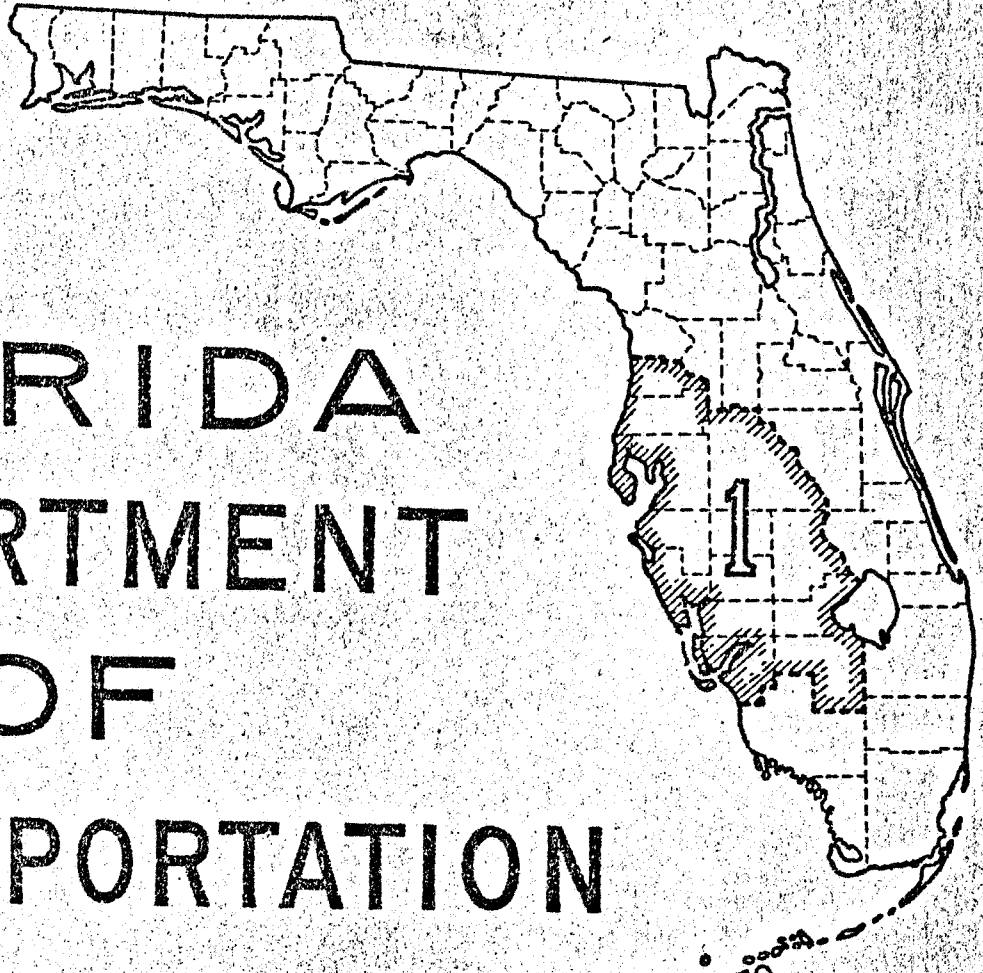


NEGATIVE DECLARATION
US41 & CAUSEWAY BLVD

FLORIDA DEPARTMENT OF TRANSPORTATION



ADMINISTRATION ACTION
FINAL
NEGATIVE DECLARATION

RETURN TO
ENGINEERING
STUDIES

STATE PROJECT NOS. 10250-1510, 10060-1530
FEDERAL AID PROJECT NOS. M-6135(1), U-011-2(57)
BUDGET ITEM NOS. 113276 and 113218

State Road 676 from south approach of 22nd Street
Causeway Bridge to State Road 45 (U.S. 41); and
U.S. 41 Grade Separation at Seaboard
Coastline Railroad Crossing at Port Sutton in
Hillsborough County.

FIRST DISTRICT

Bartow, Florida

C.W. Monts De Oca, District Engineer

STATE PROJECT NOS. 10250-1510, 10060-1530
FEDERAL AID PROJECT NOS. M-6135(1), U-011-2(57)
B.I. NUMBERS 113276 and 113218

State Road 676 from south approach of 22nd Street
Causeway Bridge to State Road 45 (U.S. 41); and
U.S. 41 Grade Separation at Seaboard Coastline
Railroad Crossing at Port Sutton in Hillsborough
County, Florida

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
and
Florida Department of Transportation
Submitted pursuant to 42 U.S.C. 4332 (2) (C)
and 23 U.S.C. 128 (a)

June 15, 1976
Date

E. J. Monte De Oca
District Engineer
Florida Department of Transportation

July 9, 1976
Date

W. M. Godfrey
Deputy Director
Division of Planning and Programming
Florida Department of Transportation

Adoption of the Determination by:
Federal Highway Administration

7/28/76
Date

P. E. Carpenter
Division Administrator
Federal Highway Administration

Copy for: {KAH, K.A.H.,
B.M.} LED



PLANNING SEP 27 1976
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P. O. Box 1079
Tallahassee, Florida 32302

September 20, 1976

Mr. Ray G. L'Amoreaux, Director
Division of Planning and Programming
Florida Department of Transportation
Tallahassee, Florida 32304

Attention: Mr. A. B. Burke

Dear Sir:

Subject: Florida - Federal-Aid Projects M-1879(1),
Old M-6135(1); and FG-301-4(3);
Old U-011-2(57); State Job Nos.
10250-1510 & 10060-1530; Hillsborough
County; Location and Design Approval

Reference is made to your September 15, 1976 letter regarding
location and design approval for the subject projects.

As provided in Federal-Aid Highway Program Manual 7-7-2,
Paragraph 6e, design may proceed after approval of the
negative declaration. The location and design shown in
the negative declaration approved by this office on July 28,
1976 are approved as requested.

Very truly yours,

P. E. Carpenter
Division Administrator

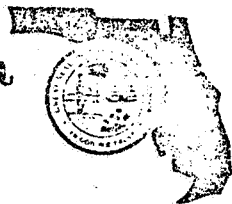
JESSE A. STORY

Jesse A. Story
District Engineer
For the Division Administrator

Ccc: Mr. C. W. Monts De Oca, FDOT
Tampa Bay Regional Planning Council



Florida



Department of Transportation

Post Office Box 1249
Bartow, Florida 33830
August 25, 1976

Mrs. Elizabeth B. Castor, Chairman
Board of County Commissioners
Hillsborough County
Post Office Box 1110
Tampa, Florida 33601

RE: State Project Nos. 10250-1510, 10060-1530
Federal Aid Project Nos. M-6135(1), U-011-2(57)
Budget Item Nos. 113276 and 113218

State Road 676 from south approach of 22nd
Street Causeway Bridge to State Road 45 (US 41)
and US 41 Grade Separation at Seaboard Coastline
Railroad Crossing at Port Sutton in Hillsborough
County

Dear Mrs. Castor:

The attached Final Negative Declaration contains considerable data which may be used in evaluating future development along the referenced highway.

A public hearing was held on December 18, 1975, concerning the referenced projects, and the Final Negative Declaration was approved by the FHWA on July 28, 1976.

State Project Number 10250-1510 is presently scheduled in the work program for construction to begin during Fiscal Year 1979/80. Right-of-way acquisition is scheduled to take place during Fiscal Years 1977/78 and 1978/79.

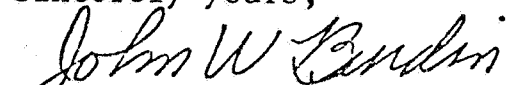
State Project Number 10060-1530 is presently scheduled for the preliminary engineering phase during Fiscal Year 1975/76. At present the construction and right-of-way acquisition phases are not scheduled.

A portion of the Noise Study Report is contained in the Final Negative Declaration. Prior to the beginning of the construction phase the Noise Study Report will be completed and sent to the appropriate local officials.

Mrs. Elizabeth B. Castor
Page Two
August 25, 1976

The attached Final Negative Declaration has been furnished in order to help coordinate land use and transportation activities so they will become more compatible. Your cooperation in advising the city and local officials as well as interested persons of this document would be helpful in protecting the transportation investment.

Sincerely yours,



John W. Burdin, P.E.
District Planning Engineer

JWB:jcs

Attachment

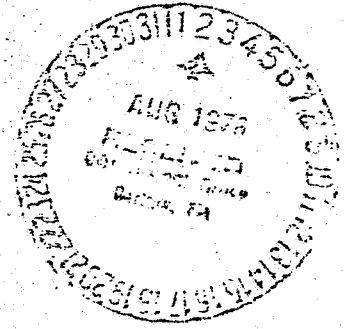
cc: Mr. W. M. Cochran

PLANNING AUG 2 1976

P. O. Box 1079
Tallahassee, Florida 32302

July 28, 1976

Mr. Ray G. L'Amoreaux, Director
Division of Planning and Programming
Florida Department of Transportation
Tallahassee, Florida 32304



Attention: Mr. W. H. Lofroos

Dear Mr. L'Amoreaux:

Subject: Florida - Federal-aid Projects M-6135(1) and
U-011-2(57); State Job No. 10250-1510
and 10060-1530; SR-676, Hillsborough
County; Final Negative Declaration (ND)

Your July 9, 1976 letter transmitted a negative declaration of environmental impact with regard to the requirements of Section 102(2)(c) of the Environmental Policy Act of 1969. We have reviewed the ND and are familiar with the proposed improvement and project site. We find that the construction of this project will have no significant adverse impact on the environment. Therefore, the ND is considered appropriate and is approved.

Approval of this document does not constitute concurrence in the noise study report as required by FHRM 7-7-3. These additional requirements must be addressed prior to PS&E approval.

Very truly yours,

P. E. Carpenter

P. E. Carpenter
Division Administrator

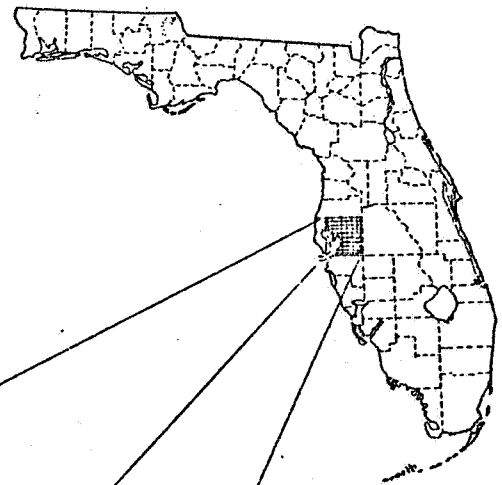
Enclosures

Mr. C. F. Lewis, Esq.

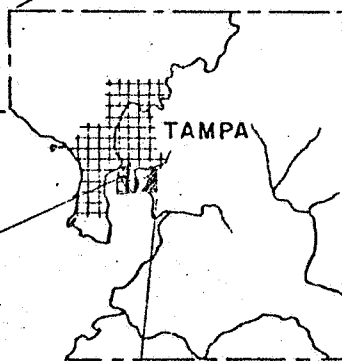
JMP
copy for KAH

PROJECT LOCATION MAP

STATE PROJECT No. 10060-1530
No. 10250-1510

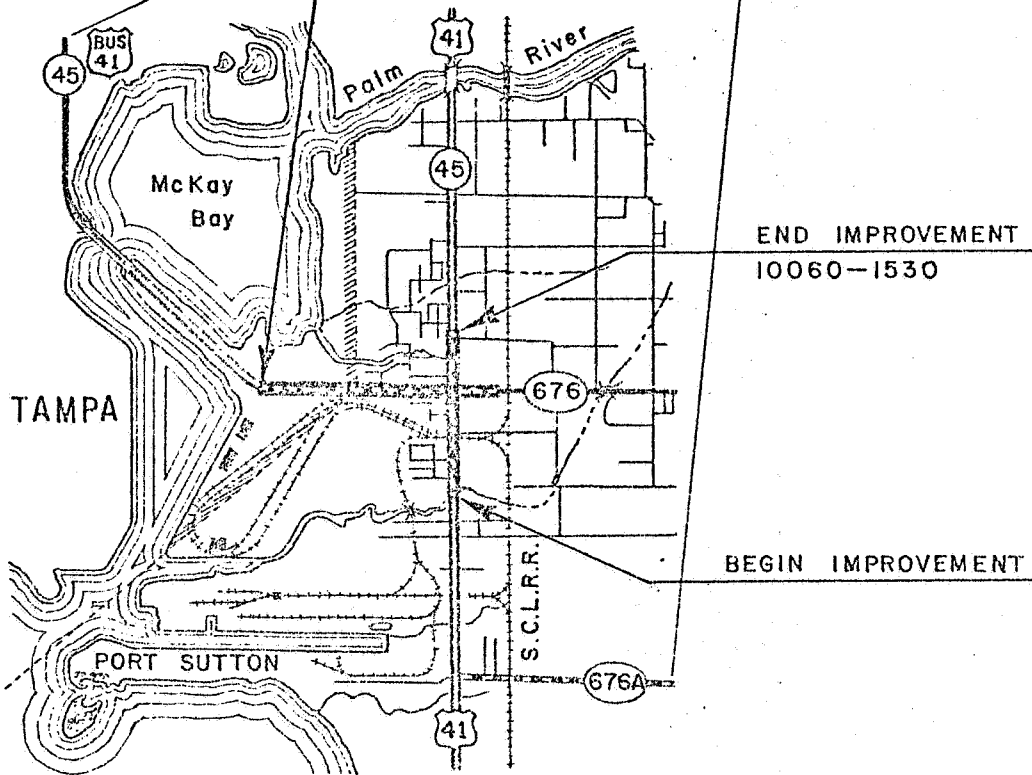


HILLSBOROUGH
COUNTY



TAMPA

BEGIN IMPROVEMENT
10250-1510



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I. Summary

State Road 676 (22nd Street Causeway Boulevard) and State Road 45 (US 41) are vital arterial highways which serve the City of Tampa located in Hillsborough County. This negative declaration analyzes various engineering and environmental factors considered in defining the specific location and design alternates. The improvement limits for State Road 676 are from the south approach of the McKay Bay Bridge east approximately 1.1 miles to State Road 45 (US 41). The improvement limits for State Road 45 (US 41) are from the 36th Avenue South intersection north approximately .9 miles to the 23rd Avenue South intersection. State Road 676 is on the State of Florida Primary and the Federal Secondary Highway Systems. State Road 45 (US 41) is on the State and Federal Primary Highway Systems. The 1973 Federal Highway Act called for realignment of the Federal Aid System by July 1, 1976, and these designations could change.

The proposed improvements will include the four laning of the existing two laned segment of State Road 676, the construction of an interchange at the intersection of State Road 676 with State Road 45 (US 41) and a grade separation at the Seaboard Coastline Railroad crossing of State Road 45 (US 41). The present four lane section of State Road 45 (US 41) within the study limits will be six laned.

The short lengths between termini (1.1 miles in the longest direction) tend to place the project in the category of a spot improvement and no significant benefits could be

attributed to diverging from the directness of the existing facilities. For these reasons, the Department concluded that the proposed improvements could adequately be studied and analyzed by one corridor. Within this corridor, four design alternates were considered for State Road 676 and three design alternates were considered for State Road 45 (U.S. 41). One additional alternate considered for each highway facility was the "do nothing alternate".

The Florida Department of Transportation in consultation with the Federal Highway Administration has determined that the proposed improvements constitute a major action which will not significantly affect the quality of the human environment. The state is, therefore, preparing this negative declaration to record the determination in accordance with the provisions of the National Environmental Policy Act.

A public informational meeting was held on April 25, 1974. After the presentation of the various alternates by the Department, the audience expressed their concern that something must be done, and asked why something hadn't been done before now. From the information received at this meeting, the Department further revised it's alternates.

A letter of consistency, verifying that these projects are consistent with the State Air Implementation Plan, was received from the Florida Department of Environmental Regulations on February 18, 1976.

A public hearing was held December 18, 1975. During the hearing five (5) opinions, comments and statements were entered into the record. None of the comments received opposed the Department's recommended alternates.

Of all the alternates studied for the two proposed improvements, the alternates that best meet the Department's criteria are: The Center Alternate Urban Construction for State Road 676, and the Tight-Diamond Interchange Concept located on the Existing Alignment for State Road 45. The Department recommends these two alternates for the proposed improvements to State Road 676 and State Road 45 (U.S. 41).

II. Location and Description of Proposed Action

The purpose of this negative declaration is to document and analyze various engineering and environmental factors considered in defining the specific location and design alignment for improvements to State Road 676 (22nd Street Causeway Boulevard) and State Road 45 (US 41), located in Hillsborough County.

The improvement limits for State Road 676 begin near the south approach of the McKay Bay Bridge, and traverse eastwardly approximately 1.1 miles through the State Road 45 (US 41) intersection and end near the Seaboard Coastline Railroad tracks.

The improvement limits for State Road 45 (US 41) begin near the 36th Avenue South intersection and traverse northwardly approximately .9 miles through the State Road 676 (22nd Street Causeway Boulevard) intersection and end near the 23th Avenue South intersection.

The "1970 Land Use and Highway Functional Classification System" study depicts the portion of State Road 676, under study, to be a minor arterial highway, with the study section for State Road 45, being a principal arterial highway. Projections from the "1990 Land Use and Highway Functional Classification Systems" study indicate that both facilities will become, "other urban principal arterial highways". The "first annual update of Florida's Principal Highway and Street Systems, 1970-1990" study indicates that State Road 676 within the study area should be improved to four lanes during

the 1970-1975 time frame. The section of State Road 45 (US 41) being studied was depicted as being improved to six lanes during the same 1970-1975 period.

The "Principal Street and Highway Plan - 1985", summary report, prepared by the Tampa Urban Area Transportation Study depicts the study section of State Road 676 as being priority 1; and should be improved to four lanes within the 1969-1976 time frame. The study section of State Road 45 (US 41) was depicted as being priority 2; improvements to six lanes within the 1976-1985 time frame.

In the Department of Transportation's tentative Five Year Construction Plan and Work Program, the study section of State Road 676 (includes interchange at US 41) is presently scheduled for the preliminary engineering phase to occur during the Fiscal Years 75/76 and 76/77, with right-of-way acquisition in the 77/78 and 78/79 fiscal years. The scheduled construction phase will begin in Fiscal Year 79/80. The study section of the SCL RR crossing (Port Sutton) is scheduled for the preliminary engineering phase during the Fiscal Years 73/74, 74/75, and 75/76.

The short lengths between termini (1.1 miles in the longest direction) tended to place the project in the category of a spot improvement which would improve the severe congestion

which is occurring at the intersection of SR 45 (US 41) and SR 676 and which would eliminate the time delays experienced on SR 45 (US 41) as a result of heavy railway traffic on the SCL RR tracks. No significant benefits could be attributed to the use of an alternate corridor which could only result in severe disruption to the businesses located along the two highway facilities. This disruption of businesses would include large scale displacements at the points of divergence and convergence and economic penalties through the loss of visibility and accessibility of traffic. The motorist would also be affected by increases in user cost which would be brought about by the turning roadways at the connection points of the new corridors and the increased travelled length in departing from the directness of the existing corridor.

Based on the above considerations, the Department of Transportation has concluded that with the exception of a corridor which includes the existing right-of-way no viable corridor exists.

Presently, State Road 676 is a two lane highway centered in the existing 100 feet of right-of-way. This facility carries moderate volumes of traffic, which is generated by the local residents and industries located along McKay Bay.

The section of State Road 45 (US 41) under consideration is a four-lane divided facility with an eight foot refuge lane along the outside, and is centered in the existing 100 feet of right-of-way. This highway is heavily travelled by tourists, local residents and commercial traffic.

Within the termini of the study, collection and distribution of the traffic is accomplished through intersections with two state roads and numerous side streets.

Due to the adjacent land development, both present and planned, (see land use map in Appendix A-1, A-2) an effort has been made to recommend a proposal that would occupy a minimum right-of-way width, while still providing reasonably safe and adequate travel ways. In order to keep additional right-of-way requirements to an absolute minimum a closed drainage system, rather than open ditches, will be utilized. Construction easements will be required outside of the right-of-way in some parts of the improvement, to provide sufficient area for insuring a pleasing connection to the existing terrain.

Ingress and egress to State Road 45 (US 41) will be partially controlled. With this control the proposed improvement will properly fulfill its requirement for safely carrying through traffic. Access to presently developed lands will be provided by way of parallel and connecting service roads.

The typical sections for the proposed roadways are graphically drawn, and are listed in the appendix. State Road 676 is depicted as two (2), twelve (12) foot travel lanes in each direction separated by a twenty-two (22) foot raised median. State Road 45 will provide three (3), twelve (12) foot travel lanes in each direction separated by a raised median, varying between eleven and one-half to eighteen feet. (See Appendix A-11 and A-14).

Traffic information based on historical traffic data from area stations, on a traffic assignment to Network #6 of the Tampa Urban Area Transportation Study and on a previous estimate dated May 19, 1972, is attached (see Appendix A-3).

A capacity analysis for the intersection of State Road 676 and State Road 45 (U.S. 41), (based on a tight diamond interchange for the design year 2000 traffic) was prepared. The capacity analysis indicates the proposed tight diamond interchange will more than adequately handle the traffic projected for design year 2000. A level of service "C" is maintained throughout the interchange in order to meet criteria set by the Department.

