 MPH DESIGN SPEED

NOT TO SCALE

US 92 (SR 600) PD&E STUDY
 HILLSBOROUGH COUNTY
 FROM GARDEN LANE TO COUNTY LINE ROAD

PROPOSED FOUR-LANE DIVIDED URBAN
 TYPICAL SECTION (EXPANDABLE TO 6-LANES)
 ALTERNATIVE UNDER I-75

FIGURE
 11

6.A. SOCIAL IMPACTS

1. Land Use Impacts

The proposed project will have little or no effect on land use within the study corridor. The types of existing land uses along US 92 are mixed and vary throughout the corridor.

From Garden Lane to Taylor Road the study area is nearly completely developed with single-family and mobile home residences, highway retail uses, service stations, motels, offices and some industrial uses. Armwood High School is also located in this area.

Between Taylor Road and Turkey Creek Road, US 92 becomes more rural with open fields, citrus groves, rural residences and scattered commercial uses.

A transition to more urban uses occurs between Turkey Creek Road and Plant City. Land uses include multi-family residences, retail uses including those owned by the Parkesdale Farms, and Tomlin Junior High School. Pemberton Slough, a large high-quality wetland is located along both sides of US 92 in this area.

Single-family residences are the predominant land use in Plant City. Although diversification of the economy has redirected growth to the south and southeast, the downtown still remains the office and financial center. In addition, there is a significant amount of vacant land within the city limits that is not expected to be developed because of environmental constraints.

East of Plant City, a CSX railroad line runs contiguous to US 92. Land uses in this area include industrial and manufacturing uses, mobile home parks and vacant land.

The project study area is divided in two jurisdictions: unincorporated Hillsborough County and Plant City. The County's future land use map indicates that urban uses are expected to exist in the western end of the study area near I-75 and rural residential uses are proposed west of Plant

City. Suburban residential, commercial and industrial uses are anticipated east of Plant City. The Plant City future land use map also anticipates suburban residential, commercial and industrial land uses.

In conclusion, the proposed project will have little or no impact on existing or future land use patterns within the corridor. It is expected to fully accommodate the future population and development growth within the region of the project and is consistent with the adopted Comprehensive Plans of Hillsborough County and Plant City.

On February 1, 1994 the MPO concurred that the proposed improvements are consistent with the 2010 Long Range Transportation Plan.

2. Community Cohesion

The proposed project will not divide or separate neighborhoods or other community areas. It will not isolate a portion of an ethnic group or neighborhood, separate residences from community facilities or substantially change travel patterns. The project is not anticipated to affect elderly persons, disabled individuals, non-drivers and transit-dependent individuals or minorities.

3. Relocation Potential

The construction of the proposed project will have minimal impact on adjacent property with respect to relocations. It will be necessary to relocate 50 businesses and 91 residences. These relocations are considered minimal when compared to:

1. a range of 91 to 135 residences and 32 to 57 businesses required for the alternative alignments evaluated,

2. the length of the project - 18 miles,
3. the readily available housing stock as described in the Conceptual Stage Relocation Plan (January, 1994) and projected residential growth area.

A former motel and two mobile home parks (11 total units) which provide special housing for seasonal agricultural workers are affected. However, because the county is currently in the process of implementing a plan which will provide housing for seasonal farm workers, adequate housing will be available once the roadway improvements are in place. Therefore no last resort housing relocations will be necessary.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

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

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

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

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; (4) moving owner - occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. provide reimbursement of expenses, such as legal fees and other eligible closing costs incurred in buying a replacement dwelling;
4. make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's

relocation assistance program and right-of-way acquisition program are "Your Relocation" and "Coming Your Way". Both of these brochures are distributed at all public hearings and are made available upon request to any interested persons.

4. Churches and Schools

The proposed project will have a minimal impact to churches and a private school. The proposed alignment will not require the relocation of any churches. However, right-of-way will be required from the Freewill Baptist Church (and its private school), Bible Baptist Church, and the Youman's Praise and Worship Center. Access to these churches will be affected, however each entrance road can be easily relocated and overall, the project will not effect their ability to function.

It has been determined that there will not be an effect on any other schools located adjacent to the proposed project. Armwood High School, is located to the north of the project in Segment 2 (Falkenburg Rd. to Taylor Rd.). Tomlin Junior High School is located south of the affected area in Segment 5 (Turkey Creek Rd. to Mobley St.). Right-of-way is not required from either school.

5. Title VI Considerations

The proposed project is not expected to impact any distinct minority, ethnic, elderly or disabled groups. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

6. Controversy Potential

A review was completed of comments received from the Advanced Notification process. No areas of controversy have been identified to date. A public workshop was held on October 15, 1992. Sixty-four written comments were received, most relating to potential impacts to individual parcels and businesses.

A public hearing was held on September 21, 1993. Forty-nine comments were received at or following the public hearing; most of the comments related to the acquisition of individual parcels. As the result of one comment received at the hearing, an additional evaluation within Segment 4 was conducted and the preferred alignment changed to the centered alternative between Fritzke and Bethlehem Roads. An additional mailing displayed and explained this change. Thirteen additional comments were received, six supporting the change, two opposing the change, and one undecided. The remaining comments were requests for more information.

The proposed improvements include changes in access patterns due to the construction of a median. This limits left-turn movements, and property owners may express concerns about those limitations.

7. Energy

The proposed project will have a positive impact on energy use. Although energy will be expended to construct and maintain the facility, more energy will be saved via increased fuel economy due to improved travel conditions.

8. Utilities and Railroads

The proposed project will have minimal impacts on utilities. Underground wiring at a Tampa Electric Company power substation at the southeast corner of Peach Avenue and US 92 will require relocation; however, the main substation equipment will not be directly affected.

The proposed project will have no impact on railroads in the area. Three CSX rail lines cross the project in Plant City and are currently being upgraded to provide rubberized crossings and adequate signage and signalization. In addition, a CSX railroad line is just south and approximately parallel to US 92 from Plant City to the eastern terminus of the project. However, all project improvements are to the north of the railroad resulting in no impacts.

6.B. CULTURAL IMPACTS

1. Section 4(f) Lands

The proposed project will not use any land from an existing or proposed publicly-owned park, recreation area or wildlife and waterfowl refuge, or land from a site with national, state or local historic significance. There are no impacts to public schools or their associated recreation facilities, as the schools' facilities are not available to the general public for recreational purposes per the Hillsborough County School Board policy. Therefore, this project does not involve any Section 4(f) properties.

2. Historic Sites/Districts

A Cultural Resource Assessment (May, 1993), including background research and field survey coordinated with the State Historical Preservation Officer (SHPO), was performed for the project. As a result of the assessment, 166 historic structures were recorded along the project corridor, with the majority located in Plant City. Exclusive of a cluster of historic structures situated in Plant City proper, the buildings recorded represent typical examples of their type for the Hillsborough County area, and they do not appear to meet the criteria for listing in the National Register of Historic Places (NR).

Eleven of the historic structures identified between Mobley Street and Gordon Street have previously been included as contributing structures within the National Register-listed Plant City Main Street District. Twelve other historic structures identified in the same segment have been

included as contributing structures within the proposed NR Reynolds-Mahoney Street Residential District. These eleven properties are not currently NR listed as part of a district, and none appear to be eligible for listing as individual structures.

In accordance with the procedures contained in 36 CFR, Part 800, a Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. As a result of the assessment, twelve structures as part of the Reynolds-Mahoney Street residential district were identified, which were determined eligible for listing on (or listed on) the National Register of Historic Places. Through application of the Criteria of Effect, the Federal Highway Administration in consultation with the SHPO determined that the project did not constitute an effect on any of the properties. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the Federal Highway Administration has determined that no other National Register properties would be impacted.

A letter from the SHPO dated October 11, 1993 (see Attachment C) states that there is "no effect" as a result of the project.