Design Speed for State Road 676
(22nd Street Causeway Boulevard) will be less than 50 m.p.h.

Design Speed for State Road 45
(U.S. 41) will be more than 50 m.p.h.

The proposed alignments for both State Road 676 (Causeway Boulevard) and State Road 45 (U.S. 41) will be virtually straight with little, if any, horizontal curvature and follow the alignment of the existing facilities. A maximum curvature of three degrees will be used on the interchange ramps and all horizontal alignment will provide for a minimum stopping sight distance.

The vertical alignment for State Road 676 (Causeway Boulevard) will be set by the back-of-sidewalk profile and accommodations for drainage.

The vertical alignment for State Road 45 (US 41) will vary from the existing alignment and have a maximum gradient of approximately 4.000%.

The vertical alignments for both State Road 676 (Causeway Boulevard) and State Road 45 (US 41) will provide for a minimum stopping sight distance to accommodate the design speeds.

III. Alternates

General

The alternate designs presented in this section of the report will be comprised of various design concepts which can be achieved within the general corridors of present State Road 676 and State Road 45. The major goals of the design concepts (alternates) were as follows:

- 1) To provide a transportation facility which will safely and adequately serve the projected traffic needs on both routes.
- 2) To provide for adequate and safe access to adjacent private properties, such access to be provided with minimum influence on through traffic.
- 3) To keep additional right-of-way requirements to an absolute minimum.
- 4) To minimize effects of proposed improvements on the human and natural environment.

In the presentation of alternate design concepts, alternates for both State Road 676 and State Road 45 will be discussed. The alternate concepts presented for State Road 676 will be identified as:

Northern Alternate Rural Construction
Southern Alternate Rural Construction
Center Alternate Rural Construction
Center Alternate Urban Construction

The alternate concepts presented for State Road 45 will be identified as:

Regular-Diamond Interchange
Tight-Diamond Interchange, Existing Alignment
Tight-Diamond Interchange Offset 132'

The following alternate was analyzed for both State Roads.

No Road Alternate - This is the alternative of leaving the two laned State Road 676 and the four laned US 41 in their current state and providing no further improvement.

The volumes of traffic which can be handled by the existing facilities are closely controlled by the capacity of the intersection of US 41 with State Road 676 by time losses at the nearby railroad crossings, and by side interference from abutting industrial development.

Currently (1973), US 41 is providing a peak hour two-way traffic volume of 1632 passenger equivalent vehicles and State Road 676 is supplying 1102 passenger equivalent vehicles to the intersection. With the present turning distribution, the possible capacity of the intersection requires 74 percent of the available green signal time.

The Department believes that major revisions to the intersection are necessary to adequately handle the design year (year 2000) traffic since average daily traffic volumes of 67,000 vehicles along US 41 and 26,500 vehicles along State Road 676 are expected. It should be noted that minimum warrants are 5,000 vehicles a day for the four laning of a facility and 20,000 vehicles a day for the six laning of a facility.

Considering the above and an annual traffic growth rate of 6.9% the intersection should experience capacity during the peak hour in the year 1976; however, periods of

interrupted flow produced by long queues of traffic should occur whenever trains are present on one of the railroad crossings during periods of heavy traffic volumes. Until such time as these conditions can be corrected, additional traffic volumes in excess of those presently occurring would either experience increased travel distances by using other routes or could expect long delays in trying to use the subject facilities. Since the possible capacity of the intersection is much less than the possible capacity of the facilities at some distance from the intersection, it would seem that some measure would be necessary to improve the intersection capacity and make it more compatible with the overall facilities.

The segments of highway which are under consideration for improvement have also exhibited a rather high incidence of accidents which further point to a need for major improvements in the area.

Along State Road 676, and within the study area, 197 collisions were recorded in the six year period between 1968 and 1973. The consequences of these accidents were six fatalities and economic losses amounting to \$653,200 borne by the public. About 35 percent of the accidents were rear end collisions indicative of severe congestion at the US 41 intersection. The accident record also indicates an increase from 28 accidents in 1968 to 49 accidents in 1973. Projecting this data ahead under implementation of the "No Road Alternate", one could anticipate a continued increase in the number of accidents with a probable decrease in

severity due to the lower speeds caused by increasing congestion.

Along U.S. 41, 413 accidents were recorded during the same six year period. Damages resulting from these accidents were valued at \$1,217,100, and involved four fatalities. The rear end collisions on this segment also amounted to 35 percent of the total accidents and, in addition, there were 13 collisions with trains at the Seaboard Coastline tracks, which are located south of the intersection with State Road 676.

A letter dated January 29, 1973, from the District Safety Engineer stated that the SCL RR (Phosphate Terminal) main line crossing on State Road 45, was selected as a prime location for an overpass. In this letter, the District Safety Engineer felt that knowledge of the local citizenry on the length of delay which could be expected at the crossing was a contributing factor in leading people to incautious judgement resulting in accidents with trains.

Between 25 and 40 crossings of U.S. 41 by trains occur each day, and the Department estimates six minutes would be consumed by each train making the crossing. This means that there will be a time loss each day, incumbent upon the highway user, of approximately three hours and fifteen minutes. Over a 20 year period (the design life of a highway), the time delay would amount to an increase in the highway user cost of approximately \$4,483,200.

The Department, therefore, believes the "No Road Alternate" is not a viable alternative because of the following considerations:

1. Construction is economically warranted.
2. Possible capacity will be exceeded near the construction year, thereby limiting the ability of the facilities to function as arterial highways.
3. The safety record of the subject facilities are undesirable and should improve as a result of reconstruction.

Specific Design Alternates for State Road 676

Northern Alternate Rural Construction - The features associated with this alternative include the use of the existing roadway as the eastbound lanes of the proposed four laned facility. An additional 60 feet of right-of-way would be acquired adjacent to the northern side of the existing right-of-way in order to provide sufficient width for the 22.5 foot raised median, the four standard 12 foot lanes, and the open ditches which are features of the alternate. For additional features of this alternate see the Typical Section on page A-4 and the Alternate Design on page A-5 of the appendix.

The following estimated costs and displacement of businesses and families are associated with the above alternate:

Construction Cost	\$281,000
Right-of-Way Cost	315,750
Engineering Cost	<u>28,100</u>
Total Cost	\$624,850

Individuals Displaced	6
Families Displaced	3
Businesses Displaced	9
(includes 2 advertising signs)	

Southern Alternate Rural Construction - The Typical Section for this alternate is a mirrored image of that used for the preceding alternate. Under this concept the additional 60' of right-of-way would be acquired from the south side of the existing roadway and the existing roadway would be utilized as the west bound lanes of the proposed construction. The alternate will result in a greater indirectness at the connection point with the Twenty Second Street Causeway bridge approaches which will raise the construction cost. For additional conceptual details see the Appendix, pages A-6, and A-7, the various estimated costs and displacements associated with this concept are itemized below:

Construction Cost	\$357,000
Right-of-Way Cost	310,000
Engineering Cost	<u>35,700</u>
Total Cost	\$702,700

Individuals Displaced	19
Families Displaced	6
Businesses Displaced	7

Center Alternate Rural Construction - This alternate is identical to the other two rural alternates with two exceptions. The horizontal alignment of the alternate, which is centered on the existing facility will require new construction for both roadways, thereby significantly increasing construction costs. The previous two alternates were based on the consideration that one of the existing roadway ditches could be dressed and utilized in the proposed facility, however, under this concept involving all new construction an additional 22 feet of right-of-way would be utilized for additional ditch construction. The effects of a central alignment on acquisition of additional right-of-way are that an additional 41 feet would be acquired from each side which would greatly increase property damage, court costs, right-of-way costs, and relocations of people and businesses. The various estimated costs and displacements associated with this concept are tabulated below:

Construction Cost	\$ 547,000
Right-of-Way Cost	483,400
Engineering Cost	<u>54,700</u>
Total Cost	\$ 1,085,100
Individuals Displaced	25
Families Displaced	9
Businesses Displaced	14

(Additional details for this alternate will be found in the Appendix on pages A-8, A-9).

Center Alternate Urban Construction - This is the recommendate alternate and represents a major divergence from the three rural alternates previously described since it advocates a facility which can be virtually constructed within the existing right-of-way. The alternate is centered in the existing right-of-way and features an enclosed drainage system. This drainage system includes gutters at the edge of the travelled way which collect and convey surface waters to inlets then to an underground storm sewer system. Eventually the storm waters reach the projects major outfall points where they are conveyed by means of outfall pipes and/or ditches, to retention or receiving areas. The physical dimensions across the travelled way are identical to the rural alternates, but it is the removal of the roadway ditches which allow this alternate to fit within the existing 100 foot right-of-way width. Urban type of construction is more expensive than rural type construction and any alternate which incurred significant right-of-way cost, right-of-way damages, or displacements would prove economically imprudent. We have, therefore, considered the central alignment to be the only viable urban alternative. Additional details for the alternate will be found in the appendix on pages A-10 and A-11, following tabulation lists the estimated costs and displacements for this alternate:

Construction Cost	\$645,000
Right-of-Way Cost	350
Engineering Cost	<u>64,500</u>
Total Cost	\$709,850

Individuals Displaced	0
Families Displaced	0
Businesses Displaced	0

Specific Design Alternates for State Road 45 (U.S. 41)

As discussed under the "No Road Alternate" on page 11 proposals for US 41 and the intersection with State Road 676 should contain the necessary design features to provide adequate public service. The necessary features are to provide an overpass at the Seaboard Coastline railway spur which is located 1470 feet south of the intersection, to provide an intersection design capable of handling the high volumes of traffic at US 41 and State Road 676, and to provide the necessary six traffic lanes which are warranted by the design traffic volumes and also recommended by the Tampa Urban Area Transportation Study.

Additional considerations were analyzed in order to establish the following design features which are common to all of the alternates for US 41.

In order to provide an adequate intersection capacity to handle the design hour traffic and in order to reduce the high percentage of rear end collisions a grade separated interchange is utilized at the State Road 676 intersection instead of an intersection at grade.

The bridge structure of the interchange in each alternate is constructed along US 41 in order to provide uninterrupted service to the extremely heavy through movement along this road.

Service roads are included in each alternate in order to preserve access to the arterial system from the abutting developable properties.

The presence of the Seaboard Coastline Railroad crossing, which is located 1420 feet east of the intersection with State Road 676, was considered and the effects of this railroad crossing on the operation of the proposed interchange were evaluated for each alternate. Trains are presently utilizing the crossing at the rate of approximately one train an hour and it is anticipated that a future grade separation will be constructed when traffic volumes along State Road 676 become sufficient to cause the four laning of State Road 676 to the east.

The following descriptions of the alternates, which were considered for US 41, include also a discussion of design features which are considered to be unique to a particular alternate.

Regular Diamond Interchange - This alternate includes the construction of a grade separated overpass at the Seaboard Coastline Railroad crossing on US 41 south of the intersection of US 41 and State Road 676 and the construction of a regular diamond interchange at the intersection. The alignment of this alternate is coincident with the existing alignment of US 41.

The diamond interchange will require the construction of two signalized intersections on State Road 676 at the ramp terminals in order to handle the turning movements of the intersection.

Each of the two ramp intersections could be signalized to operate at Level of Service "C" during the design year, however, sequencing of the two cycles would cause a drop in the overall level of service through the interchange on State Road 676 to Level of Service "D". Additional drops in the level of service may occur as a result of fluctuations in the peak hour factor caused by train crossings, or as a result of actual volumes being greater than estimated volumes by the failure to construct other projects proposed by the urban area transportation study. The distance between ramps along State Road 676 is controlled by the need to prevent excessive damage to the abutting developed properties and the need to provide storage along State Road 676 for vehicles in order that train crossings east of the interchange will not disrupt the operation of the interchange. Since the average train crossing requires approximately six minutes and the east bound design year traffic is approaching the crossing at a rate of 1175 passenger equivalent vehicles an hour, it is anticipated that a queue of approximately 1470 would develop in the event of a train crossing during the east bound peak hour.

Since approximately 800 feet will exist between the eastern most ramp traffic signal and the rail crossing east

of the intersection, it is anticipated that an additional grade separation for this railroad crossing should be constructed by the year 1985 if the diamond interchange is constructed. At this time, ramp revisions would become necessary in order to provide necessary distance for proper vertical alignment.

Operationally, this concept should be considered as marginally adequate and a definite need for additional capacity is indicated.

The estimated costs (non-inclusive of later revisions) and displacements associated with the implementation of this alternative are itemized below:

Construction Cost	\$4,200,000
Right-of-Way Cost	2,167,125
Engineering Cost	<u>420,000</u>
Total Cost	\$6,787,125

Individuals Displaced	78
Families Displaced	30
Businesses Displaced	43
(includes 4 advertising signs)	

For additional details see page A-12 in the appendix.

Tight-Diamond Interchange, Existing Alignment -

This design offers significant improvements in capacity, as well as right-of-way savings when compared with the previously mentioned alternate. In this design, two dual left-turn movements can be provided with a substantially

greater turning radius than can normally be provided at an at-grade intersection or with a regular diamond configuration. The inside travel lane for the left turn movements in this concept can usually be provided with a minimum radius of 125-200 feet. Another very desirable feature of this alternate is the ability to allow U-turning traffic from the ramp frontage roads. Traffic occupying the inside left-turn lane of the dual left-turn movement can proceed to make the normal left turn or can make a U-turn simultaneous and intermingled with left-turning traffic.

The ability to provide for U-turning movement which allows motorists to reverse their direction of travel is very important in congested urban areas with commercial development adjacent to the ramp frontage roads.

The tight diamond interchange is the only alternate which will allow future construction of a grade separation over the Seaboard Coastline Railroad crossing east of the interchange, without modification of the eastern ramps during the railroad overpass construction.

Use of this alternate would delay disruption of the interchange by the at-grade railroad crossing to the year 1997, if the reconstruction of State Road 676 has not been completed by that year.

Further geometric details for this alternate are shown in the appendix on pages A-13 and A-14. Estimated costs and displacements for the alternate are shown on the next page.

Construction Cost	\$5,500,000
Right-of-Way Cost	1,394,625
Engineering Cost	<u>550,000</u>
Total Cost	\$7,444,625

Individuals Displaced	32
Families Displaced	12
Businesses Displaced	14
(includes 3 advertising signs)	

Tight Diamond Interchange Offset 132 Feet - The features utilized in this alternate are similar to those utilized in the preceding alternate and include the railroad grade separation and a tight diamond interchange at the State Road 676 intersection. The alternate differs from the preceding alternate in that it utilizes an alignment which is located 132 feet to the east of the existing alignment in order to evaluate the effect of acquiring all of the right-of-way from the least valuable side. The Department's evaluation of the offset alignment is that this is not a viable alternate for the following reasons.

The connection points with the existing alignment were made at ground level for considerations of safety. This had the effect of lengthening the construction limits by approximately one half mile, thus increasing the construction cost and amount of right-of-way required.

The alternate would not allow sufficient distance to overpass the Seaboard Coastline tracks on State Road 676. Sufficient distance for an overpass could have been provided by offsetting the alignment to the west rather than to the

east, but since this would increase the right-of-way costs and since an eventual grade separation at the railroad would still be required when the four laning of State Road 676 becomes justified by the traffic demand it was not felt that such an alternate would be warranted.

The offset alignment with its curved connections results in an indirect and less safe alignment which is economically unjustified and which will have operational characteristics nearly identical with the more preferable center alignment.

For additional details see page A-15 in the appendix. The estimated costs and displacements for this alternate are shown below.

Construction Cost	\$6,196,700
Right-of-Way Cost	1,350,000
Engineering Cost	<u>619,670</u>
Total Cost	\$8,166,370
Individuals Displaced	45
Families Displaced	17
Businesses Displaced	20
(includes 4 advertising signs)	

IV. Social, Economical and Environmental Effects

The following is a discussion of the anticipated social, economical and environmental effects as they pertain to these proposed improvements.

1) Regional and Community Growth

The Tampa Bay Regional Planning Council's report "2000 Plan of Development" points out that the Tampa Bay Region, as well as the rest of Florida, has experienced a phenomenal rate of growth over the last decade. This growth should continue at a rapid rate. Below are some of the factors involved:

(A) The Tampa Bay Region's population is expected to double between 1970 and 1990. By the year 2000, the population is forecast to be in excess of 3.5 million people. This represents an average growth rate of between three and four percent a year.

(B) Approximately 2.5 miles north of this proposed improvement, a 400 acre tract is being developed as a commercial and industrial park on State Road 60. Other development in the same area includes distribution centers and light manufacturing complexes which are under construction.

Another area of new, concentrated industrial activity is Hookers Point, located approximately two miles to the west of the proposed improvement. Some port-oriented activities are being relocated from the

downtown Tampa area (Garrison Channel and Ybor Channel areas and Seddon Island) to Hookers point and other new businesses are being attracted to the Hookers Point location.

(C) The Tampa Port Authority which is the Jurisdictional Agency of the Port of Tampa, has plans to deepen channels at the north end of East Bay.

Within the study area the present land use can be described as an unplanned mixture of residential, commercial and industrial uses. The residential uses of the land are a scattered mixture of lower middle income housing and middle to small size mobile home parks. Of the commercial uses of the land, the heavy commercial uses such as junk yards, warehouses and commercial maintenance businesses predominate. A few moderate age retail businesses are also present. Of the industrial, the Seaboard Coastline Railroad Phosphate Terminal dominates the entire area. The proximity of the seaport and rail service facilities is conducive to the establishment of nearly any industry, and for this reason there are several other light and moderately heavy industries in the area. Most new construction in the last five years has been to the heavy commercial and industrial areas. In general, the commercial and industrial uses of the land prevails as the dominating land use in the general vicinity of the project.

Future land use will be greatly influenced by the proximity of the seaport, rail service, and existing heavy commercial and industrial areas near the project. The land in the general vicinity of the project is nearly flat and generally of sufficient elevation for development, with only a small portion of the land low and marginal. For the above reasons, the future uses of land mostly will be continued use and development of heavy commercial and industrial enterprises. The scattering of individual lower middle income residences could yield to some extent to the commercial and industrial uses.

The land to the east of the project is suitable to residential development. The increase scarcity of residential sites within the City of Tampa and presence of available jobs within the study area will probably lead to the establishment of residential areas to the east of the job sites.

The project areas present and future land uses are consistent with the 1990 Hillsborough County plan of development draft.

Present and future land use maps are included in the appendix of this negative declaration (see pages A-1, A-2).

2) Conservation and Preservation

The general ecology of the area has been altered by previous activity. The general area is developed, with those areas around McKay Bay and Delaney Creek remaining in their natural state. We do not anticipate

that conservation efforts will be adversely affected by this improvement.

There are no parks or recreation areas within the study area, but this improvement, by its purpose of providing fast, safe and efficient transportation, will provide improved accessibility to areas having desirable characteristics for recreational development.

In the design of this project, careful consideration will be given to minimizing soil erosion and sedimentation, not only in the design of the storm drainage system and roadway slopes, but in the specific instructions for the contractor to insure that construction practices are such to minimize soil erosion and sedimentation.

No Section 4(f) property will be affected by these proposed improvements.

No archaeological, historical or national register properties are recorded near the proposed improvements. (see Appendix A-17 A-18).

3) Public Facilities and Services

This proposed improvement will have no adverse effect on religious institutions or practices, nor would any health or educational facilities be affected adversely. This improvement, by providing a safe transportation facility and eliminating an at-grade railroad crossing on State Road 45, will result in increased safety for emergency equipment, school busses and general traffic, which traverse the area.

Public utility companies will be given the opportunity to relocate, renovate and/or increase their capabilities during construction of this project, so that the anticipated growth in the area can be effectively served.

4) Community Cohesion

The proposed improvements, by being located in an area which is rapidly becoming fully developed commercially and industrially, will not disrupt an established community or disrupt orderly, planned development. By this area predominately being commercial and industrial, the adverse effects on any minority or other specific groups and interests should be minimal.

Implementation of the proposed improvements will cause an initial adverse effect on the tax yield of the abutting properties by removal of the acquired rights-of-way from the tax rolls. Subsequent to the construction, however, the improved access provided by the improvements should cause an increase in property values of abutting and nearby properties and should encourage a more rapid commercial and industrial development of available sites in the area. The increasing property values and higher rate of development should ultimately result in a benefit to the taxing agencies through a higher tax yield.

5) Displacement of People, Businesses, and Farms

One of the primary concerns associated with the construction of any highway is the number of people that will be displaced. All practical efforts will be

made to keep the displacements as low as possible without sacrificing engineering principles. Information concerning the amount of displacements on each of the alternates was obtained by a field survey by representatives of the First District Relocation Office. There were no situations encountered which would pose any special problems in their relocation. Judging from the information received, the probability of all displacees, both owners and tenants, obtaining decent, safe, and sanitary replacement housing within their financial means, complemented by replacement housing payments, appears to be satisfactory. The possibility of the displaced business finding suitable replacement sites also appeared satisfactory.

Noise Pollution

During the preparation of this negative declaration, the Florida Department of Transportation conducted a traffic noise level study along the routes of the proposed improvements. A General Radio Model 1565-B, sound-level meter was used to monitor the current L_{10} noise levels. This L_{10} statistic is the noise level in decibels (dB), A-scale, exceeded ten (10) percent of the time during which the readings were taken.