3. Archaeological Sites

Thirteen archaeological sites were identified (Florida Master Site File Numbers 8Hi5329 through 8Hi5341) by the Cultural Resource Assessment. The majority are classified as lithic scatters and artifact scatters. All are commonly occurring types of sites for the region, and deemed to have limited research potential. Hence, none is adjudged eligible for listing in the NR.

A letter from the SHPO dated October 11, 1993 (see Attachment C) states that there is "no effect" as a result of the project.

4. Recreation Areas

No existing or proposed public recreation areas will be affected by the proposed project. As previously discussed in the Section 4(f) lands, per Hillsborough County School Board policy, school recreational facilities are not open to the general public, so there are no public school recreation facilities involved with this project.

6.C. NATURAL ENVIRONMENT

1. Wetlands

In accordance with Executive Order 11990, project impacts to wetlands were identified, classified and analyzed utilizing the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, an Interagency Approach, April 1987, The Classification of Wetlands and Deepwater Habitats of the United States, 1979 and application of the Wetland Evaluation Technique (WET 2.0).

Implementation of the preferred alignment along the 18 mile project corridor will impact 23 wetland sites, which have been categorized into seven (7) representative systems. Contiguous and isolated palustrine forested and emergent wetlands* are the predominant wetland types, respectively accounting for 59 and 20 percent, of all wetland sites. Palustrine scrub-shrub wetlands account for 9 percent of the sites followed by 6 percent for palustrine forested/emergent and 6 percent for palustrine open water. The preferred alignment would impact an estimated 8.02 acres of wetlands. Results of WET 2.0 analysis indicate that water quality treatment (stormwater attenuation) and limited wildlife habitat are the primary functions performed at the affected wetland sites.

The representative contiguous forested system rated high for effectiveness in terms

* includes roadside ditches

of "Floodflow Alteration", "Sediment Stabilization", "Sediment/Toxicant Retention", "Nutrient Removal/Transformation" and the "Wildlife Diversity/Abundance" values. The contiguous, forested systems along the corridor were generally the least disturbed and therefore more effective in performing the evaluated functions. The isolated forested systems were often disturbed due to ditching, clearing, or agricultural uses nearby. Consequently, the representative isolated forested system rated high in terms of effectiveness for the "Floodflow Alteration" and "Sediment Stabilization" functions only.

The riverine systems have experienced various levels of disturbance near the existing roadway. Most have been channelized, some have berms along both banks, and all show invasion of exotic/nuisance species. Because of these influences, the representative system evaluated rated high only for the wildlife values, in terms of effectiveness. All other functions rated low to moderate for effectiveness.

The one emergent wetland and roadside ditches rated high effectiveness probabilities for "Sediment Stabilization", "Sediment/Toxicant Retention" and "Nutrient Removal/Transformation" functions. In addition, the ditches achieved a high effectiveness rating for the "Floodflow Alteration" function. All other functions rated a low or moderate effectiveness probability.

The palustrine, scrub-shrub wetlands along the corridor were highly to moderately disturbed systems. All were isolated with altered hydroperiods and nuisance species dominating. Consequently, the WET 2.0 analysis rated the representative wetland as low or moderate, in terms of effectiveness, for all evaluated functions and values.

There was one open water "wetland" along the corridor. This was a man-made retention basin adjacent to a forested wetland. This small pond rated high in effectiveness ratings for the "Floodflow Alteration", "Sediment/Toxicant Retention" and "Nutrient Removal/Transformation" functions. All other functions rated low or moderate effectiveness probabilities.

The "Conceptual Mitigation Plan" developed for this project identifies a variety of mitigation options to select from to off-set expected wetland losses. The plan has proposed compensation ratios of 4:1 (created:impacted) for approximately 4.0 acres of existing undisturbed wetland systems and 1.5:1.0 for 4.0 acres of existing disturbed wetland systems. Given these ratios it is anticipated that up to 22 acres may be required for compensatory mitigation. Coordination with federal and state permitting agencies has been initiated and will continue through each major phase of project development.