In addition to being field monitored during the preparation of this document, the L_{10} traffic noise level was computer projected for the years 1980 and 2000. All applicable traffic and roadway parameters were used for these projections.

Since level of Service "C" requires a speed of 45 m.p.h., and is not attainable even under low volume conditions, the midpoint of level of Service "D" was used as a basis for the noise projections.

All projected noise levels were obtained by submitting data into a computer programmed in accordance with the traffic noise prediction method given in the National Highway Research Program Report 117, Highway Noise, A Design Guide for Highway Engineers, which has been approved by the Federal Highway Administration (FHWA) in Paragraph 14.c. of Federal-Aid Highway Program Manual (FHPM) 7-7-3. The noise levels represent the traffic noise levels that can be anticipated in the vicinity of the proposed project for the respective years.

In analyzing the noise level study, it should be taken into consideration that the sensitive sites listed in Table 1, are isolated areas located within a Commercial, Industrial, and Heavy Industrial zoned area of Hillsborough County. Although the standards for the sensitive sites are 70 dBA due to present land use, the areas adjacent to the project are presently zoned Commercial, Industrial or Heavy Industrial. Consultation with the Hillsborough County Planning and Zoning Department confirmed this future trend. The FHWA design noise standards for this type land use would be 75 (dBA).

Several means were investigated to reduce the highway noise levels along the proposed project. These included:

- (a) Traffic management measures
- (b) Alterations of horizontal and vertical alignments
- (c) Acquisition of property rights for installation or construction of noise abatement, barriers or devices
- (d) Installation or construction of noise barriers or devices.
- (e) Acquisition of real property or interests to serve as a buffer zone to pre-empt development which would be adversely impacted by traffic noise and for other noise abatement purposes.

Upon thorough investigation, it was determined that the proposed grade separations along the route of U.S. 41, would help to decrease the noise levels in almost every case, and eliminate stop and go traffic thus expediting traffic along this busy intersection.

In compliance with Chapter 74-371, Laws of Florida, this Department has consulted and coordinated with the Florida Department of Environmental Regulation, and the Florida Department of Agriculture and Consumer Services, Division of Forestry concerning noise abatement measures, both artificial and vegetative (see letter, Appendix A-26).

Noise Sensitive Locations - Present and Future
US 41 (SR 676)

- Location 1: Residence (cement block) located south of 34th Avenue South, approximately 145 feet west of U.S. 41 (145 feet-future).
- Location 2: Residence (mobile home) located between 34th Avenue South and the Seaboard Coastline Railroad, approximately 200 feet west of U.S. 41 (200 feet-future).
- Location 3: Residence (frame structure) located south of 31st Avenue South, approximately 210 feet west of U.S. 41 (210 feet-future).
- Location 4: Residence (mobile home) located between 31st Avenue South and Cincinnati Street, approximately 140 feet west of U.S. 41 (140 feet-future).
- Location 5: Residence (mobile home) located immediately north of El Camino Blanco, approximately 155 feet west of U.S. 41 (155 feet-future).
- Location 6: Residence (cement block) located approximately 350 feet north of El Camino Blanco, approximately 95 feet west of U.S. 41 (95 feet-future).
- Location 7: Residence (cement block) located approximately 300 feet south of 23rd Avenue South, approximately 61 feet west of U.S. 41 (61 feet-future).
- Location 8: Mobile Home Park located approximately 300 feet south of 23rd Avenue South, approximately 50 feet east of U.S. 41 (50 feet-future).
- Location 9: Mobile Home Park located approximately 100 feet south of 23rd Avenue South, approximately 36 feet east of U.S. 41 (36 feet-future).
- Location 10: Residence (mobile home) located approximately 700 feet west of 45th Street South, approximately 56 feet south of S.R. 676 (30 feet-future).
- Location 11: Motel (cement block) located approximately 400 feet west of 45th Street South, approximately 65 feet north of S.R. 676 (50 feet-future).
- Location 12: Residence (mobile home) located approximately 200 feet west of 47th Street South, approximately 95 feet south of S.R. 676 (70 feet-future).

TABLE 1 AMBIENT AND PROJECTED NOISE LEVELS 1976, 1980, 2000
EXISTING INTERSECTION U.S. 41 and S.R. 676

LOCATION	TYPE MEASUREMENT	YEAR	TRAFFIC VOLUME	PERCENT TRUCKS	TRAFFIC SPEED	DN (FEET)	Noise Level	
							L10 (dBA)	Design Noise Level Standards
1	Ambient	1976	1,388(VPH)	11	45	145	65	70
1	Projected-Existing Traffic Conditions	1976	32,000(ADT)	4	40	145	71	70
1	Projected	1980	25,520(ADT)	4	42	145	66	70
1	Projected (No Improvement)	1980	32,000(ADT)	4	40	145	71	70
1	Projected	2000	39,254(ADT)	4	40	145	68	70
1	Projected (No Improvement)	2000	32,000(ADT)	4	40	145	71	70
2	Ambient	1976	1,598(VPH)	24	45	200	66	70
2	Projected-Existing Traffic Conditions	1976	32,000(ADT)	4	40	200	68	70
2	Projected	1980	25,520(ADT)	4	42	200	62	70
2	Projected (No Improvement)	1980	32,000(ADT)	4	40	200	68	70
2	Projected	2000	39,254(ADT)	4	40	200	64	70
2	Projected (No Improvement)	2000	32,000(ADT)	4	40	200	68	70

TABLE 1 AMBIENT AND PROJECTED NOISE LEVELS 1976, 1980, 2000

EXISTING INTERSECTION U.S. 41 and S.R. 676

LOCATION	TYPE MEASUREMENT	YEAR	TRAFFIC VOLUMES	PERCENT TRUCKS	TRAFFIC SPEED	DN (FEET)	Noise Level	
							L10 (dBA)	Design Noise Level Standards
3	Ambient	1976	1,576 (VPH)	21	40	210	67	70
3	Projected-Existing Traffic Conditions	1976	32,000 (ADT)	4	40	210	64	70
3	Projected	1980	17,400 (ADT)	4	42	210	59	70
3	Projected (No Improvement)	1980	32,000 (ADT)	4	40	210	64	70
3	Projected	2000	26,764 (ADT)	4	40	210	61	70
3	Projected (No Improvement)	2000	32,000 (ADT)	4	40	210	64	70
4	Ambient	1976	1,403 (VPH)	21	35	140	74	70
4	Projected-Existing Traffic Conditions	1976	32,000 (ADT)	4	40	140	71	70
4	Projected	1980	17,400 (ADT)	4	42	140	59	70
4	Projected (No Improvement)	1980	32,000 (ADT)	4	40	140	71	70
4	Projected	2000	26,764 (ADT)	4	40	140	62	70
4	Projected (No Improvement)	2000	32,000 (ADT)	4	40	140	71	70

TABLE 1 AMBIENT AND PROJECTED NOISE LEVELS 1976, 1980, 2000
EXISTING INTERSECTION U.S. 41 and S.R. 676

LOCATION	TYPE MEASUREMENT	YEAR	TRAFFIC VOLUME	PERCENT TRUCKS	TRAFFIC SPEED	DN (FEET)	Noise Level	
							L10 (dBA)	Design Noise Level Standards
5	Ambient	1976	1,339 (VPH)	19	35	155	69	70
5	Projected-Existing Traffic Conditions	1976	30,224 (ADT)	4	40	155	70	70
5	Projected	1980	17,400 (ADT)	4	42	155	61	70
5	Projected (No Improvement)	1980	32,000 (ADT)	4	40	155	71	70
5	Projected	2000	26,764 (ADT)	4	40	155	64	70
5	Projected (No Improvement)	2000	32,000 (ADT)	4	40	155	71	70
6	Ambient	1976	1,345 (VPH)	13	40	95	69	70
6	Projected-Existing Traffic Conditions	1976	30,224 (ADT)	4	40	95	76	70
6	Projected	1980	17,400 (ADT)	4	42	95	69	70
6	Projected (No Improvement)	1980	32,000 (ADT)	4	40	95	77	70
6	Projected	2000	26,764 (ADT)	4	40	95	71	70
6	Projected (No Improvement)	2000	32,000 (ADT)	4	40	95	77	70

TABLE 1 AMBIENT AND PROJECTED NOISE LEVELS 1976, 1980, 2000
 EXISTING INTERSECTION U.S. 41 and S.R. 676

LOCATION	TYPE MEASUREMENT	YEAR	TRAFFIC VOLUME	PERCENT TRUCKS	TRAFFIC SPEED	DN (FEET)	Noise Level	
							L10 (dBA)	Design Noise Level Standards
7	Ambient	1976	1,512 (VPH)	15	45	61	83	70
7	Projected-Existing Traffic Conditions	1976	30,224 (ADT)	4	40	61	76	70
7	Projected	1980	21,800 (ADT)	4	42	61	74	70
7	Projected (No Improvement)	1980	30,224 (ADT)	4	40	61	76	70
7	Projected	2000	33,532 (ADT)	4	40	61	77	70
7	Projected (No Improvement)	2000	30,224 (ADT)	4	40	61	76	70
8	Ambient	1976	1,422 (VPH)	15	45	50	83	70
8	Projected-Existing Traffic Conditions	1976	30,224 (ADT)	4	40	50	77	70
8	Projected	1980	21,800 (ADT)	4	42	50	75	70
8	Projected (No Improvement)	1980	30,224 (ADT)	4	40	50	77	70
8	Projected	2000	33,532 (ADT)	4	40	50	78	70
8	Projected (No Improvement)	2000	30,224 (ADT)	4	40	50	77	70

TABLE 1 AMBIENT AND PROJECTED NOISE LEVELS 1976, 1980, 2000

EXISTING INTERSECTION U.S. 41 and S.R. 676

LOCATION	TYPE MEASUREMENT	YEAR	TRAFFIC VOLUME	PERCENT TRUCKS	TRAFFIC SPEED	DN (FEET)	Noise		Design Noise Level Standards
							Level L10 (dBA)	Level	
9	Ambient	1976	1,249 (VPH)	16	45	36	84	70	70
9	Projected-Existing Traffic Conditions	1976	30,224 (ADT)	4	40	36	79	70	70
9	Projected	1980	21,800 (ADT)	4	42	36	77	70	70
9	Projected (No Improvement)	1980	32,000 (ADT)	4	40	36	79	70	70
9	Projected	2000	33,532 (ADT)	4	40	36	80	70	70
9	Projected (No Improvement)	2000	32,000 (ADT)	4	40	36	79	70	70
10	Ambient	1976	576 (VPH)	16	40	56	83	70	70
10	Projected-Existing Traffic Conditions	1976	12,308 (ADT)	4	40	56	74	70	70
10	Projected	1980	9,820 (ADT)	4	42	30	77	70	70
10	Projected (No Improvement)	1980	12,308 (ADT)	4	40	56	74	70	70
10	Projected	2000	15,104 (ADT)	4	41	30	79	70	70
10	Projected (No Improvement)	2000	12,308 (ADT)	4	40	56	74	70	70

TABLE 1 AMBIENT AND PROJECTED NOISE LEVELS 1976, 1980, 2000

EXISTING INTERSECTION U.S. 41 and S.R. 676

LOCATION	TYPE MEASUREMENT	YEAR	TRAFFIC VOLUME	PERCENT TRUCKS	TRAFFIC SPEED	DN (FEET)	Noise Level		Design Noise Level Standards
							L ₁₀ (dBA)	L ₅₀ (dBA)	
11	Ambient	1976	669 (VPH)	24	40	65	80	70	70
11	Projected-Existing Traffic Conditions	1976	12,308 (ADT)	4	40	65	73	70	70
11	Projected	1980	9,820 (ADT)	4	42	50	73	70	70
11	Projected (No Improvement)	1980	12,308 (ADT)	4	40	65	73	70	70
11	Projected	2000	15,104 (ADT)	4	41	50	76	70	70
11	Projected (No Improvement)	2000	12,308 (ADT)	4	40	65	73	70	70
12	Ambient	1976	576 (VPH)	9	40	95	77	70	70
12	Projected-Existing Traffic Conditions	1976	12,308 (ADT)	4	40	95	70	70	70
12	Projected	1980	9,820 (ADT)	4	42	70	71	70	70
12	Projected (No Improvement)	1980	12,308 (ADT)	4	40	95	70	70	70
12	Projected	2000	15,104 (ADT)	4	41	70	73	70	70
12	Projected (No Improvement)	2000	12,308 (ADT)	4	40	95	70	70	70

Air Pollution

In determining the effect of the proposed projects on air quality, the Department of Transportation used the CALAIR Line Source Model, which is based upon the California Line Source Model. The Florida Department of Transportation's version, the CALAIR Line Source Model, uses emissions factors specified to Florida, which are provided by the Environmental Protection Agency. The CALAIR model was used to predict the current (1974) and future (1980, 2000) highway carbon monoxide (CO) concentrations. Due to the configuration of the proposed projects thirteen receptor locations were used, as described and depicted on the following pages.

Ambient and Future
Receptor Location for Air

Location 1: Near the vicinity of the intersection of 36th Avenue South and US 41 at distances of approximately 100 and 200 feet from the center of the near lane of US 41.

Location 2: Approximately 400 feet south of the S.C.L.R.R. crossing on US 41 at distances of 100 and 200 feet from the center of the near lane of US 41.

Location 3: Approximately 100 feet north of the S.C.L.R.R. crossing on US 41 at distances of 100 and 200 feet from the center of the near lane of US 41.

Location 4: Near the intersection of 31st Avenue South and US 41 at distances of approximately 100 and 200 feet from the center of the near lane of US 41.

Location 5: In the southeast quadrant of the intersection of State Road 676 and US 41 at distances of 100 and 200 feet from the center of the near lane of US 41.

Location 6: In the southwest quadrant of the intersection of State Road 676 and US 41 at distances of 100 and 200 feet from the center of the near lane of State Road 676.

Location 7: In the northwest quadrant of the intersection of State Road 676 and US 41 at distances of 100 and 200 feet from the center of the near lane of US 41.

Location 8: In the northeast quadrant of the intersection of State Road 676 and US 41 at distances of 100 and 200 feet from the center of the near lane of State Road 676.

Location 9: Near the intersection of 23rd Avenue South and US 41 at distances of 100 and 200 feet from the center of the near lane of US 41.

Location 10: Approximately 400 feet west of the intersection of State Road 676 and Sagasta Street at distances of 100 and 150 feet from the center of the near lane of State Road 676.

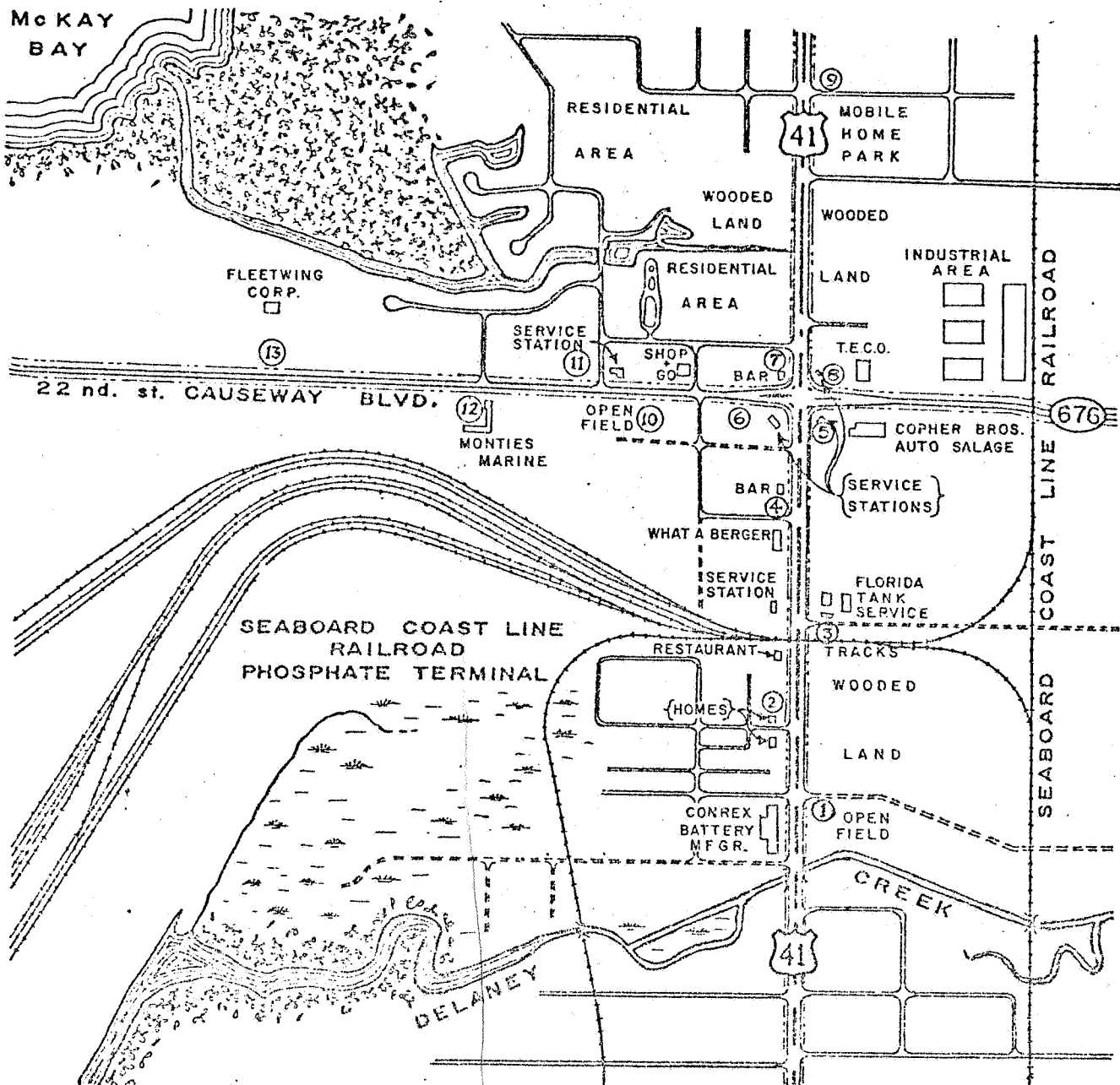
Location 11: Near the intersection of State Road 676 and 47th Street South at distances of approximately 100 and 150 feet from the center of the near lane of State Road 676.

Location 12: Across from the intersection of State Road 676 and 45th Street South at distances of approximately 100 and 150 feet from the center of the near lane of State Road 676.

Location 13: Approximately 1400 feet west of the intersection of State Road 676 and 45th Street South, near the Fleet trucking terminal, at distances of 100 and 150 feet from the center of the near lane of State Road 676.

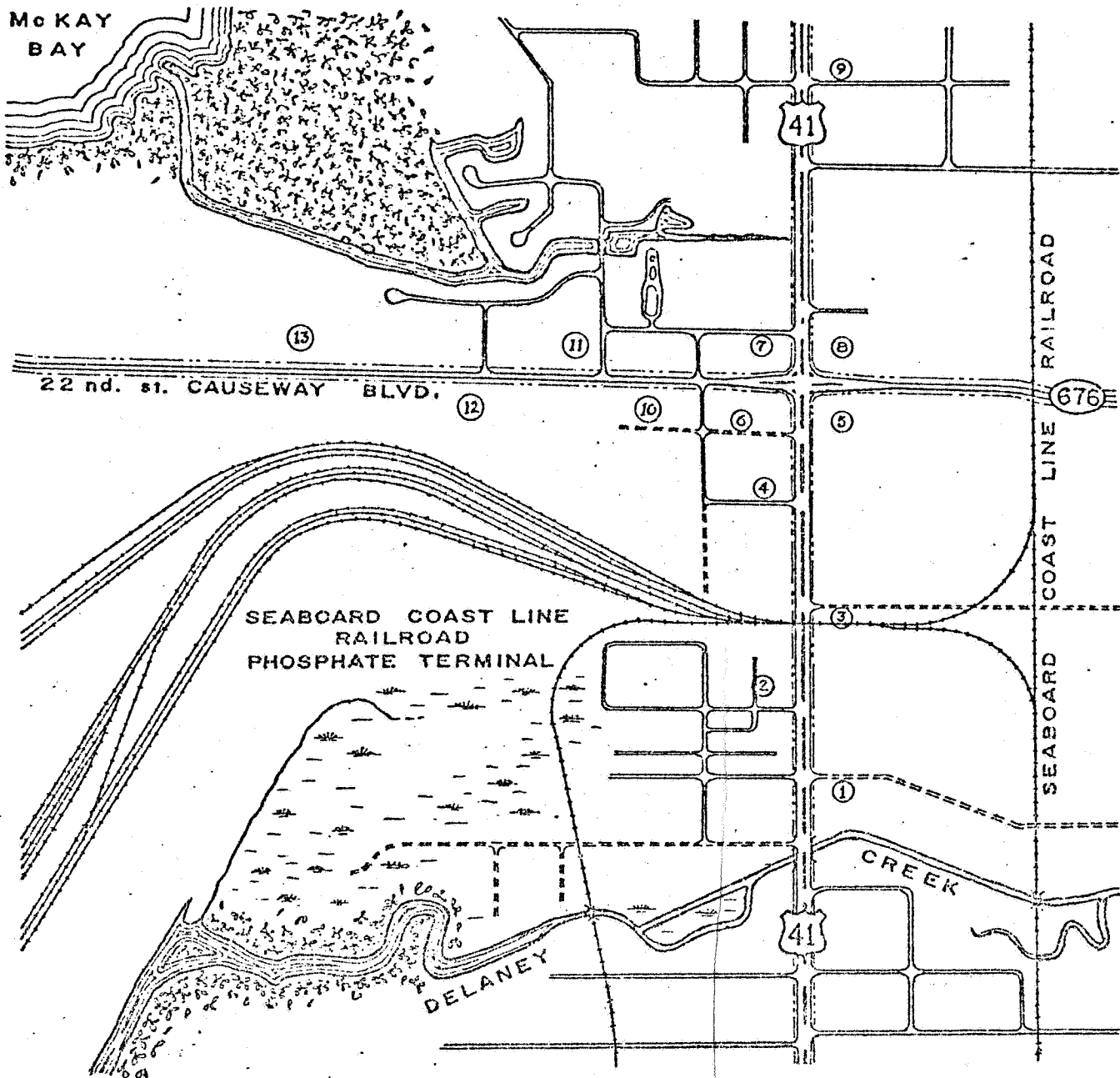
AMBIENT RECEPTOR LOCATION — MAP —

① = RECEPTOR LOCATIONS



FUTURE RECEPTOR LOCATION — MAP —

① = RECEPTOR LOCATIONS



The levels were projected in micrograms per cubic meter (ug/m³) at receptor distance increments of 25 feet from the proposed improvement at a height of five (5) feet.