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

3. Water Quality

Stormwater runoff from the proposed project will have little to no impact on water quality in the project area when properly treated. The primary concern is the potential for adverse effects of stormwater due to vehicular-related pollutants possibly associated with highway runoff. Drainage along the project will be conveyed via roadside swales and various collection systems to several streams before discharging to the Tampa Bypass Canal, the Hillsborough River and the Alafia River.

The impacts of this discharge have been determined according to the guidelines contained in FHWA publications, Constituents of Highway Runoff (1981), Effects of Highway Runoff on Receiving Waters (1987) and Pollutant Loadings and Highway Stormwater Runoff (1990). The appropriate stormwater management practices contained in FHWA publications, Management Practices for Mitigation of Highway Stormwater Runoff Pollution (1985) and Retention, Detention, and Overland Flow for Pollutant Removal from Highway Stormwater Runoff: Interim Guidelines for Management Measures (1988) will be used to mitigate stormwater runoff impacts.

With the exception of the existing one-way pair in Plant City, the proposed project between Garden Lane Road and County Line Road, will necessitate the complete replacement of the existing roadway drainage system with new stormwater management systems designed to meet current standards. The predominant function of the stormwater management system is to attenuate stormwater runoff for flood control. The water quality treatment associated with this system is ancillary. Stormwater management will be provided in accordance with Chapters 40D-4 and 40D-40, Rules of the Southwest Florida Water Management District (SWFWMD) and FDOT Rule 14-86, Florida Administrative Code (F.A.C.) (critical duration analysis). Water quality will be provided in accordance with Chapter 17-25 F.A.C., Rules of SWFWMD.

The impacts of the proposed project on surface water quality will essentially be limited to the adverse effects of erosion during construction. These potentially adverse effects of construction are considered temporary and minimal. This project is not located within a sole source aquifer area and is not expected to have any affect on groundwater, recharge areas, or public water supplies. This will be controlled by adherence to Chapters 17-3 and 17-25, F.A.C. and Section 104 of the FDOT "Standard Specifications for Road and Bridge Construction".

6. Floodplains

A Location Hydraulics Report (LHR) was prepared (September 1993) to identify any current or future deficiencies along US 92 (SR 600). The following paragraphs present a summary of the report's findings for the proposed improvements to US 92.

A review of Federal Insurance Rate Maps (FIRM, Panel Numbers 1201120376C, 1201120380E, 1201120385E, 1201120245C, 1201120275C, 1201120005B, 1201130005B, and 1201120290C) indicates that the project will encroach upon the 100-year floodplain in eight locations and the 100 to 500 year floodplain in one location. The total floodplain encroachment is 4.54 acres.

Local regulations for stormwater permitting by the Southwest Florida Water Management District (SWFWMD) prohibit a net encroachment on the 100-year base floodplain. Although the

property adjacent to the roadway is relatively undeveloped and further development along the roadway within this floodplain may occur by the proposed roadway improvements, a net increase in the floodplain encroachments is not anticipated.

Floodplain category determinations are summarized in the table on the following page. The cross-culverts are characteristic of categories 3 and 4 floodplain encroachment as defined in Chapter 24, Floodplains, Section 24-2.5 of the FDOT PD&E Manual. The structures are hydraulically adequate and will only require modifications to lengthen, replace, or upgrade them for the proposed roadway improvements. The modifications to drainage structures included in this project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

There are no regulatory floodways within the project limits.

The proposed project will have little or no impact on existing or future land use patterns within the corridor. It is expected to fully accommodate the future population and development growth within the region of the project and is consistent with the adopted Comprehensive Plans of Hillsborough County and Plant City.

7. Coastal Zone Consistency

As identified during the Advance Notification stage, the State Clearing House, Office of the Governor, determined on February 3, 1992 that the proposed project is consistent with the Florida Coastal Management Program (FCMP). Environmental documents will be reviewed to determine continued consistency with FCMP as provided in 15 CFR 930.35.