Those meteorological and traffic parameters most conducive to maximum air pollution during daylight hours were used to make these projections. The projected concentrations were found to be well within the National Ambient Air Quality Standards as established by the Environmental Protection Agency and it is expected that this project should be in accordance with the State Air Implementation Plan. This Department has requested and received from the Florida Department of Environmental Regulation, a letter verifying that these projects are consistent with the State Air Implementation Plan. This letter of consistency dated February 18, 1976, is attached. (Appendix A-25). A formal Complex Source Air Permit will be applied for by the Florida Department of Transportation prior to the commencement of construction. Data for the present and projected CO levels are contained Tables 3 and 4.

Slight increases in the particulate and gaseous pollutant levels may occur during the construction phase of this project. These increases will be minimized by adhering to the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, Section 102, concerning dust control measures and strict accordance with Chapter 17-5 of the Florida Administrative Code's Policy on open burning.

TABLE 3. PROJECTED CO CONCENTRATION ($\mu\text{g}/\text{m}^3$)
STATE ROAD 676, U.S. 41 INTERCHANGE

LOCATION/YEAR	ADT	% TRUCKS	% ADT	ROAD WIDTH (FT.)	CO CONCN. AT (0) FT.	CO CONCN. AT (50) FT.	CO CONCN. AT (100) FT.	CO CONCN. AT (200) FT.	
1	1974	26560	7	13	82	2566	753	521	231
1	1980	25520	7	13	90	977	302	208	91
1	2000	67600	7	13	90	1365	421	291	128
2	1974	26560	6	16	82	2156	1207	921	600
2	1980	25520	6	16	90	842	302	262	185
2	2000	67600	6	16	90	1217	437	379	267
3	1974	26560	6	13	82	2198	645	446	198
3	1980	25520	6	13	90	837	134	113	57
3	2000	67600	6	13	90	1169	187	157	79
4	1974	26560	5	13	82	1830	1024	781	509
4	1980	25520	5	13	90	697	277	233	161
4	2000	67600	5	13	90	973	387	326	225
5	1974	26560	5	14	82	1816	531	368	163
5	1980	25520	5	14	90	697	146	113	54
5	2000	67600	5	14	90	986	206	160	76

TABLE 3. PROJECTED CO CONCENTRATION (ug/m³)
STATE ROAD 676, U.S. 41 INTERCHANGE

Table 3. (Cont'd.)	TABLE 3. PROJECTED CO CONCENTRATION (ug/m ³) STATE ROAD 676, U.S. 41 INTERCHANGE									
LOCATION/YEAR	ADT	% TRUCKS	% ADT	ROAD WIDTH (FT.)	CO CONCN. AT (0) FT.	CO CONCN. AT (50) FT.	CO CONCN. AT (100) FT.	CO CONCN. AT (200) FT.	CO CONCN. AT (100) FT.	CO CONCN. AT (200) FT.
6	1974	12160	5	10	24	707	201	157	111	
6	1980	9820	5	10	70	274	103	76	45	
6	2000	26200	5	10	70	372	140	103	61	
7	1974	24080	5	15	82	1824	1028	781	515	
7	1980	21800	5	15	90	584	259	211	144	
7	2000	57800	5	15	90	836	371	303	206	
8	1974	9280	5	11	24	534	151	118	84	
8	1980	8620	5	11	70	239	100	75	47	
8	2000	22800	5	11	70	326	136	102	64	
9	1974	24080	5	13	82	1490	357	250	116	
9	1980	21800	5	13	90	531	134	94	43	
9	2000	57800	5	13	90	742	188	131	60	
10	1974	12160	6	9	24	839	232	182	131	
10	1980	9820	6	9	70	315	113	84	51	
10	2000	26200	6	9	70	422	152	113	69	

TABLE 3. PROJECTED CO CONCENTRATION (ug/m³)
STATE ROAD 676, U.S. 41 INTERCHANGE

Table 3. (Cont'd.)

LOCATION/YEAR	ADT	% TRUCKS	% ADT	ROAD WIDTH (FT.)	CO CONCN. AT (0) FT.	CO CONCN. AT (50) FT.	CO CONCN. AT (100) FT.	CO CONCN. AT (200) FT.	
11	1974	12160	5	13	24	696	237	188	137
11	1980	9820	5	13	70	277	117	88	55
11	2000	26200	5	13	70	392	165	124	77
12	1974	12160	5	10	24	708	201	157	111
12	1980	9820	5	10	70	274	103	76	45
12	2000	26200	5	10	70	373	141	104	61
13	1974	12160	4	10	24	566	193	153	112
13	1980	9820	4	10	70	219	92	69	43
13	2000	26200	5	10	70	298	126	94	59

TABLE 4. PROJECTED CO CONCENTRATION (ug/m3)
STATE ROAD 676, U.S. 41 NO ROAD ALTERNATE

LOCATION/YEAR	ADT	% TRUCKS	%ADT	ROAD WIDTH (FT.)	CO CONCN. AT (0) FT.	CO CONCN. AT (50) FT.	CO CONCN. AT (100) FT.	CO CONCN. AT (200) FT.
1	1974	26560	13	7	2566	753	521	231
1	1980	25520	13	7	946	277	192	85
1	2000	67600	13	7	2386	700	485	215
2	1974	26560	16	6	2156	1207	921	600
2	1980	25520	16	6	814	456	348	227
2	2000	67600	16	6	2059	1153	879	573
3	1974	26560	13	6	2198	645	446	198
3	1980	25520	13	6	810	238	164	73
3	2000	67600	13	6	2045	600	415	184
4	1974	26560	13	5	1830	1024	781	509
4	1980	25520	13	5	674	377	288	188
4	2000	67600	13	5	1702	952	727	473
5	1974	26560	14	5	1816	531	368	163
5	1980	25520	14	5	675	197	137	61
5	2000	67600	14	5	1704	498	345	153

Table 4. (Cont'd.)

TABLE 4: PROJECTED CO CONCENTRATION ($\mu\text{g}/\text{m}^3$)
STATE ROAD 676, U.S. 41 NO ROAD ALTERNATE

YEAR	ADT	% TRUCKS	% ADT	ROAD WIDTH			CO CONCENTRATION		
				(FT.)	AT (0) FT.	AT (50) FT.	AT (100) FT.	AT (200) FT.	
6	1974	12160	10	5	24	707	201	157	111
6	1980	9820	10	5	24	221	63	49	35
6	2000	26200	10	5	24	494	140	110	77
7	1974	24080	15	5	82	1603	890	682	449
7	1980	21800	15	5	82	566	314	241	158
7	2000	57800	15	5	82	1431	795	608	401
8	1974	9280	11	5	24	534	181	143	105
8	1980	8620	11	5	24	194	66	52	38
8	2000	22800	11	5	24	431	146	116	85
9	1974	24080	13	5	82	1490	357	250	116
9	1980	21800	13	5	82	517	124	87	40
9	2000	57800	13	5	82	1307	313	219	102
10	1974	12160	9	6	24	839	232	182	131
10	1980	9820	9	6	24	260	72	57	41
10	2000	26200	9	6	24	579	160	126	90

Table 4. (Cont'd.)
 TABLE 4. PROJECTED CO CONCENTRATION (ug/m3)
 STATE ROAD 676, U.S. 41 NO ROAD ALTERNATE

LOCATION/YEAR	ADT	% TRUCKS	% ADT	ROAD WIDTH (FT.)	CO CONCN. AT (0) FT.	CO CONCN. AT (50) FT.	CO CONCN. AT (100) FT.	CO CONCN. AT (200) FT.	
11	1974	12160	13	5	24	696	237	188	137
11	1980	9820	13	5	24	224	76	60	44
11	2000	26200	13	5	24	503	171	136	99
12	1974	12160	10	5	24	708	201	157	111
12	1980	9820	10	5	24	222	63	49	35
12	2000	26200	10	5	24	494	141	110	78
13	1974	12160	10	4	24	566	193	153	112
13	1980	9820	10	4	24	177	60	48	35
13	2000	26200	10	4	24	395	134	107	78

8) Water Pollution

Several waterways are located within the general area of the proposed project which could conceivably be adversely affected by the proposed highway improvements. McKay Bay is located to the west of the study area. Hillsborough Bay is located southwest of the project area. Delaney Creek is crossed by US 41 at a point approximately .5 miles south of the intersection of SR 45 (US 41) and SR 676. In addition to these naturally occurring waterways, several drainage ditches of substantial size are located within the area. McKay Bay is currently classified as Class IV waters - agricultural and industrial water supply. Hillsborough Bay is classified as Class III waters - recreation - propagation and management of fish and wildlife. Such classifications have been established by the "Rules of the Florida Department of Pollution Control, Chapter 17-3, Pollution of Waters" and assigned to these respective areas in the "Florida Coastal Zone Management Atlas" as prepared by the Coastal Coordinating Council. Contrary to these classifications, parts of Hillsborough Bay classified as Class III contain fewer species of organisms and more pollutants than McKay Bay (Class IV). Mangrove and tidal marsh vegetation is abundant along the eastern shore of both bays as well as the lower reaches of Delaney Creek. This creek drains generally to the west,

towards Hillsborough Bay, for a distance of approximately 1.5 miles from the point where it is crossed by State Road 45 (US 41).

No construction operations, which might adversely effect the water bodies, will be necessary to complete the proposed projects.

The soils of this flood prone area are for the most part poorly drained, necessitating artificial means of drainage to avoid undue social and economic disruption. Surface waters will be collected in the concrete gutters which will line the outer edge of the proposed highway. These gutters will convey the surface water to inlets which will be located at low points along the highway. These inlets are, in turn, to be connected to the storm sewer system which will transfer the waters to the various outfalls discharging into McKay and Hillsborough Bays.

Due to the presence of commercial and industrial activities which, by their nature, discharge corrosive substances into the adjacent drainage ditches (battery plants, auto salvage plants), some damage to the biotic life associated with these ditches is likely to have occurred in the past. A recent visual inspection of these ditches showed evidence of limited vegetative and animal life. However, Delaney Creek, into which several of these ditches drain, showed signs of substantial biotic life. Such a recovery

would seem to indicate a relatively rapid assimilative capability of this aquatic environment. This may, in part, be a result of the tidal influence of the adjacent bays and the filtering action of natural vegetation.

It is anticipated that there should be no significantly adverse, long-term effects on the water quality of the surrounding aquatic environment. However, to avoid any possible future water pollution problems such as turbidity and sedimentation during and/or subsequent to road construction, Section 104, "Prevention, Control and Abatement of Erosion and Water Pollution", of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, Edition 1973, will be strictly adhered to.

Although artesian and water table springs are located within the area, it is anticipated that no detrimental effects will come about to these or the entire groundwater system in general.

9) Aesthetic and Other Values

The adjacent areas to the proposed improvements have been developed extensively with only small areas remaining in the natural state. The proposed improvement will eliminate the open roadside ditches which now exist along State Road 676. These existing ditches are over grown with weeds and trash is scattered along the bottoms.

The proposed facility will be suitably dressed resulting in an aesthetically pleasing, well designed, modern highway. Multiple use of space was considered, but determined to be not feasible due to the design of the proposed improvements.

V. Comments and Coordination

The State Planning and Development Clearinghouse letter, contained within, constitutes a part of the Bureau of Planning, Department of Administration's certification that the proposed project is in accordance with State plans, projects, programs and objectives. The Department of Transportation was notified of the approval of this project by the State Planning and Development Clearinghouse in correspondence dated April 17, 1974. Those governmental agencies which responded to the Department of Administration's notification of the proposed project are as follows:

Florida Department of State - Division of
Archives, History, and Records Management

Tampa Bay Regional Planning Council

Florida Game and Fresh Water Fish Commission

Florida Department of Environmental Regulation

Department of Community Affairs

The proposed improvements are expected to have no major adverse effects upon the human or natural environment of the area. Herein follow the comments from the various responding agencies and the responses to these comments from this Department, as well as the comments received during the public involvement meeting of April 25, 1974.

1. The Florida Department of State - Division of Archives, History and Records Management have reviewed and surveyed the project sites, and "have no adverse comments" concerning the proposed improvements and that no archaeological, historical or National Register properties would be impacted upon (See Letter Appendix A-18).

2. The Tampa Bay Regional Planning Council has indicated that the proposed improvements "for the upgrading of U.S. 41 is in keeping with the local and regional goals and objectives for transportation development", and is in compliance with metropolitan clearinghouse review requirements.

3. The Florida Game and Fresh Water Commission stated that they have "no objections to the proposed alignment of the project". Their comment did point out, however, that all wetlands should be avoided whenever possible; turbidity levels should be held to the lowest possible levels; selective clearing and grubbing be utilized; roadway runoff not discharged directly into water courses and that grassed swalelike ditches be used.

In regard to the preceding comments, there are no plans associated with this proposed improvement to cross any wetlands area. Strict concurrence with Section 104, "Prevention Control and Abatement of Erosion and Water Pollution", of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, Edition of 1973, will insure that

measures will be taken to control any possible environmentally detrimental occurrences such as erosion and the subsequent degradation of water quality. With the surrounding lands being mainly industrial or commercial, very little removal of vegetation will be required. However, where applicable, selective clearing and grubbing will be utilized.

Due to the constraints of the location of the proposed improvement, a filtration system such as swale-like ditches, would be impractical.

All standards set by the Department of Environmental Regulation concerning storm water runoffs will be adhered to, and where these standards are exceeded, filtration systems will be considered. The system that will best meet the situation will be determined during the design phase. As a result of the area being mainly developed and with the existing storm water system, much of the runoff from the general area of concern would ultimately enter the Hillsborough Bay regardless of the proposed roadway improvements.

4. The Florida Department of Environmental Regulation reviewed the proposed improvement and referenced "no objections to the project, provided adequate measures are taken during construction to control storm water runoff". The adequate measures to be taken by the Department are shown under the Water Pollution section of this report.

5. The Department of Community Affairs stated that the project looks "ok" to them. They stated that they may want to reserve comment until further information is available.

Community Involvement

At the outset, it was realized that the proposed project would require a significant amount of right-of-way acquisition and could cause alteration to the human environment. Therefore, in accordance with procedures established in Florida's Action Plan the impact level category was identified as significant.

It was decided by the District One Planning staff, that a public informational meeting should be held in order to inform the public that improvements to 22nd Street Causeway were being contemplated, and to present alternative concepts. Additionally, it was felt that it was essential that public views and comments be received early in the project's development. On April 25, 1974, a public informational meeting was held at 7:30 p.m., in the Holiday Inn East on North 50th Street (US 41) in Tampa. This was the only suitable meeting site near the location of the project.

The Department's presentation at the meeting included an explanation of the intent of the meeting, followed by a detailed presentation of all alternates developed. Graphics were utilized to the fullest practical extent. Individual maps were displayed depicting the design features of each alternate developed by the Department. Photographic slides were also used during the presentation.

Letters of notification of the meeting were sent to all persons owning property adjacent to the project. Additionally, notification was made to all elected and many appointed public

officials of Hillsborough County including the City of Tampa. Approximately seventy-five (75) people attended the meeting.

Comments received at the meeting were not too diverse. The concensus seemed to be that the need for the improvement was evident, and as one man said, "why don't you go ahead and build it?". Most comments centered on the problem of trains blocking the railroad crossing and other railroad associated problems. There was no opposition to the project expressed at the meeting. There seemed to be a feeling that the improvement is and has been needed for quite some time, and that there was confidence in the Department's ability to select the best alternate.

An abbreviated version of the public meeting presentation was made to the Technical Coordinating Committee of the Tampa Urban Area Transportation Study.

VI. Basis for a Negative Declaration

The regional and community growth is anticipated to continue regardless of the proposed highway improvement.

The general ecology of the area has been altered by previous activity. We do not anticipate that conservation efforts will be adversely affected by this improvement.

No 4(f) lands will be affected by this improvement. No archaeological, historical or National Register properties are recorded near the proposed improvements.

Public utility companies will be given the opportunity to relocate, renovate and/or increase their capabilities during construction of this project.

The proposed improvement will not disrupt the established community or disrupt orderly planned development with it being located along an established alignment.

Based on information received, the probability of all displacees, both owners and tenants, obtaining decent, safe, and sanitary replacement housing appeared to be satisfactory.

The projected noise levels for 1974 were found to exceed the Federal Highway Administration's standards. But this is not considered a "significant detrimental" noise impact when compared to the no road alternate.

The projected carbon monoxide concentrations were found to be well within the National Ambient Air Quality Standards as established by the Environmental Protection Agency.

It is anticipated that there should be no significantly adverse, long-term effects on the water quality.

The comments received from other responsible agencies do not indicate any adverse impacts on the environment.

There was no opposition to the proposed improvement expressed by the general public at the informational meeting.

The above information is the basis on which this negative declaration was prepared.

Summary and Disposition of the Public Hearing Comments

At the public hearing held December 18, 1975, in the Hillsborough County Courthouse, five (5) opinions, comments and statements were entered into the public record. None of these comments were opposed to the recommended alternates.

A resolution was received from the Tampa Urban Area Transportation Study of the Citizen's Advisory Committee, recommending that the project be constructed as soon as possible.

Except for one inquiry on zoning, which required further action, all other questions and comments were adequately answered during the public hearing.

The one question concerning zoning was resolved by letter, dated January 6, 1976. In this letter, Mr. John Burdin, District Planning Engineer, informed Mrs. Dorothy E. Meyer (the lady who asked the question) that Mrs. Hagin, Zoning Coordinator for Hillsborough County, would be happy to assist in any way possible.

Recommendation

In analyzing the various alternates considered by this environmental document, the Department set major goals on which each alternate was evaluated. The major goals were as follows:

- 1) To provide a transportation facility which will safely and adequately serve the projected traffic needs.

STATE ROAD 676 Alternates

All four alternates presented for State Road 676 met this goal.

STATE ROAD 45 Alternates

Of the three alternates presented for State Road 45, the Tight-Diamond Interchange, Existing Alignment Alternate came the closest to meeting this goal.

- 2) To provide for adequate and safe access to adjacent private properties, such access to be provided with minimum influence on through traffic.

STATE ROAD 676 Alternates

The four alternates considered for State Road 676 would all provide this access, but the Center Alternate Urban Construction, by utilizing a urban type typical would remove the hazard of roadside ditches provided with the other three alternates.

STATE ROAD 45 Alternates

The Regular-Diamond Interchange would disrupt access to the adjacent properties. The other two alternates considered for State Road 45 will provide safe access with minimum influence on through traffic. The Tight-Diamond Interchange Alternate provides optimum frontage road arrangement for maximum access and circulation.

3) To keep additional right-of-way requirements to an absolute minimum

STATE ROAD 676 Alternates

The Center Alternate Urban Construction can be constructed virtually within the existing right-of-way. This represents a savings of from \$310,000 to \$483,400 in right-of-way cost when compared to the remaining three alternates for State Road 676.

STATE ROAD 45 Alternates

In comparing the three alternates for State Road 45, the "Tight-Diamond Interchange Off-set 132 feet" proved to be the least expensive; \$44,625 less than the "Tight-Diamond Interchange". The "Regular Diamond Interchange" was \$817,125 more than the Tight-Diamond Interchange Off-set 132'.

4) To minimize effects of proposed improvements on the human and natural environment.

STATE ROAD 676 Alternates

The alternate for State Road 676 that best met this goal is the Center Alternate Urban Construction, by being constructed within the existing right-of-way, no displacees are incurred.

STATE ROAD 45 Alternates

In comparing the displacees for the three alternates for State Road 45, the Tight-Diamond Interchange, Existing Alignment displaced the least, with the Tight-Diamond Interchange Off-set 132 feet second. The Regular Diamond Interchange by virtue of its construction displaced almost twice as many as the other two alternates.

Further evaluation on State Road 45 was done on the possibility of future development of a grade separation over the SCLRR track to the east of the proposed interchange by State Road 676. The only alternate that would allow for this future development and grade separation without undue alteration to the interchange was the Tight-Diamond Interchange, Existing Alignment.

In summarizing, the Florida Department of Transportation recommends that the alternates described in this report as the "Center Alternate Urban Construction" for State Road 676 and the "Tight-Diamond Interchange Existing Alignment" for U.S. 41 (State Road 45) be constructed in compliance with the concepts and guidelines presented by this document. Further, it is requested that the Federal Highway Administration adopt this negative declaration, and grant location and design approval in order that the State may begin preparation of detailed construction plans.

Appendix







APPENDIX

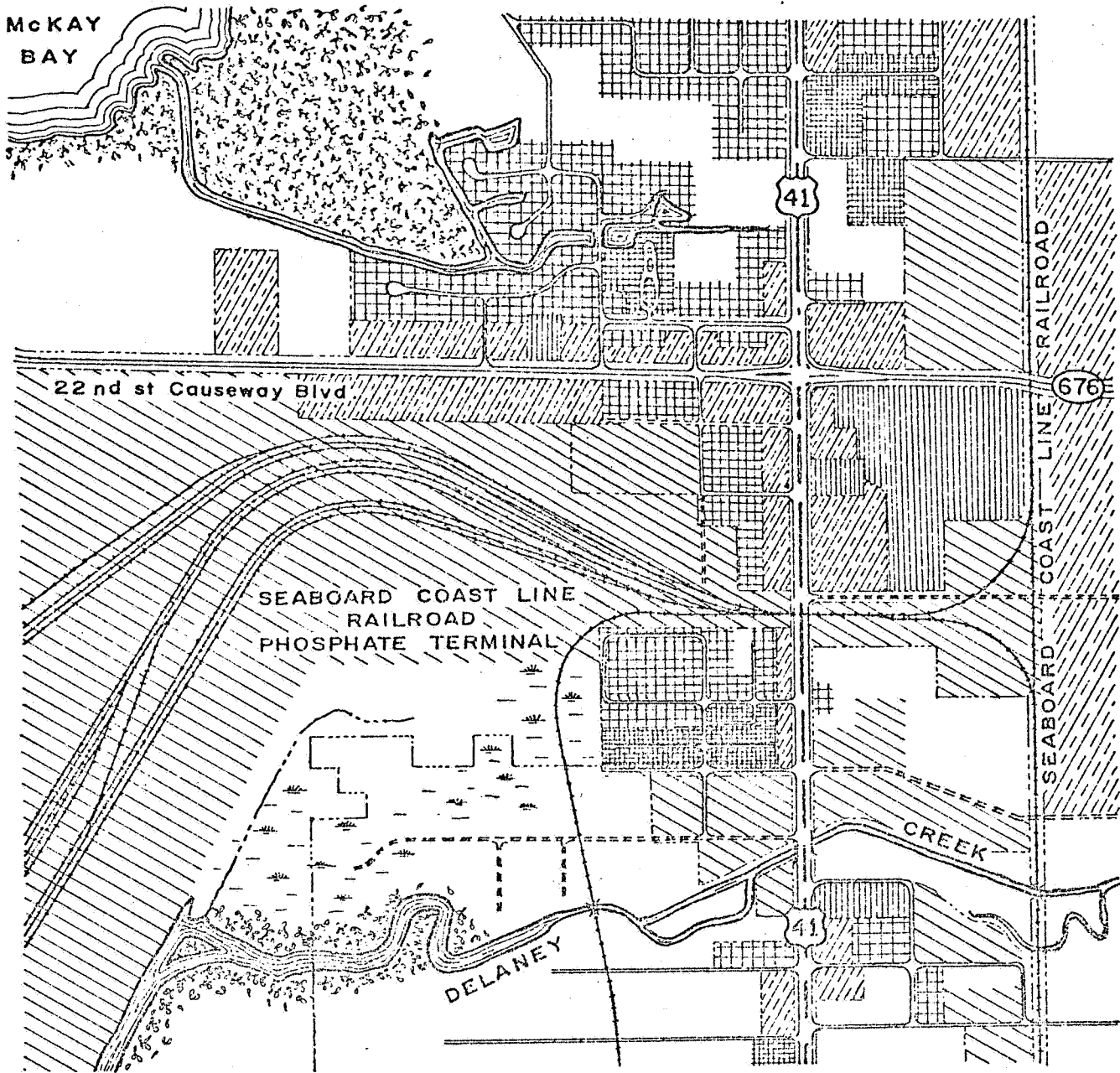
Existing Land Use	A1
Future Land Use	A2
Traffic	A3
Northern Alternate Rural Construction	
Typical Section	A4
Alternate Design.	A5
Southern Alternate Rural Construction	
Typical Section	A6
Alternate Design.	A7
Center Alternate Rural Construction	
Typical Section	A8
Alternate Design.	A9
Center Alternate Urban Construction	
Typical Section	A10
Alternate Design	A11
Regular-Diamond Interchange Alternate	
Alternate Design	A12
Tight-Diamond Interchange, Existing Alignment	
Typical Section	A13
Alternate Design	A14
Tight-Diamond Interchange, 132' Offset Alternate	
Alternate Design	A15

Comments Received

1. Department of Administration	A16
2. Florida Department of State - Division of Archives, History, and Records Management.	A17-A18
3. Tampa Bay Regional Planning Council	A19
4. Florida Game and Fresh Water Fish Commission.	A20-A21
5. Florida Department of Pollution Control	A22
6. Department of Community Affairs	A23-A24
7. Department of Environmental Regulation	A25-A26
Public Hearing Transcript	A27-A38
Resolution by Tampa Urban Area Transportation Study.	A38
Citizen Advisory Committee	A38
Notice of Public Hearing	A38

EXISTING LAND USE

- | | | | |
|---|--------------|---|-----------------------------|
|  | = INDUSTRIAL |  | = SINGLE FAMILY RESIDENTIAL |
|  | = COMMERCIAL |  | = TRAILER PARK |
|  | = JUNK YARD |  | = MANGROVES & LOW LAND |



FUTURE LAND USE



= INDUSTRIAL



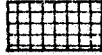
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= JUNK YARD



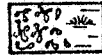
North



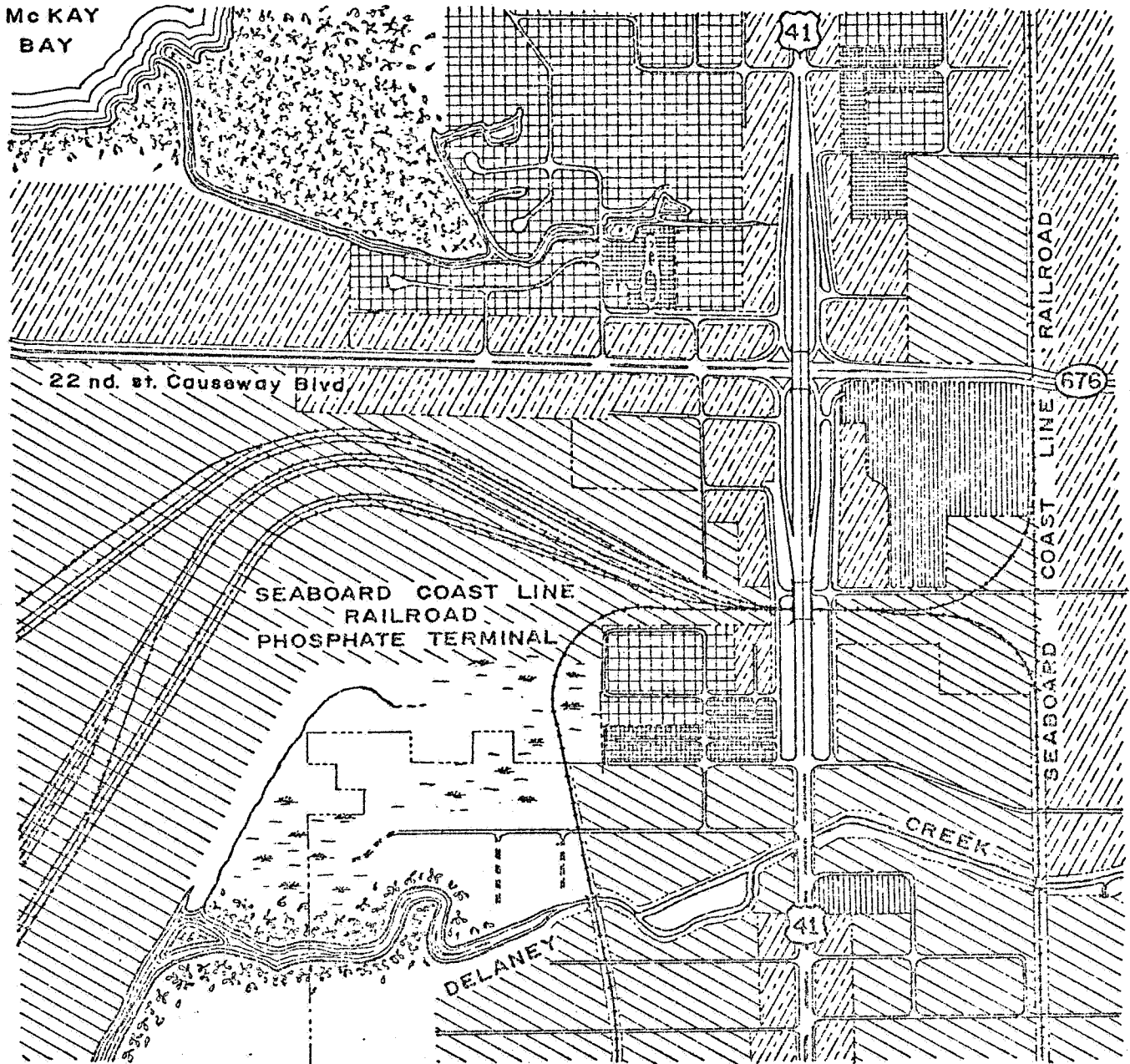
= SINGLE FAMILY RESIDENTIAL



= TRAILER PARK



= MANGROVES & LOW LAND





SR 45
(US 41)

A24080
B38400
C21800
D39500
E57800

1987 30,600
1977 16,995
2002 26,400

A2300
B3660
C 400
D 700
E1200

A 2860
B 4560
C 4000
D 7200
E10600

A12160
B19400
C 9820
D17800
E26200

A 9280
B 14800
C 8620
D15600
E22800

Bus. SR 45
(Bus. US 41)

SR 676

A 5540
B 8840
C 6440
D11700
E17200

A2100
B3340
D1680
E3000
E4400

A26560
B42360
C25520
D46500
E67600

SR 45
(US 41)

Legend

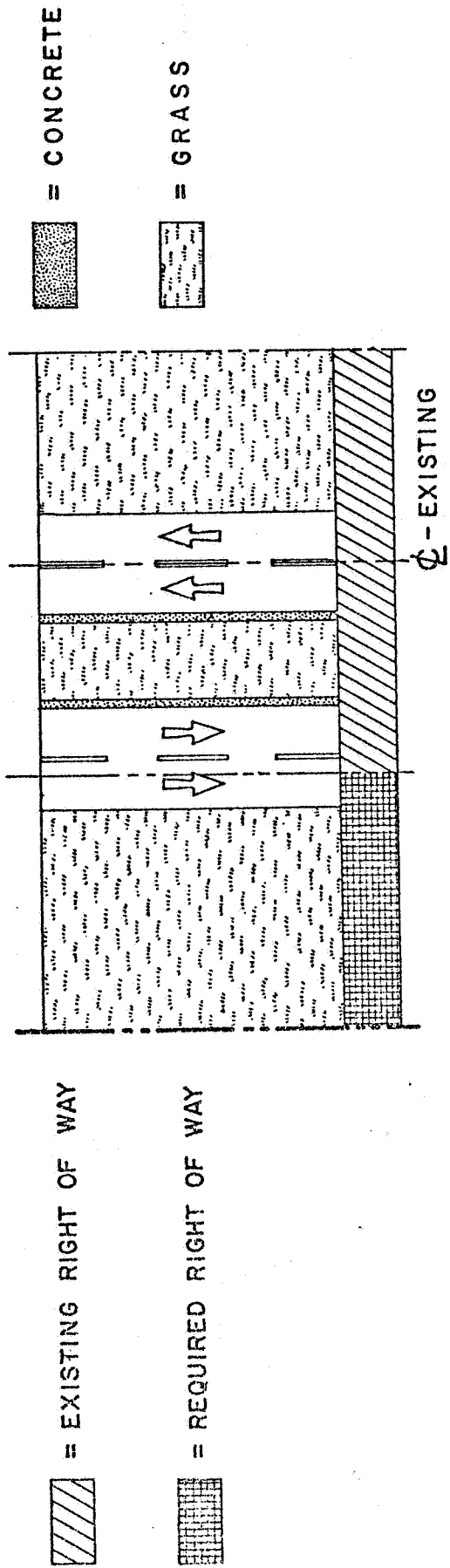
- A=Estimated 1973 ADT
- B=Estimated 1980 ADT Based on present street system
- C=Estimated 1980 ADT Based on future street system
- D=Estimated 1990 ADT
- E=Estimated 2000 ADT

Two-way through and turning movement on SR 45 (US 41) at SR 676 & Bus. SR 45, Hillsborough County.

- K= 9%
- D=55%
- 24-hour T=9%
- Design-hour T=4%

File: 10060

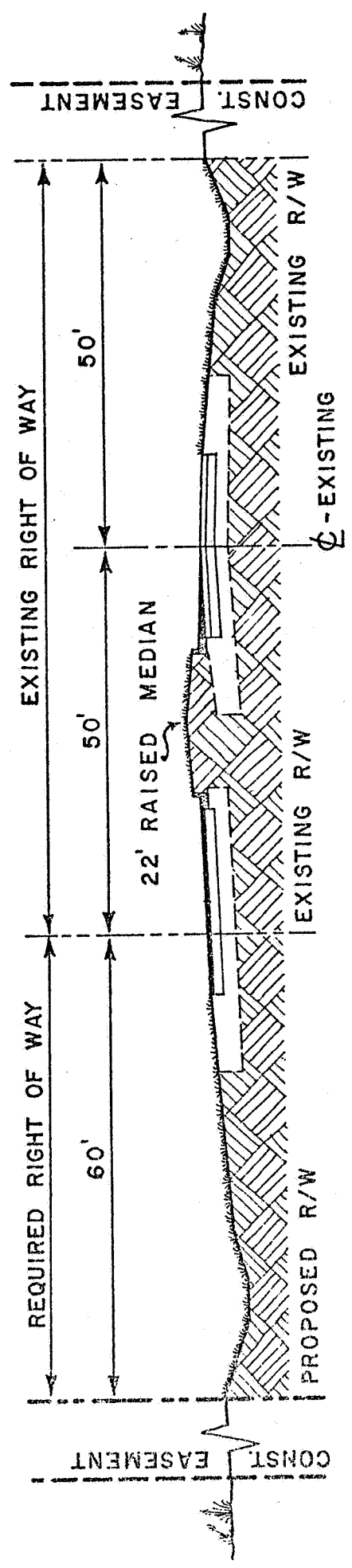
ROADWAY SECTION

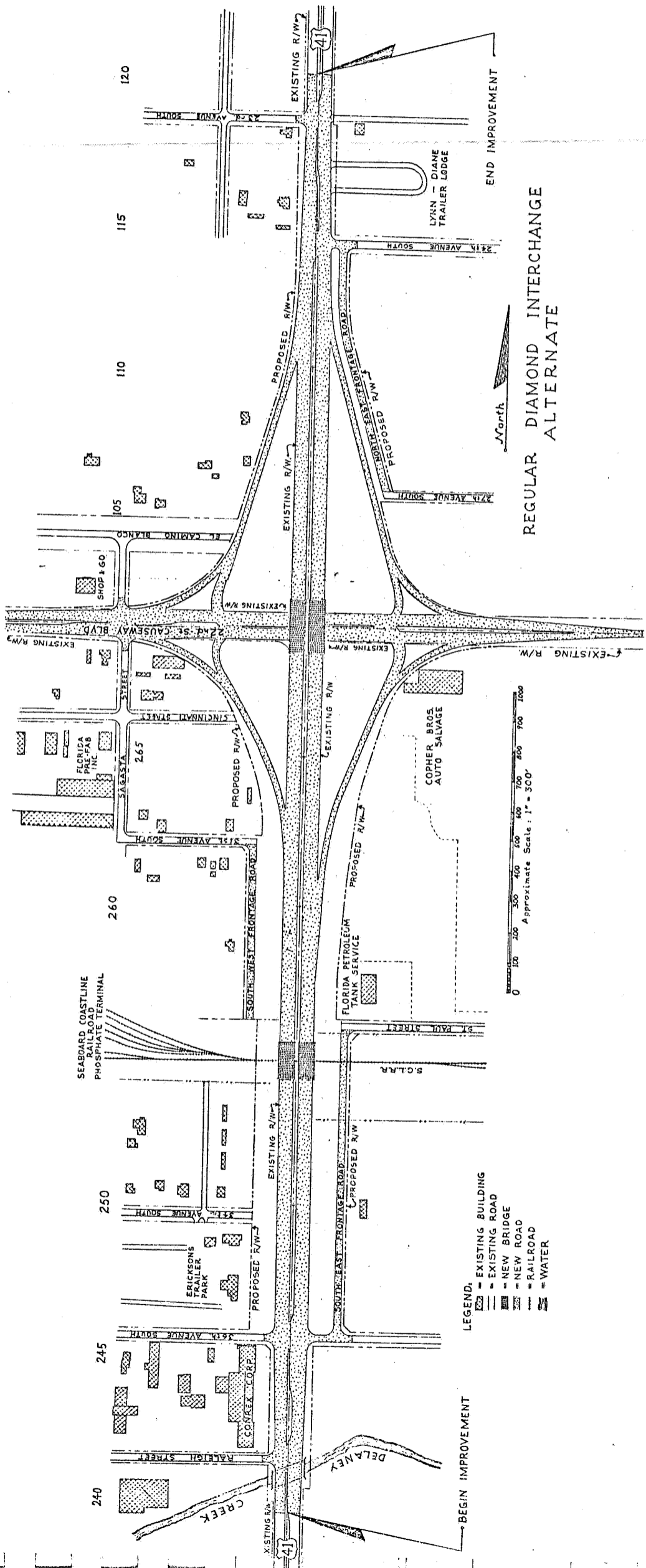


A-4

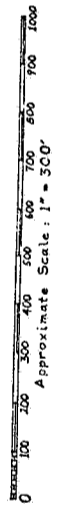
NORTHERN ALTERNATE - RURAL CONSTRUCTION

TYPICAL SECTION





- LEGEND:**
- EXISTING BUILDING
 - EXISTING ROAD
 - NEW BRIDGE
 - NEW ROAD
 - RAILROAD
 - WATER



**REGULAR DIAMOND INTERCHANGE
ALTERNATE**

North

BEGIN IMPROVEMENT

END IMPROVEMENT

Labels on map include: SEABOARD COASTLINE RAILROAD PHOSPHATE TERMINAL, ERICKSON'S TRAILER PARK, CONKEX CORP., FLORIDA PETROLEUM TANK SERVICE, COPHER BROS. AUTO SALVAGE, LYNN - DIANE TRAILER LODGE, SHOP & GO, 240, 245, 250, 260, 265, 105, 110, 115, 120, 24th AVENUE SOUTH, 25th AVENUE SOUTH, 26th AVENUE SOUTH, 27th AVENUE SOUTH, 28th AVENUE SOUTH, 29th AVENUE SOUTH, 30th AVENUE SOUTH, 31st AVENUE SOUTH, 32nd AVENUE SOUTH, 33rd AVENUE SOUTH, 34th AVENUE SOUTH, 35th AVENUE SOUTH, 36th AVENUE SOUTH, 37th AVENUE SOUTH, 38th AVENUE SOUTH, 39th AVENUE SOUTH, 40th AVENUE SOUTH, 41st AVENUE SOUTH, 42nd AVENUE SOUTH, 43rd AVENUE SOUTH, 44th AVENUE SOUTH, 45th AVENUE SOUTH, 46th AVENUE SOUTH, 47th AVENUE SOUTH, 48th AVENUE SOUTH, 49th AVENUE SOUTH, 50th AVENUE SOUTH, 51st AVENUE SOUTH, 52nd AVENUE SOUTH, 53rd AVENUE SOUTH, 54th AVENUE SOUTH, 55th AVENUE SOUTH, 56th AVENUE SOUTH, 57th AVENUE SOUTH, 58th AVENUE SOUTH, 59th AVENUE SOUTH, 60th AVENUE SOUTH, 61st AVENUE SOUTH, 62nd AVENUE SOUTH, 63rd AVENUE SOUTH, 64th AVENUE SOUTH, 65th AVENUE SOUTH, 66th AVENUE SOUTH, 67th AVENUE SOUTH, 68th AVENUE SOUTH, 69th AVENUE SOUTH, 70th AVENUE SOUTH, 71st AVENUE SOUTH, 72nd AVENUE SOUTH, 73rd AVENUE SOUTH, 74th AVENUE SOUTH, 75th AVENUE SOUTH, 76th AVENUE SOUTH, 77th AVENUE SOUTH, 78th AVENUE SOUTH, 79th AVENUE SOUTH, 80th AVENUE SOUTH, 81st AVENUE SOUTH, 82nd AVENUE SOUTH, 83rd AVENUE SOUTH, 84th AVENUE SOUTH, 85th AVENUE SOUTH, 86th AVENUE SOUTH, 87th AVENUE SOUTH, 88th AVENUE SOUTH, 89th AVENUE SOUTH, 90th AVENUE SOUTH, 91st AVENUE SOUTH, 92nd AVENUE SOUTH, 93rd AVENUE SOUTH, 94th AVENUE SOUTH, 95th AVENUE SOUTH, 96th AVENUE SOUTH, 97th AVENUE SOUTH, 98th AVENUE SOUTH, 99th AVENUE SOUTH, 100th AVENUE SOUTH.