Location	Existing Structure	Hydraulic Adequacy	Floodplain Category
MP 7.225	2' x 2' CBC	Adequate	4
MP 7.839	7' x 5' CBC	Adequate	3
MP 8.569	Bridge	Adequate	4
MP 9.103	24" RCP	Adequate	3
MP 9.187	30" RCP	Adequate	3
MP 9.654	2' x 2' CBC	Adequate	4
MP 9.960	2' x 2' CBC	Blocked	3*
MP 10.506	2' x 2' CBC	Adequate	4
MP 10.715	24" RCP	Adequate	4
MP 11.075	2' x 2' CBC	Adequate	4
MP 11.565	2' x 2' CBC	Adequate	4
MP 12.063	Bridge	Adequate	4
MP 12.617	48" RCP	Adequate	4
MP 17.410	2' x 2' CBC	Adequate	4
MP 17.685	30" RCP	Adequate	4
MP 18.605	4' x 4' CBC	Adequate	3
* - This crossing does not lie within a FEMA designated floodplain.			

9. Wildlife and Habitat

The proposed project has been evaluated for impacts to threatened and endangered species. A combination of literature and field reviews was used to determine those possible threatened and endangered species that may inhabit the project area. Literature reviewed included: Matrix of Habitats and Distribution by County of Rare/Endangered Species in Florida, Florida Natural Areas Inventory (1990); 26 Ecological Communities of Florida, Soil Conservation Society of America (1987); FDOT list for Hillsborough County from the SPECIES computer program; and

advanced notification plus other correspondence from the U.S. Fish and Wildlife Service, the Florida Game and Fresh Water Fish Commission and the Hillsborough County Environmental Protection Commission.

The primary wildlife impact from the project will occur as a result of loss of native upland and wetland communities. No critical uplands, however, were found within the project boundaries. During field investigations, two state-listed species, the Florida sandhill crane and an active gopher tortoise burrow were sighted. One federally listed species, the bald eagle, has been confirmed to exist in the region. The location where this species has been documented is well beyond the project limits and would not be affected by the project. A concurrence "no adverse effect" on federally protected species dated August 17, 1993 was received from the U.S. Fish and Wildlife Service.

10. Farmlands

The proposed project alignment has been evaluated for potential impacts to Prime and Unique Agricultural Lands. Through coordination with the Soil Conservation Service, soil areas which meet the soil criteria for Prime and Unique Farmland and State Important Farmland were identified along the project corridor. Form AD-1006 was submitted to the U.S. Department of Agriculture, Soil Conservation Service, in order to assess the farmland impacts.

Completion of the form indicates that the proposed project will only impact Unique Farmlands. The project received a total of 108 points on the AD-1006 form. According to the Soil Conservation Service, farmlands which receive a total score of less than 160 points shall receive minimal consideration for protection.

By maximizing the use of an urban section when appropriate and through careful transitioning between segments, the impact on farmlands will be kept to a minimum. Therefore, it is determined that the proposed conversion of farmland is not significant and the project is in compliance with the Farmland Protection Policy Act of 1984.

6.D. PHYSICAL IMPACTS

1. Noise

The Stamina 2.0 noise prediction model was used to determine the number of existing noise-sensitive sites that are impacted by the preferred segment alternatives. These were combined to find the total number of noise-sensitive sites affected by the preferred alignment. A total of 244 first and second row receivers are located within the 65 dBA isopleth distance. This is the area within which abatement measures must be considered. The 244 receivers are primarily large lot single family housing stretched along the 18 mile corridor. The primary concentrations of housing occur in the Shangri La subdivisions, Park Place Mobile Home Park, Parkwood Estate Mobile Home Park and the Parson's Mobile Home Park. The large number of receivers reflects the study's attempt to avoid residential relocations by shifting the preferred alternative alignment. Therefore, the homes not relocated are exposed to minor amounts of additional noise. In all cases where barriers were not found to be economically reasonable the average noise increase was only 3.5 to 5 dBA over worst case levels. Barriers were found to be economically reasonable in two areas where abatement can be provided for 15 first row receivers. Additionally, 12 second row receivers would receive some insertion loss as a result of construction of these barriers.