RECOMMENDED

22nd STREET CAUSEWAY BLVD.
Center Alternate - Urban Construction

- LEGEND:
[Symbol] = EXISTING BUILDING
[Symbol] = EXISTING ROAD
[Symbol] = NEW ROAD
[Symbol] = RAILROAD

55

50

45

40

35

30

25

20

15

5

North

UNDER CONSTRUCTION

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

S. R. 676

FORD'S USED CARS

MOUTRIE'S MARINE

B & K COUNTRY KITCHEN

FLEET

CAROL MOTEL

REABOUT'S RADIO T.V. SHOP & GO. UNION 76

TAMPA ELECTRIC CO.

COPPER BROS. AUTO SALVAGE

FLORIDA PREFAB. INC.

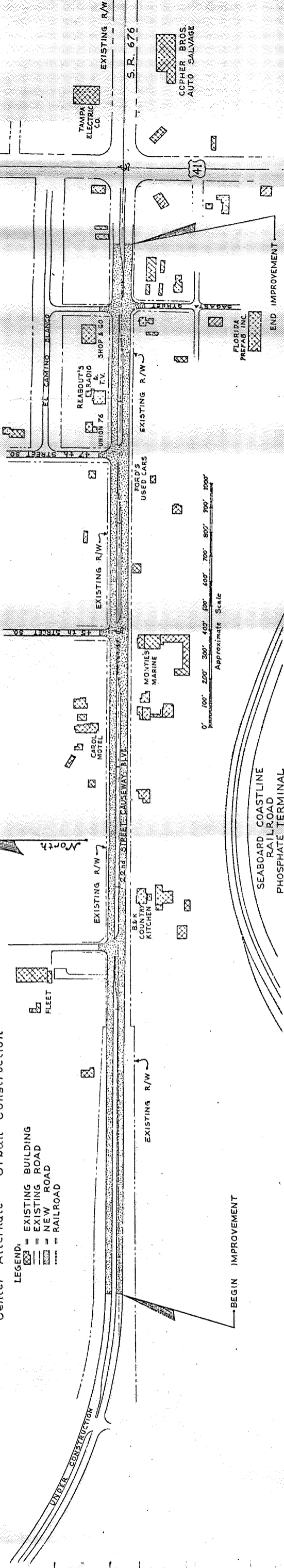
0' 100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'

Approximate Scale

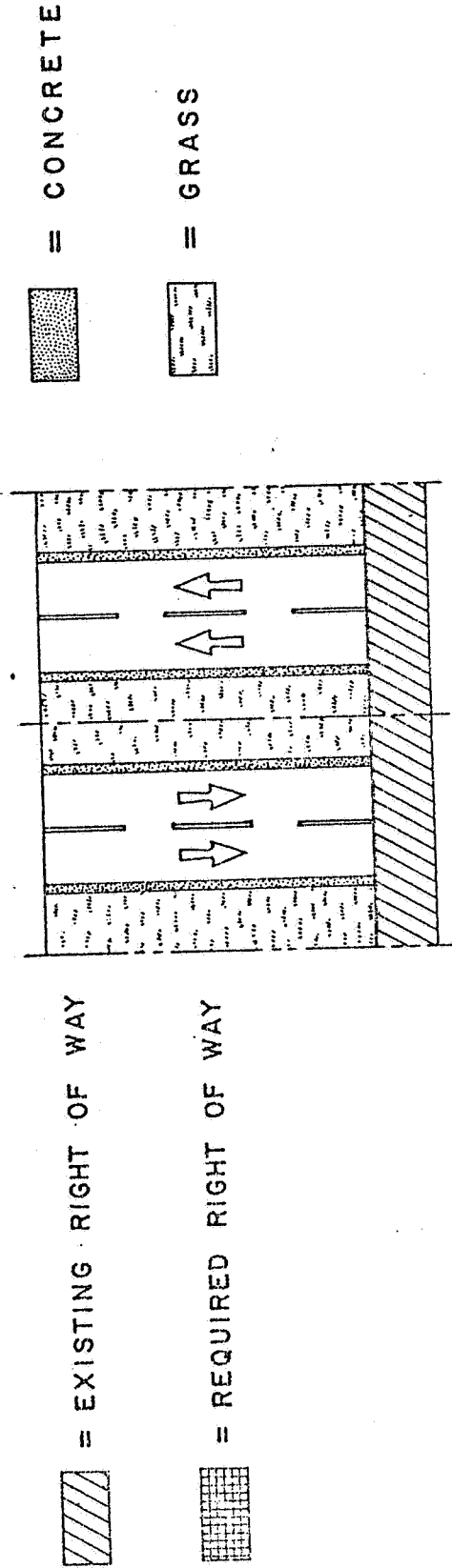
BEGIN IMPROVEMENT

SEABOARD COASTLINE RAILROAD PHOSPHATE TERMINAL

END IMPROVEMENT

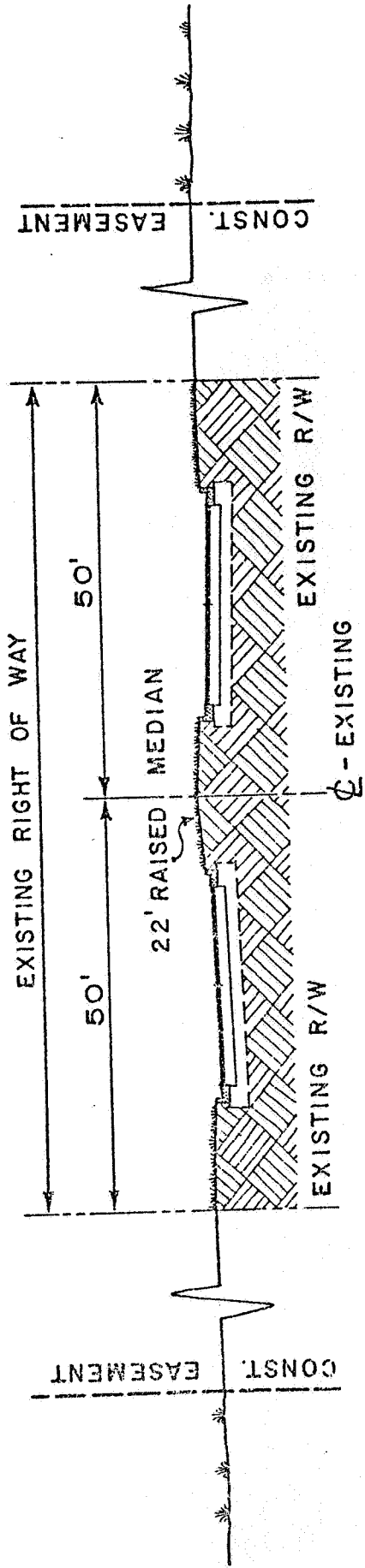


ROADWAY SECTION



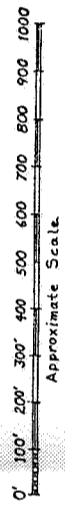
RECOMMENDED
 CENTER ALTERNATE - URBAN CONSTRUCTION

TYPICAL SECTION



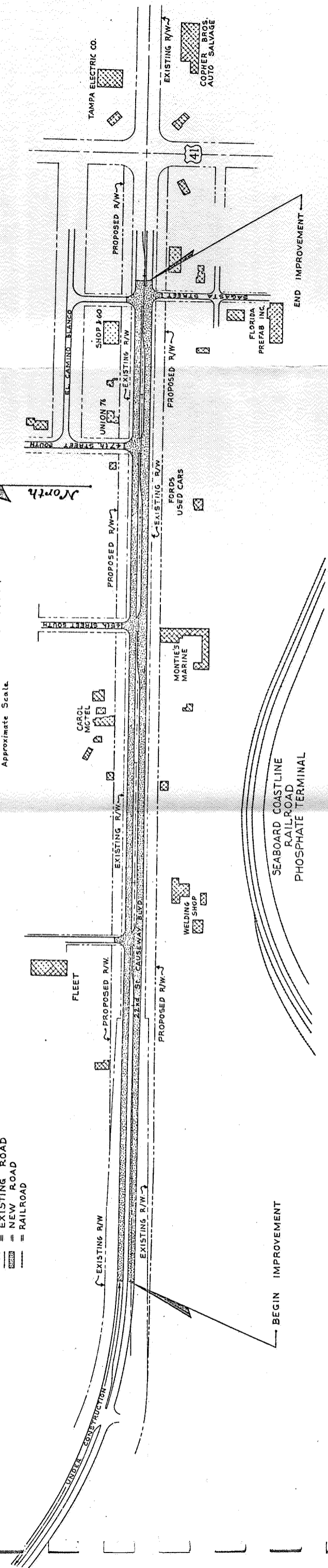
22nd STREET CAUSEWAY BLVD.
Center Alternate - Rural Construction

- LEGEND:
 = EXISTING BUILDING
 = EXISTING ROAD
 = NEW ROAD
 = RAILROAD

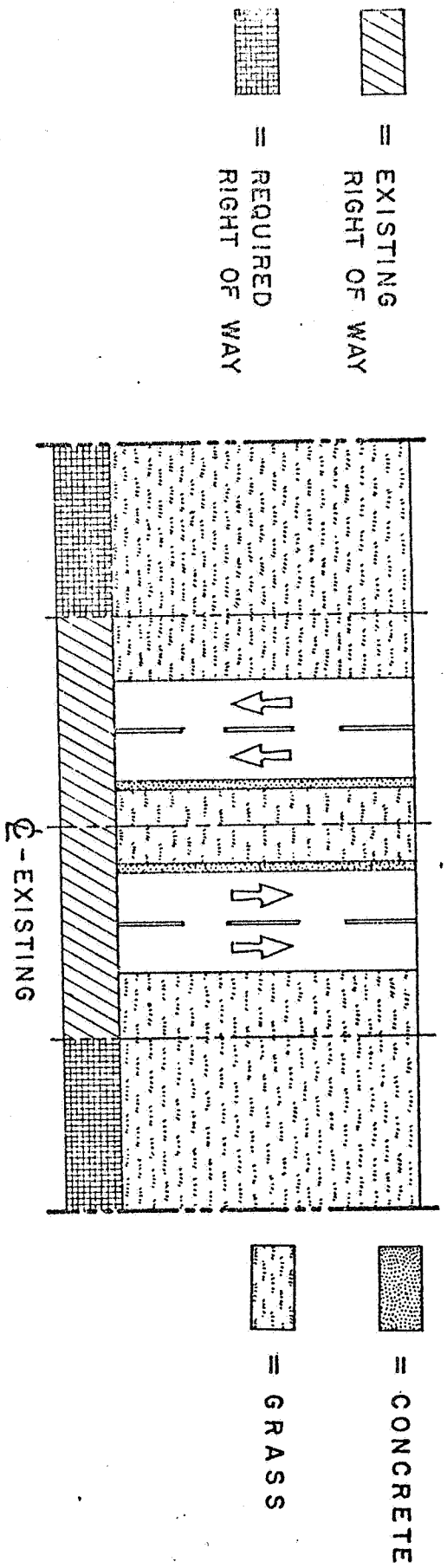


North

55 50 45 40 35 30 25 20 15

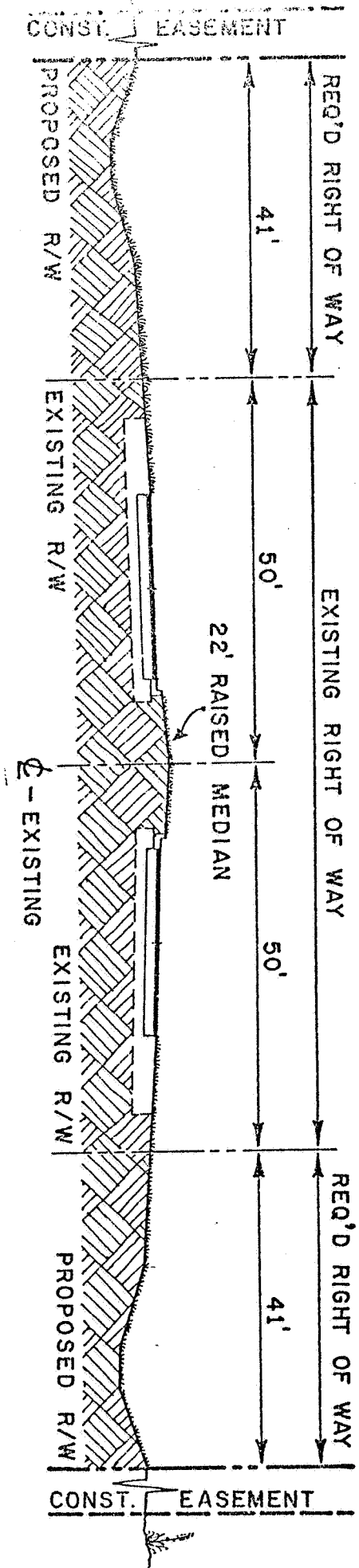


ROADWAY SECTION







CENTER ALTERNATE - RURAL CONSTRUCTION

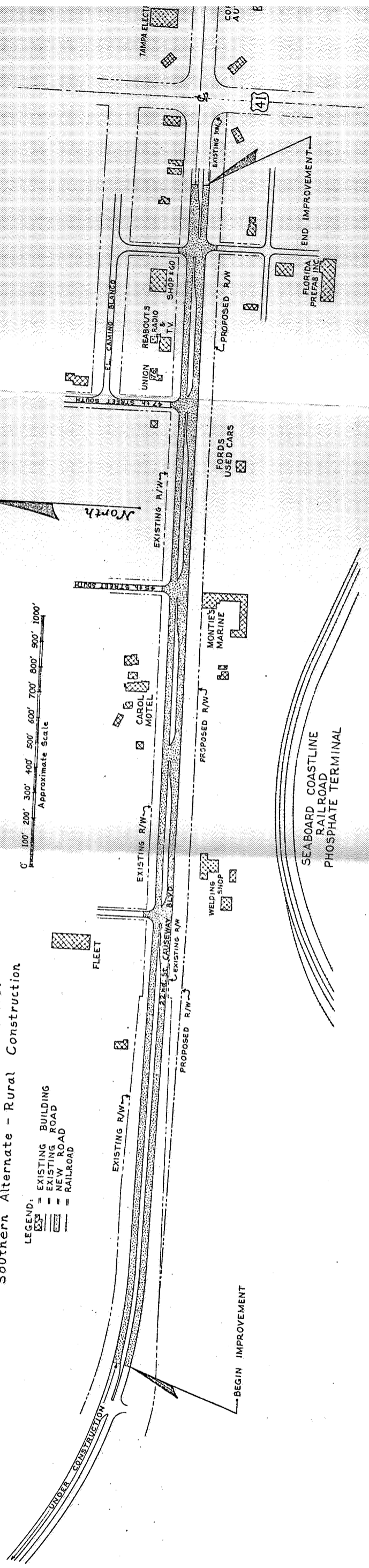
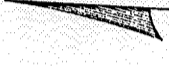
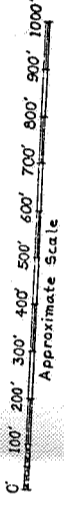
TYPICAL SECTION



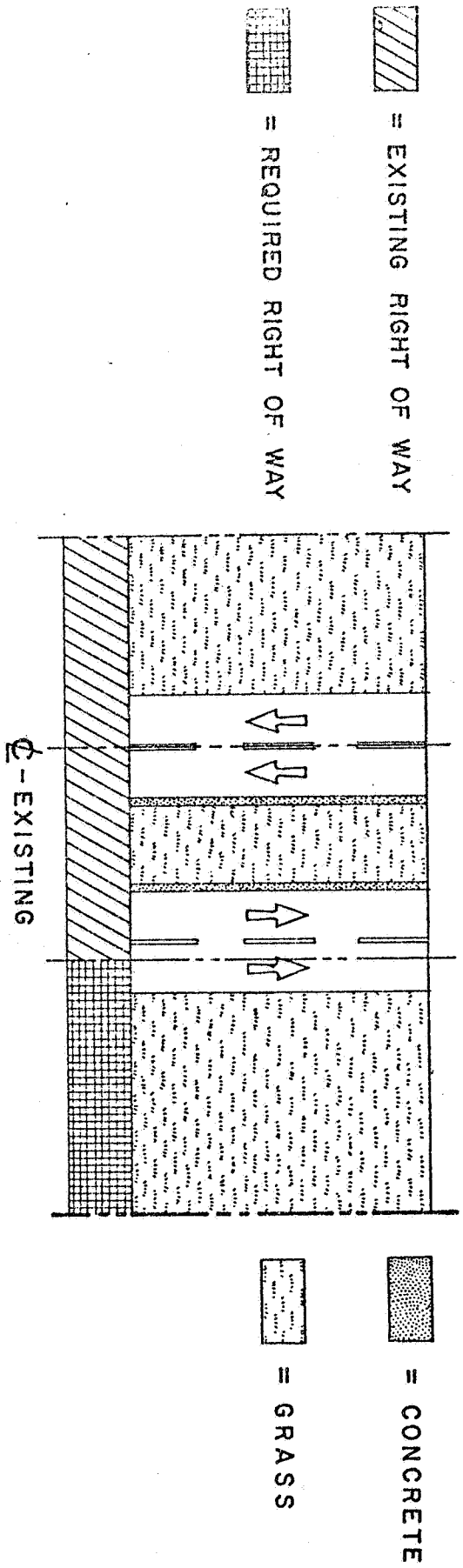
60 55 50 45 40 35 30 25 20 15

22nd STREET CAUSEWAY BLVD.
 Southern Alternate - Rural Construction

- LEGEND:
-  = EXISTING BUILDING
 -  = EXISTING ROAD
 -  = NEW ROAD
 -  = RAILROAD

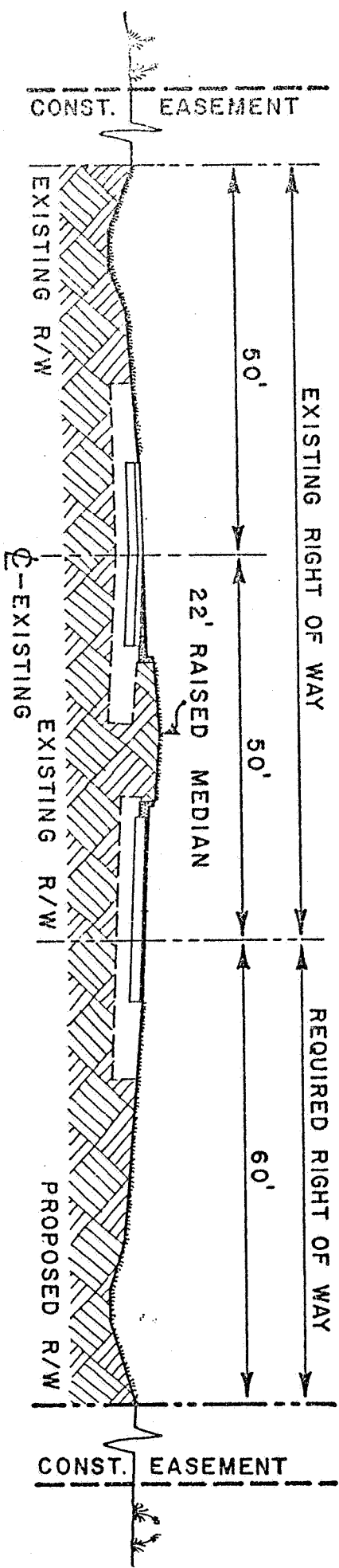


ROADWAY SECTION

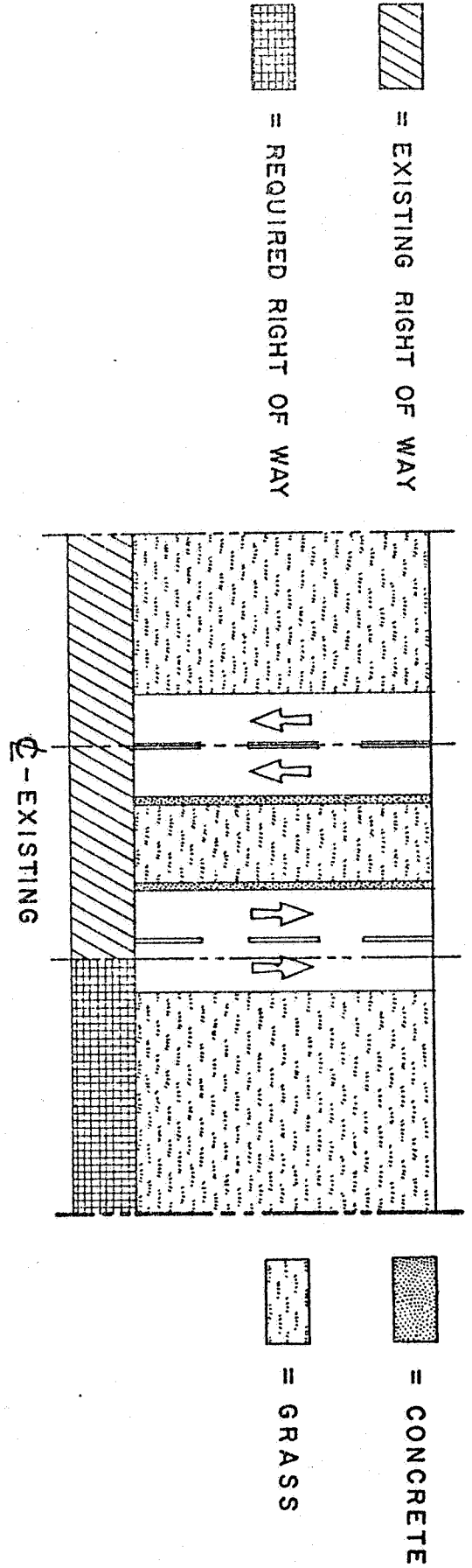


SOUTHERN ALTERNATE - RURAL CONSTRUCTION

TYPICAL SECTION

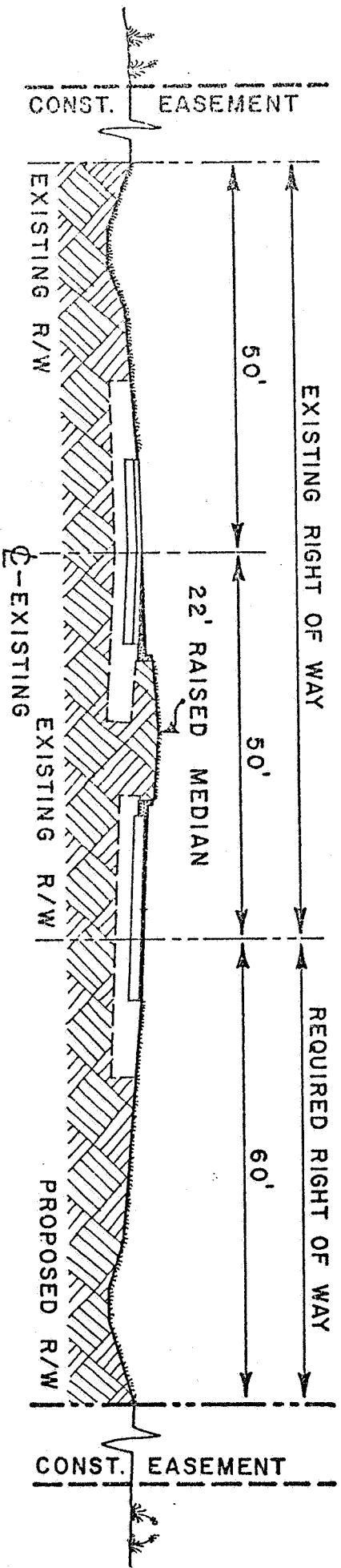


ROADWAY SECTION

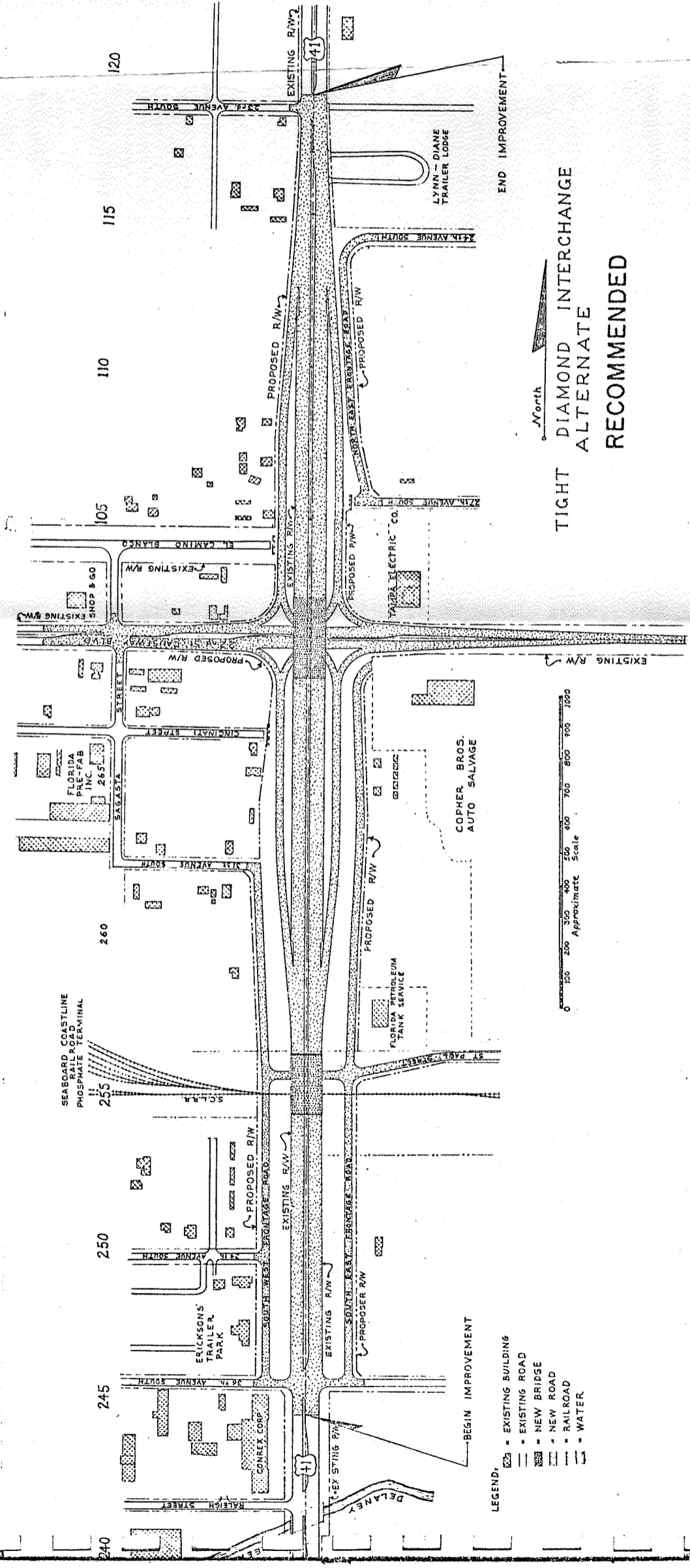


SOUTHERN ALTERNATE - RURAL CONSTRUCTION

TYPICAL SECTION



A-6



North

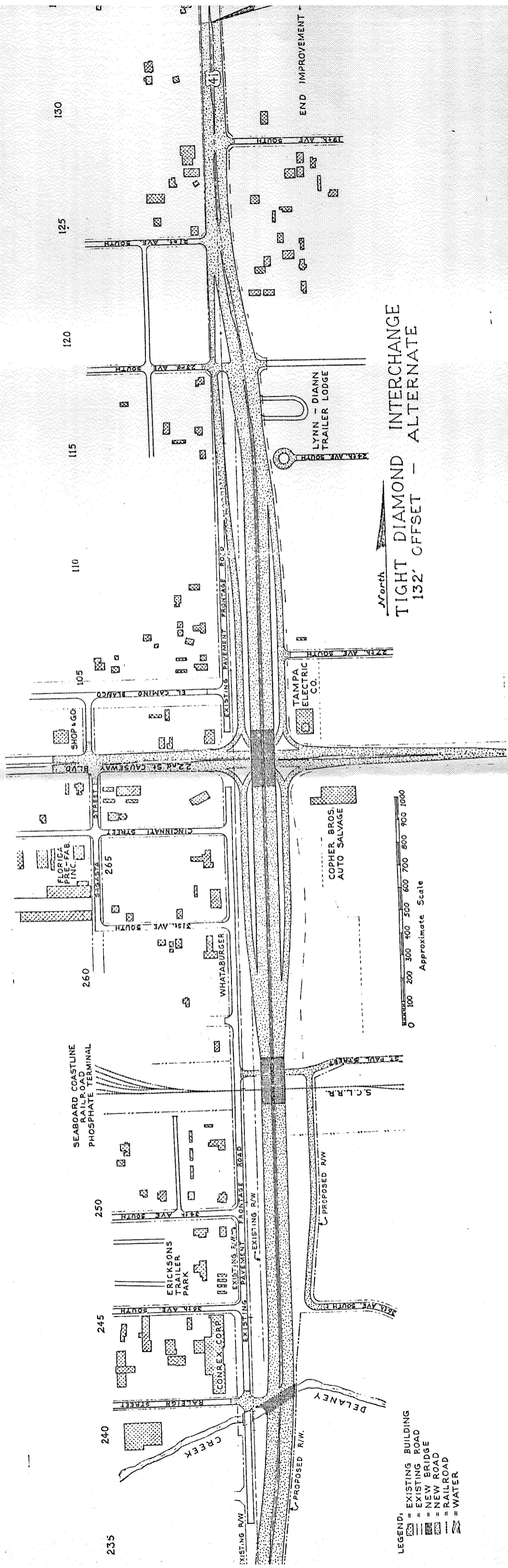
TIGHT DIAMOND INTERCHANGE
ALTERNATE
RECOMMENDED

- LEGEND:
- ▣ - EXISTING BUILDING
 - - - EXISTING ROAD
 - NEW BRIDGE
 - - - NEW ROAD
 - RAILROAD
 - WATER

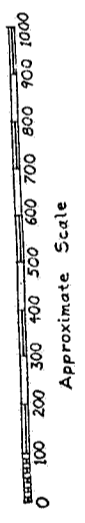


BEGIN IMPROVEMENT

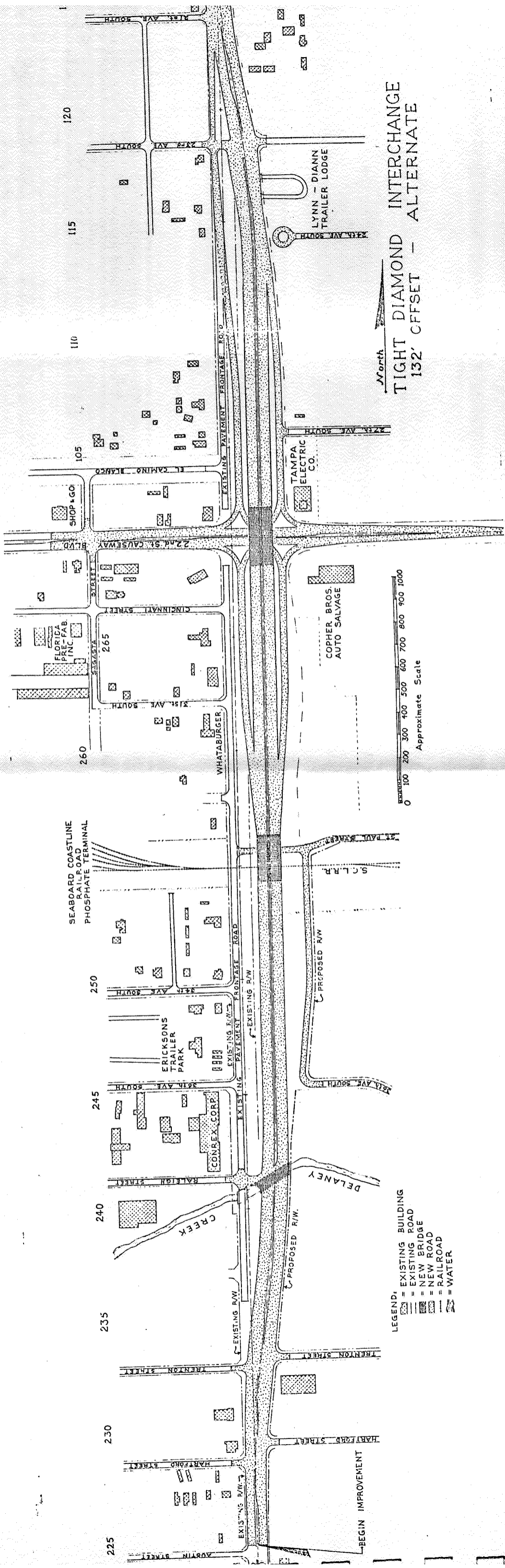
END IMPROVEMENT



North
TIGHT DIAMOND INTERCHANGE
 132' OFFSET - ALTERNATE



- LEGEND:
- = EXISTING BUILDING
 - = EXISTING ROAD
 - = NEW BRIDGE
 - = NEW ROAD
 - = RAILROAD
 - = WATER

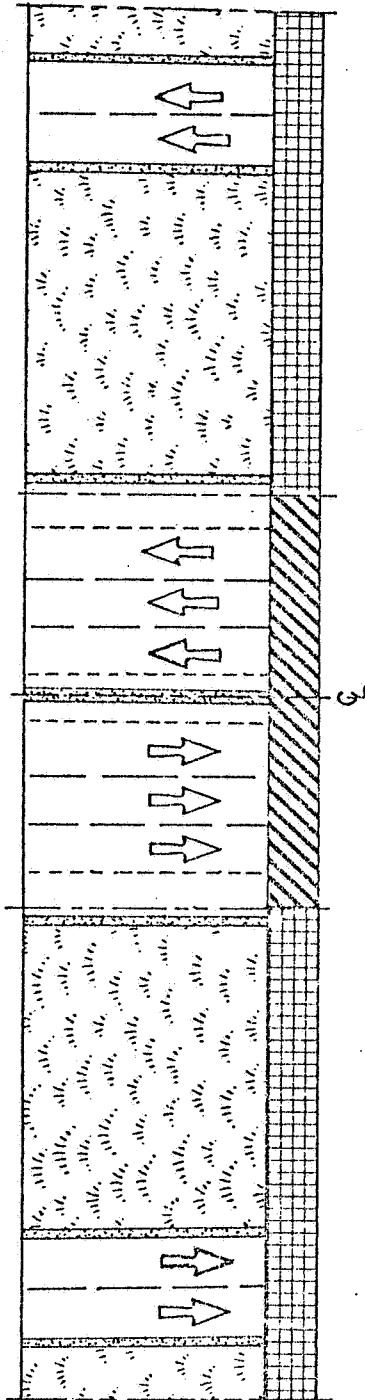





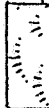
TIGHT DIAMOND INTERCHANGE
132' OFFSET - ALTERNATE

0 100 200 300 400 500 600 700 800 900 1000
Approximate Scale

LEGEND:
 [Stippled] = EXISTING BUILDING
 [Solid] = EXISTING ROAD
 [Dashed] = EXISTING BRIDGE
 [Dotted] = NEW BRIDGE
 [Double] = NEW ROAD
 [Cross-ticks] = RAILROAD
 [Wavy] = WATER

ROADWAY SECTION

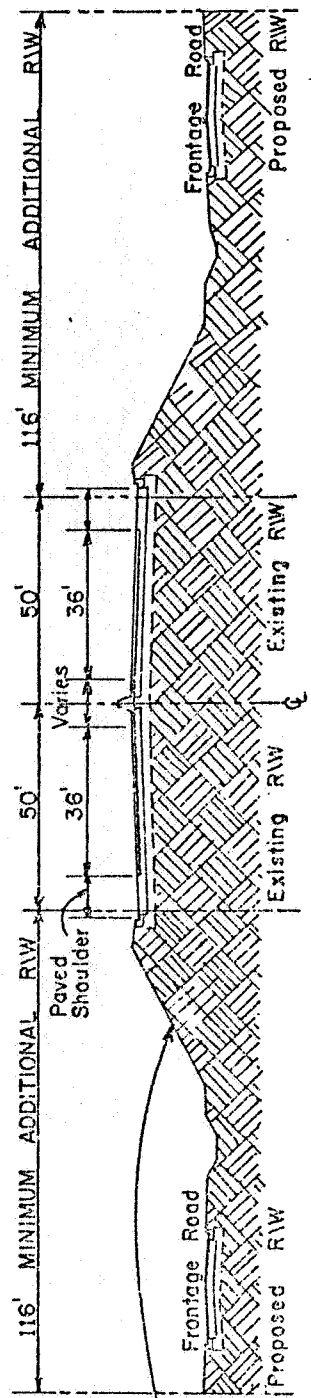


-  = EXISTING RIGHT OF WAY
-  = REQUIRED RIGHT OF WAY
-  = CONCRETE
-  = GRASS

RECOMMENDED

TIGHT-DIAMOND INTERCHANGE - U.S. 41 IMPROVEMENT

TYPICAL SECTION

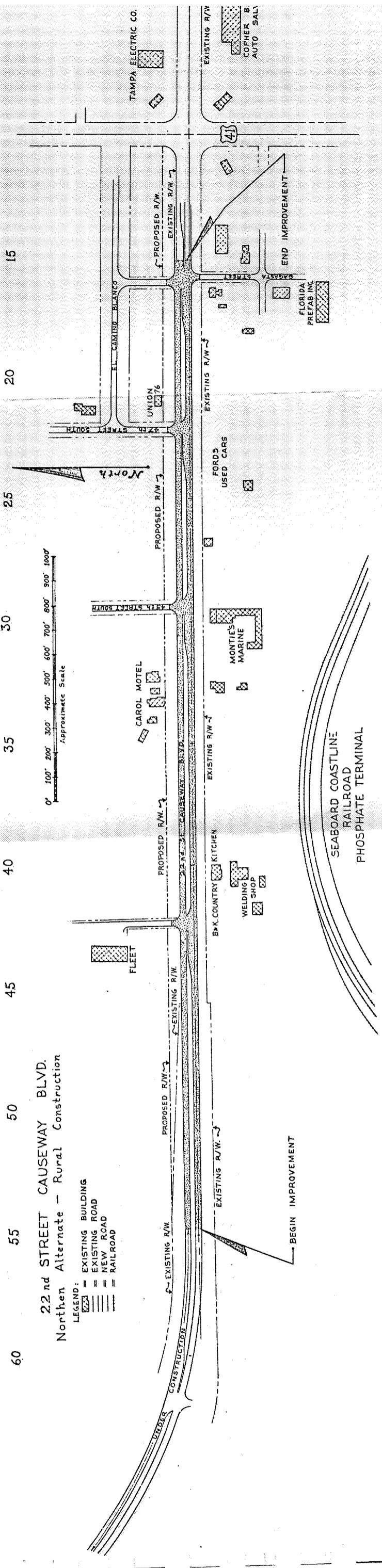
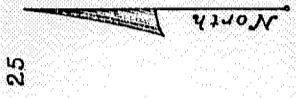
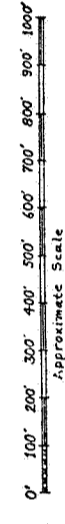


CROSS SECTION VARIES
 TO SLOPE, RAMPS,
 AND DRAINAGE FEATURES
 REQUIRED FOR APPROPRIATE
 DESIGN

60 55 50 45 40 35 30 25 20 15

22nd STREET CAUSEWAY BLVD.
 Northern Alternate - Rural Construction

- LEGEND:
- ▨ = EXISTING BUILDING
 - = EXISTING ROAD
 - - - = NEW ROAD
 - = RAILROAD



STATE OF FLORIDA

Department of Administration

Division of State Planning

560 Apalachee Parkway - IBM Building

Reubin O'D. Askew
GOVERNOR

L. K. Ireland, Jr.
SECRETARY OF ADMINISTRATION

TALLAHASSEE

32304

(904) 488-2371

April 17, 1974



rl J. Starnes
PLANNING DIRECTOR

Mr. W. N. Lofroos, Chief
Division of Planning and
Programming
Department of Transportation
Burns Building
Tallahassee, Florida 32304

Re: Department of Transportation - Division of Road Operations: Construction
on SR 45 (US 41), Hillsborough County. State Job No. 10060-1530 and
10250-1510. SAI: 74-0735 a and b.

Dear Mr. Lofroos:

Functioning as the state planning and development clearinghouse as
contemplated in U. S. Office of Management and Budget Circular A-95 and
Florida Statutes, we have reviewed your notification of intent to apply
for federal assistance in the amount of \$3,261,500 to the above project.

The project is in accord with state plans, projects, programs, and
objectives. The Secretary of Administration approves your submission of
the completed formal application to the appropriate federal agency, with
the comment that attention be given to the comments in the enclosed
letters.

Please append a copy of this letter to your application. This will
reflect our compliance with Florida law requiring approval of applications
for federal assistance; assure the federal agency of our compliance with
the guidelines of U. S. Office of Management and Budget Circular A-95; and
enable the federal agency, in preparing the Notification of Grant-In-Aid
Action in accordance with U. S. Treasury Circular 1032, to show the above
SAI Project number as the State Application Identifier in Item 1 of the
SF 240.