The locations where noise barriers are recommended are the Shangri-La subdivision at Kings Row and the Shangri-La subdivision at Queens Court. No other barriers or abatement measures are recommended for the remaining portions of the project area at this time. Based on the noise analyses performed to date, there appear to be no apparent solutions available to mitigate the noise impacts at these remaining locations.

The FDOT is committed to the construction of economically reasonable noise barriers at impacted locations which meet the applicable criteria. Economic reasonableness alone, does not ensure that abatement is appropriate. The height of the barrier(s), cost of the barrier(s) in relation to the total project costs, safety constraints, magnitude of noise increases, or the desires

of the affected residents may override the economic factors. Other factors or conditions which must be considered are:

- The FDOT "District VII Guidelines for Noise Wall Barrier Analysis on Arterials," July 1992, have been followed;
- Detailed noise analyses during the final design process for the ultimate typical sections support the need for abatement;
- Economically reasonable cost analyses indicate that the economic cost of the barrier(s) will not exceed the guidelines;
- Community input regarding desires, types, heights, and locations of barriers will be solicited by District VII;
- Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses, have been noted;
- Safety and engineering aspects related to the roadway user and the adjacent property owner have been reviewed;
- Reasonable and feasible maintenance measures are possible; and
- Any other mitigating circumstances have been analyzed.

2. Air Quality

The project alternatives were subjected to the graphical Air Quality Screening Test for Urban Areas. The screening test makes various conservative worst-case assumptions about the meteorology, traffic and site conditions. It uses the assumptions in the MOBILE4.0 and

CALINE3 models to produce a series of curves that can be used to determine critical distance. The critical distance is the closest distance a receptor can be to a given intersection without any chance of a significant air quality impact.

The intersection of Mango Road and US 92 was modeled because it represented the worst-case intersection. The areas adjacent to this intersection consist primarily of commercial land uses. No sensitive receptors are within the critical distance, which was calculated by the screening test to be less than ten feet. Therefore, this project will not have a significant impact on air quality.

Construction activities may cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to all state and local regulations and to the FDOT "Standard Specifications for Road and Bridge Construction" (1991 edition).

All state and local agencies were provided an opportunity to comment on this project. There were no adverse comments regarding air quality.

This project is in an air quality nonattainment area which has transportation control measures in the State Implementation Plan (SIP) approved by the U. S. Environmental Protection Agency (EPA) on June 15, 1981. The Federal Highway Administration (FHWA) has determined that the project comes from the transportation plan and Hillsborough County Metropolitan Planning Organization (MPO) Long Range Transportation Improvement Program which conforms to the SIP. The FHWA has made this determination based on the guidance contained in 40 CFR Parts 51 and 93 dated December 27, 1993.

3. Construction

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

The air quality impact will be temporary and primarily in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through adherence to FDOT "Standard Specifications for Road and Bridge Construction".

Noise and vibration impacts will result from heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT "Standard Specifications for Road and Bridge Construction".

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT "Standard Specifications for Road and Bridge Construction" and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the travelling public. Access to all businesses and residences will be maintained to the extent practicable through controlled construction scheduling.

For residents along US 92, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the long term.

Demucking may be necessary at some of the wetland sites and will be controlled by Section 120 of the FDOT Standard Specifications. Disposal will be on-site in detention areas or off-site. The removal of structures and debris will be in accordance with local and state regulation agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in FDOT Standard Specifications, Section 104, will consist of temporary grassing, sodding, mulching, sand bagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

4. Contamination

A contamination screening evaluation identified the properties listed on Table 1 as posing potential impacts to the project. Nine sites represent possible hazardous waste problems, and 34 are affected by petroleum products. Five of the sites noted above are potentially contaminated by both hazardous waste and petroleum.

Based on current knowledge, none of the sites listed in Table 1 appear to warrant a change in the proposed right-of-way for the project. Generally, the potential contamination impacts, including liability for exacerbating existing contamination, can be managed through design and construction practices. All the sites listed in Table 1 have a contamination rating of medium or high and are recommended for Level II investigation prior to completing the right-of-way acquisition process.

This proposed project contains no known significant contamination involvement.

TABLE 1
POTENTIALLY CONTAMINATED SITES

SITE I.D. NUMBER	STREET ADDRESS	FACILITY NAME	CONTAMINATION EVALUATION	STANDARD INDUSTRIAL CODE	FACILITY IDENTIFICATION NUMBER	MATERIAL OF INTEREST	TANKS *	DISTANCE FROM EDGE OF PAVEMENT
Segment 1:								
192	9802 E. Hwy. 92	J. D. Road & Tire Service	Medium	7549	In Review	H	N	N/A*
Segment 2:								
172	10611 E. Hwy. 92	Junkyard (Steins)	High	5599	In Review	P/H	U	U
160	10907 E. Hwy. 92	Stop N Go/Gas	High	5541	298736874	P	E	60' S/ 115' W
158	10909 E. Hwy. 92	Power Play Marine Service	Medium	5551	In Review	H	U	U
144	11307 E. Hwy. 92	Coastal Mart #699	High	5171	299046595	P	E	70' S
140	11501 E. Hwy. 92	92 Speedy Wash	Medium	7215	Not Registered	P	U	U
130	11807 E. Hwy. 92	Gulf Coast Quality Fence	Medium	1799	Not Registered	P/H	U	U
Segment 3:								
114	713 W. Hwy. 92	Building for sale	High	5541	In Review	P	U	U
105	12712 E. Hwy. 92	Giant Recreation World	High	7032	In Review	P/H	E	In Review
Segment 4:								
101	12901 E. Hwy. 92	Short Stop (BP Gas Station)	High	5499/5541	298624858	P	E	25' S/135' E
98	13095 E. Hwy. 92	Parts Plus Auto Store	High	5531	298509021	P	R	In Review
93	13606 W. Hwy. 92	Three Brothers Grocery	High	5411	298628050	P	E	40' N/30' E
91	5914 W. Hwy. 92	Prahl's Mobile Homes	High	5271/5561	298625247	P	U	U
88	5825 W. Hwy. 92	Catalina Inn	High	7011	Not Registered	P	U	U
85	5413 W. Hwy. 92	Family Motors/Auto Sales	Medium	5521	Not Registered	P	U	U
78	5107 W. Hwy. 92	Presto Food Store (Ciggo)	Medium	5499/5983	In Review	P	E	40' S/110' E
77	1106 N. Forbes Rd.	Hy-Tech Petroleum Maintenance	High	5171	In Review	P/H	E	In Review
Segment 5:								
63	3502 W. Hwy. 92	Hahn's Fina & Tire Service	High	5014	298624810	P	A	45' N/75' W
56	2302 W. Baker St.	Palm Court Motel	High	7011	Not Registered	P	E	200'
52	2102 W. Baker St.	Oakwood Mobile Home Park	Medium	7033	Not Registered	P	U	U

* E: Existing; R: Removed; A: Abandoned; P: Petroleum; U: Unknown; N: None; N/A: Not Applicable; H: Hazardous Material/Waste.

SITE I.D. NUMBER	STREET ADDRESS	FACILITY NAME	CONTAMINATION EVALUATION	STANDARD INDUSTRIAL CODE	FACILITY IDENTIFICATION NUMBER	MATERIAL OF INTEREST	TANKS *	DISTANCE FROM EDGE OF PAVEMENT
Segment 6:	(NONE)							
Segment 7:								
45	1320 E. Baker St.	Puerto Rico Auto Repair	High	7531	298624940	P	E	20' N/25' E
42	1306 E. Baker St.	Thermal Storage Equipment	Medium	3795	N/A	P	N	N/A
41	1311 E. Baker St.	Campbell's Auto Mart	Medium	5521	In Review	P	N	N/A
40	1312 E. Hwy. 92	Plant City R. V. Center	High	5561	In Review	P	E	180' N
35	1410 E. Baker St.	Imperial Chateau Wines	Medium	5499	In Review	P	U	U
30	1602 E. Baker St.	Farm Store	High	5431	FLD984185959 298625249	P/H	E	In Review
27	1706 E. Baker St.	Royal Oak Motel	High	7011	Not Registered	P	U	U
25	1904 E. Hwy. 92	Shell Gas Station	High	5541	298509080	P	E	85' N/60' W
Segment 8:								
24	2004 E. Hwy. 92	Plant City Steel Co.	High	3316	298625271	P	E	In Review
20	2604 E. Hwy. 92	Consolidated Fab., Inc.	High	5084	299045603	P/H	E	In Review
18	2680 E. Hwy. 92	Rinker Materials	High	3273	298625077	P	E	160' N/70' E
15	3308 E. Hwy. 92	Lambert's Auto, Truck & Equipment Sales	High	5521	In Review	P/H	U	U
14	3406 E. Hwy. 92	Construction Equipment Attachments, Inc.	High	5082	298944883	P	R	In Review
11	3604 E. Hwy. 92	Country Corner Store	Medium	5399	298625774	P	E	30' N/20' E
4	3910 E. Hwy. 92	Omega Fab. & Construction, Inc.	High	1511	In Review	P	R	550' S
1	4350 E. Hwy. 92	Fasson Truck Parts	High	5599	In Review	P	A	In Review

* E: Existing; R: Removed; A: Abandoned; P: Petroleum; U: Unknown; N: None; N/A: Not Applicable; H: Hazardous Material/Waste.

ATTACHMENT B
Straight Line Diagrams

ATTACHMENT C

Letters



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FLORIDA DEPARTMENT OF STATE

PFN: 932212
932947

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office Telecopier Number (FAX)
(904) 488-1480 (904) 488-3353

In Reply Refer To:
Susan Hammersten
Compliance Review
Section, DHR
(904) 487-2333

October 11, 1993

Mr. J.R. Skinner
Division of Administration
Federal Highways Administration
US Department of Transportation
227 N. Bronough, Room 2015
Tallahassee, Florida 32301

RE: Widening of US 92 from Garden Lane to Polk County Line
Hillsborough County, Florida
SPN: 10030-1536 WPIN: 7113842 FAPN: MAF-212-1(34)

Dear Mr. Skinner:

In accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800; as well as the provisions contained in Chapter 267, Florida Statutes, we have reviewed the results of the field survey of the above referenced project and find them to be complete and sufficient. We note that 164 historic structures and thirteen archaeological sites were recorded and evaluated during the survey.

We concur with the project archaeologists in concluding that none of the archaeological sites meets the criteria necessary for listing in the National Register. The results of the historic structures survey were reviewed by Dr. William Thurston of the Survey and Registration section of this office. Dr. Thurston has indicated that he agrees with the evaluations and recommendations presented in the survey report with one exception. It is Dr. Thurston's opinion, as well as the opinion of this office that 8HI5358, the log cabin, is not eligible for listing in the National Register due to extensive loss of integrity and deterioration. We concur with the consultants conclusions regarding the structures in the proposed Reynolds-Mahoney Street Residential District.

An effects meeting for this project was held on August 16, 1993. At that time it was determined that the only effect of the project was a proposed corner clip at the Faith Baptist Church (8HI4665). However, it was the opinion of this office that the corner clip did not constitute and adverse effect. Recent correspondence from Ms. Lynn Hybarger of District Seven, has indicated that the right-of-way has been shifted to eliminate the

Mr. Skinner
October 11, 1993
Page 2

corner clip at 8HI4665. With the change in the road alignment, it is the opinion of this office that the proposed project will now have no effect on any historic properties listed, or eligible for listing in the National Register of Historic Places.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for *Laura A. Kammerer*

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Hsh
xc: C.L. Irwin, FDOT
Lynn Hybarger, FDOT