Sincerely,

E. E. Maroney
Chief
Bureau of Intergovernmental Relations

Enclosures
EEM/T/kf

cc: Mr. C. W. Monts de Oca
Mr. Scott Wilson

A-16

PLANNING

APR 25 1974



STATE OF FLORIDA
Department of State

THE CAPITAL
TALLAHASSEE 32304

RICHARD (DICK) STONE
SECRETARY OF STATE

ROBERT WILLIAMS, DIRECTOR
DIVISION OF ARCHIVES, HISTORY, AND
RECORDS MANAGEMENT

(904) 488-1480

April 5, 1974

Mr. E. E. Maroney, Chief
Bureau of Intergovernmental Relations
Division of State Planning
660 Apalachee Parkway
Tallahassee, Florida 32304

Re: SAI #74-0735, DOT Project Nos.
U-011-2(57) & M-6135(1)
Job Nos. 10060-1530 & 10250-1510,
Hillsborough County

Dear Mr. Maroney:

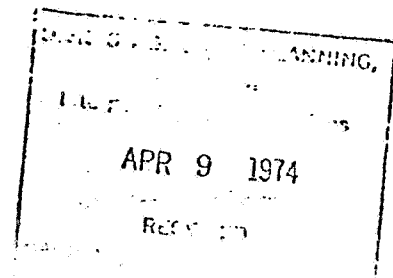
We have reviewed the above project for possible impact upon cultural resources and have no adverse comments. No archaeological, historical or National Register properties are recorded, however, since the project area has never been subjected to an intensive field survey, sites may exist of which we have no knowledge. If such evidence is uncovered during land clearing or construction operations, we request that this office be notified immediately.

The opportunity to comment is appreciated.

Sincerely,

L. Ross Morrell
State Archaeologist and
Chief, Bureau of Historic
Sites and Properties

LRM:MLr



STATE OF FLORIDA

Department of State

THE CAPITOL
TALLAHASSEE 32304



BRUCE A. SMATHERS
SECRETARY OF STATE

January 12, 1976

ROBERT WILLIAMS, DIRECTOR
DIVISION OF ARCHIVES, HISTORY, AND
RECORDS MANAGEMENT

(904) 488-1480

IN REPLY REFER TO:

W. N. Lofroos, P. E., Chief
Bureau of Planning
Florida Department of Transportation
Burns Building
605 Suwannee Street
Tallahassee, Florida 32304

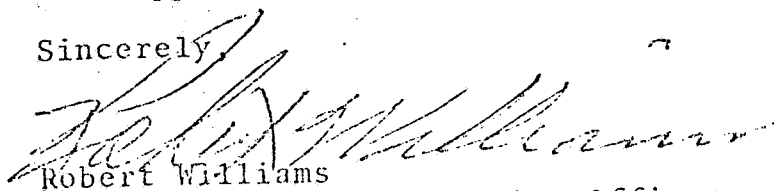
Re: B. I. # 113276 and 113218, S. R. 676 from south approach of
22nd St. Causeway Bridge to S. R. 45, grade separation at
SCLRR, Hillsborough County. SAI 74-0735.

Dear Mr. Lofroos:

We have reviewed and surveyed the above referenced project for possible impact on archaeological, architectural, historical, National Register or National Register eligible sites. No sites of national, State, or local importance were encountered during field survey. Therefore this project will have no impact on National Register or National Register eligible sites.

The opportunity to comment is appreciated.

Sincerely,


Robert Williams
State Historic Preservation Officer

RW/Wdb

EW 11 510

February 26, 1974

C Mr. W. N. Lofroos, P.E.
Chief, Bureau of Planning
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32304

Subject: TBRPC Clearinghouse Review No. 16-74 - State Project No.
10060-1530; 10250-1510, Hillsborough County

O Dear Mr. Lofroos:

Pursuant to the provisions of the Office of Management and Budget Circular A-95 (revised), the staff of the Tampa Bay Regional Planning Council has reviewed the above mentioned project. The review indicates the proposal for the upgrading of U.S. 41 is in keeping with the local and regional goals and objectives for transportation development.

P A copy of this letter should be appended to the application to indicate compliance with metropolitan clearinghouse review requirements.

Sincerely,

Y Scott D. Wilson
Acting Director

SDW/jmf

cc: State Planning and Development Clearinghouse
✓ Mr. C. W. Monts De Oca, P.E.

PLANNING FEB 28 1974

FLORIDA GAME AND FRESH WATER FISH COMMISSION

PEACOCK, JR., Chairman
Miami

JAMES B. WINDHAM
Jacksonville

WILLIAM M. BLAKE
Tampa

O. L. PEACOCK, JR.
Fl. Pierce

HOWARD CLINE
Merritt

DR. O. E. FRYE, JR., Director
H. E. WALLACE, Assistant Director



FARRIS BRYANT BUILDING
620 South Meridian Street
Tallahassee, Florida 32304

April 8, 1974

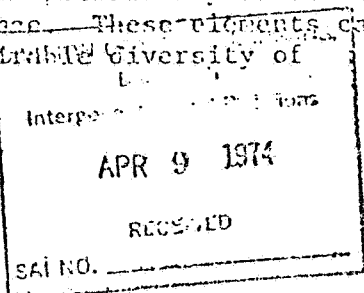
Mr. E. E. Maroney, Chief
Bureau of Intergovernmental Relations
Department of Administration
660 Apalachee Parkway
Tallahassee, Florida 32301

Re: SAI 74-0735, Hillsborough County

Dear Mr. Maroney:

Our Environmental Protection Section has reviewed the referenced "Advance Notification" submitted by the Department of Transportation. Based on the Advance Notification, this agency has no objections to the proposed alignment of the project. However, we suggest that the following guidelines be implemented during the planning, designing, and construction of the proposed roadway.

1. All wetlands areas should be avoided whenever possible. If the crossing of or the infringement upon definable watercourses (permanent streams, rivers, lakes, ponds, etc.) is unavoidable, the maximum feasible extent of their floodplains should be bridged in order to minimize the amount of biologically productive floodplain that would otherwise be irretrievably lost if the same areas were filled. We believe that, as a minimum, bridging should include the extent of the floodplain inundated by the average annual flood.
2. Strict turbidity control procedures and devices, including the use of a turbidity diaper where applicable, should be used whenever the crossing of definable watercourses is unavoidable. The turbidity level should be held to not only below the 50 Jackson Units standard set by the Department of Pollution Control but to the lowest possible level in order to minimize the short term adverse effects on the associated aquatic ecosystem.
3. Wherever possible, selective clearing and grubbing should be utilized during the clearing of the project's right-of-way.
4. If the roadway runoff from this project is anticipated to be discharged into the nearby watercourses, the runoff should not be allowed to discharge directly into the watercourses since biologically undesirable and potentially toxic elements are frequent components of such stormwater drainage. These elements can alter the ecological processes needed to sustain a desirable diversity of



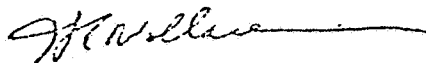
Mr. E. E. Maroney
Page 2

aquatic life and frequently accelerate the eutrophication processes in the receiving waters. The final design of this project should incorporate some type of runoff filtration system (e.g. allowing sheet flow, constructing detention ponds or sediment traps, etc.) in order to insure that the roadway runoff will not be discharged directly into the nearby watercourses.

5. In lieu of concrete-lined or steep sloped roadside drainage ditches, relatively broad grassed swale-like ditches should be used unless the physical constraints of the project's locale prohibits their practicality. In addition to the runoff filtration system recommended above, swale-like drainage ditches will also aid in filtering biologically deleterious elements from the roadway runoff.

Thank you for the opportunity afforded the Florida Game and Fresh Water Fish Commission to comment on this project during its early stage of development. If we can be of any further assistance, please do not hesitate to contact us.

Sincerely,



H. E. Wallace
Assistant Director

HEW/CH/rs



STATE OF FLORIDA
 DEPARTMENT OF POLLUTION CONTROL
 2562 EXECUTIVE CENTER CIRCLE, EAST
 MONTGOMERY BUILDING, TALLAHASSEE, FLORIDA 32301

March 19, 1974

DAVID H. LEVIN
 CHAIRMAN

PETER P. BALJET
 EXECUTIVE DIRECTOR

Re: SAI: 74-0735
 Advance Notification
 DOT Road Projects
 Hillsborough County

Mr. E. E. Maroney
 Bureau of Intergovernmental Relations
 Division of State Planning
 Department of Administration
 660 Apalachee Parkway
 Tallahassee, Florida 32304

Dear Mr. Maroney:

The Department of Pollution Control has reviewed the above referenced "Advance Notification", Five Year Work Program, relating to SR 45 (US41) in Hillsborough County and has no objections to the project provided adequate measures are taken during construction to control storm water runoff.

Sincerely,

Tim S. Stuart
 Chief
 Bureau of Environmental Programs

TSS:sll

DIVISION OF STATE PLANNING,
 Intergovernmental Relations
 MAR 20 1974
 RECEIVED
 SAI NO. _____

A-22

JOHN R. MIDDLEMAS
 BOARD MEMBER

GEORGE RUPPEL
 BOARD MEMBER

ALICE C. WAINWRIGHT
 BOARD MEMBER

W. D. FREDERICK, JR.
 BOARD MEMBER



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

EDWARD J. TROMBETTA, SECRETARY

BIN O'D. ASKEW, GOVERNOR

AGENCY GOVERNMENT

MIGRANT LABOR

TECHNICAL ASSISTANCE

ECONOMIC OPPORTUNITY

TRAINING AND PROFESSIONAL DEVELOPMENT

VETERANS AFFAIRS

PRIOR NOTIFICATION AND REVIEW SYSTEM

MEMORANDUM

TO: L. K. Ireland, Jr., Secretary of Administration

ATTN: Ed Maroney, Chief, Bureau of Intergovernmental Relations

FROM: Edward J. Trombetta, Secretary of Community Affairs

BY: R. Charles Shepherd *R.C.S.*

SUBJECT: Notification of Intent to Apply for Federal Funds

DATE: March 14, 1974

RE: REF. NO. (DCA) _____ SPDC (SAI) 74-0735

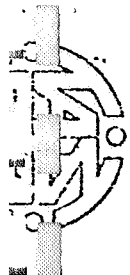
Title: DOT - Hillsborough County

Applicant: Florida Department of Transportation

The project identified above has been reviewed in accordance with O.M.B. Circular A-95. Action recommended:

- The project is consistent with the goals and objectives of the Department of Community Affairs. Favorable action recommended.
- Substantive comments have been received and are summarized in the attached.
- Conference with applicant is requested.
- The project is not consistent with the goals and objectives of the Department of Community Affairs. Approval is not recommended for reasons described in the attached.

Attachment(s)



State of Florida
 Department of Community Affairs
 DIVISION OF TECHNICAL ASSISTANCE

Reubin O'D. Askew, Governor Edward J. Trombetta, Secretary R. Charles Shepherd, Dir.

PRIOR NOTIFICATION AND REVIEW SYSTEM

MEMORANDUM

DATE: March 14, 1974

FROM: Harry Schmertmann
Chief, Bureau of Local Assistance

TO: R. Charles Shepherd

SUBJ: Review of Application for Federal Funds

RE: REF. NO: (DCA) _____ SPDC (CAI) 74-0735

Title: Hillsborough County

Applicant: Florida Department of Transportation

Reviewer's Name & Title Jim Sayes, CDS II

Reviewer's Comments (Attach additional sheets if necessary):

This project looks OK to me. There is no indication of whether there will be any displacees or not. We may want to reserve comment until further information is available.

JS/lmp



STATE OF FLORIDA

DEPARTMENT OF ENVIRONMENTAL REGULATION

SOUTHWEST DISTRICT
9721 EXECUTIVE CENTER DRIVE, NORTH, SUITE 200
~~PO BOX 20890~~
ST. PETERSBURG, FLORIDA ~~33742~~ 33702

REUBIN O'D. ASKEW
GOVERNOR

JOSEPH W. LANDERS, JR.
SECRETARY

February 18, 1976
Hillsborough County AP

John W. Burdin, P.E.
District Planning Engineer
Post Office Box 1249
Bartow, Florida 33830

Attention: Larry Barfield

Re: Application for Letter of Consistency
State Job Nos. 10250-1510 and 10060-1530
Budget Item Nos. 113276 and 113218

Dear Mr. Barfield:

The information submitted concerning the construction and/or modification of proposed four and six-lane highways on State Road 676 and State Road 45 in Tampa, Hillsborough County, indicates these projects will not cause the violation of ambient air quality standards and will be consistent with the Air Implementation Plan.

A complex source construction approval will be required before construction begins.

Sincerely,

William H. Brown, Engineer
Southwest District

WHB/smw

cc: Diana Sawaya, Hillsborough
County Environmental
Protection Commission

PLANNING JUN 01 1976



STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL REGULATION

2562 EXECUTIVE CENTER CIRCLE, EAST
MONTGOMERY BUILDING
TALLAHASSEE, FLORIDA 32301

EUBIN O'D. ASKEW
GOVERNOR

JOSEPH W. LANDERS, JR.
SECRETARY

May 28, 1976

Mr. John W. Burdin, P.E.
District Planning Engineer
Florida Department of Transportation
P. O. Box 1249
Bartow, Florida 33830

ATTENTION: Mr. Kenneth B. Allen

Dear Mr. Burdin:

State Job Nos. 10250-1510 and 10060-1530;
S.R. 676, Hillsborough County; Chapter
74-371, Laws of Florida, Noise Abatement

The Noise Control Section has reviewed the Environmental Noise Assessment Report, along with additional information on the subject project, and offers the following for your consideration.

Although ambient and predicted noise levels along the project are high, there does not appear to be any feasible method for utilization of vegetative or wall type noise abatement methods. This is due mainly to the need for access along the roadway.

The Florida Department of Transportation should consult with local land use and zoning officials to advise them of the projected noise levels and associated impacts in order that redeveloped areas along the project could incorporate proper land use and setbacks.

If I can be of any further assistance, please do not hesitate to contact me or my staff.

Sincerely,

Jesse O. Borthwick
Administrator
Noise Control Section

JOB/jrk
cc: Robin Fletcher

DEPARTMENT OF TRANSPORTATION

Public Hearing
December 18, 1975
7:00 p.m.

SUBJECT: State Project No. 10250-1510
and
State Project No. 10060-1530

Hillsborough County Courthouse
Third Floor
Tampa, Florida

Original
Pages 1-44

INDEPENDENT REPORTING SERVICE
CERTIFIED SHORTHAND REPORTERS
SUITE 201 402 MORGAN STREET
TAMPA, FLORIDA 33602
(813) 228-7119

PRESENTATION BY:

JOHN W. BURDIN
Planning Engineer
Department of Transportation
P. O. Box 1249
Bartow, Florida 33830

I N D E X

SPEAKER	PAGE
John Burdin	3-9
Frank Black	9-22
Andy Pandolfo	22-29

3

The following proceedings of the public hearing of the State of Florida Department of Transportation, were held on December 18, 1975, beginning at 7:00 p.m., at the Hillsborough County Courthouse, Third Floor, Tampa, Florida, before Ken Kirkland, C.S.R., Notary Public, State of Florida at Large.

PROCEEDINGS

MR. BURDIN: Ladies and gentlemen, I think everyone is just about signed in. Good evening. My name is John Burdin. I'm the Planning Engineer with the First District of the Department of Transportation of the State of Florida.

My duty this evening is going to be real simple. I'm responsible for conducting these proceedings. Also representing the Department of Transportation today are Mr. Frank Black, Highway Engineer, and Mr. Andy Pandolfo, District Administration of Relocation Assistance, and they will be participating in these proceedings.

I'm sorry that we don't have someone from the Federal Highway Administration with us but they're pretty busy people and they weren't able to get here this evening.

This hearing is being held in the Auditorium, Hillsborough County Courthouse, in Tampa, Florida, 7:00 p.m., December 18, 1975. We are going to

4

them, we think, are necessary for your information. And in order to, maybe just keep you alert and help you understand some of the things we are saying, we have prepared a slide presentation. We hope that this helps you along and we will do our best to try to have something on that screen which will relate to what we are saying.

This hearing is being held in accordance with the Federal Aid Highway Act, 23 USC 101 et seq., including the 1968 Federal Highway Act, and Chapter 334.211, Florida Highway Code, and concerns the following Federal Aid Projects in Hillsborough County. Federal Aid Project No. H-6135(1). And this is State Project No. 10250-1510. This is State Road 676 (22nd Street Causeway) from the south approach of the McKay Bay Bridge east approximately 1.1 miles to State Road 45 (US 41); and Federal Aid Project No. U-011-2 (57). This is State Project No. 10060-1530. And this is State Road 45 (US 41) from the 36th Avenue South intersection north approximately 0.9 miles to the 23rd Avenue South intersection.

As each of you passed the registration desk, you were offered three pamphlets produced by the Department of Transportation.

The two larger brochures titled "Your Relocation", and "Coming Your Way," will be discussed later. The small pamphlets contain a map showing the location of the proposed projects and an article discussing the improvement and the alternatives considered. The pamphlet also contains an article titled, "The Federal-State Partnership in Highways." We recommend that you read this article, as it describes the cooperation between the Florida Department of Transportation and the Federal Highway Administration.

The Florida Department of Transportation must comply with the requirements of Section 102 (2) (c) of the National Environmental Policy Act of 1969. This Federal legislation establishes a broad national policy to promote efforts to improve the relationship between Man and his environment and provides that, to the fullest extent possible, the policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with these policies and goals.

Section 102 (2) (c) of the National Environmental Policy Act is designed to insure that environmental considerations are given careful attention and appropriate weight in the decisions of the Federal

Government. In accordance with the regulations for complying with this law, we have, in cooperation with the Federal Highway Administration, prepared an Environmental Statement in the form of a draft Negative Declaration of environmental impact. The Federal Highway Administration Division Administrator has approved this document for public availability.

Thus, the purpose of this hearing is twofold, first is the availability of the environmental statement to the public as announced in our notices for this hearing. The second purpose of the hearing is to provide a procedure designed to give all interested persons an opportunity to become fully acquainted with highway proposals of concern to them and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exists.

This hearing is being held to insure that an opportunity is afforded for effective participation by interested persons in the process of determining the need for and the location of a federal-aid highway and provides a public forum for these interested persons to express their views on the major highway design features, including the

social, economic, and environmental effects of the alternatives considered.

These projects are based upon the Tampa Urban Area Transportation Study Plan.

The Tampa Urban Area Transportation Study ~~Plan~~ has been in progress for a number of years. This study process is the result of the 1962 Federal Highway Act and is participated in by all levels of Government, Federal, State, and local, and is often referred to as the 3 "C" Planning Process, that is to say comprehensive, cooperative, and continuing. This means the plan is not cast in concrete, it is a cooperative effort between all levels of government, and is a continuing process that keeps in step with changing times and attitudes.

The projected traffic for 22nd Street Causeway and US 41, present a challenge for our highway engineers and point out an obvious interface between two transportation modes. The high volume movement of goods on the railroad across US 41 just south of the 22nd Street Causeway intersection, poses a considerable deterrent to the movement of people, goods, and services on the highway. The projected high volume

of turn^{ing traffic} at the intersection from ^{the} south to ^{the} west and ^{the} return ^{movement from the West back to the South} indicate the need for a grade separated design.

The Department of Transportation has been concerned with this situation for a number of years, and actually started formal studies during October 1973, and our preliminary findings toward a solution for this highway transportation problem were presented at a public meeting held April the 24th, 1974, at the Holiday Inn on US 41, just north of Interstate 4.

The purpose of this meeting was to exchange information -- to inform the public of our preliminary findings and to secure their comments in order that our recommendations would take into account the attitudes and opinions of the local citizens. The principle input from the public consisted of one question; why have you waited so long to get started? The answer, of course, lies in the Department of Transportation's lack of ability to fund a particular project. Due to the large number of transportation needs compared to the limited availability of funds, we are making every effort to qualify these projects for federal fundings assistance. One of the

requirements for federal assistance is the public hearing we are presently involved in. During our April 25th public meeting, we announced our intention to prepare the draft negative declaration of environmental impact and proceed to the formal public hearing as soon as practical. Since that time, there have been a number of changes and a proliferation of federal ^{resolutions and} ~~additions~~ of requirements, and due to these changes and additions of requirements, we have experienced a considerable delay. However, as we have previously announced, the Federal Highway Administration Division Administrator, has approved the environmental statement for public availability and we are now ready to present our findings for this study.

The material we have on display and the presentation you are seeing, has been prepared by the Department of Transportation District Planning Staff, and the engineer in charge is Mr. Frank Black. Mr. Black will now continue our presentation with his narration of the project study. Mr. Black.

MR. BLACK: Thank you Mr. Burdin. Ladies and gentlemen, as those of you who attended the informational meeting held on April 25th, 1974,

will recall, the department's presentation at that time consisted of eight design alternates, five for 22nd Street and three for US 41. At this early meeting one of the design alternates for 22nd Street, which proposed overpassing US 41 with 22nd Street, was discussed by the department as being unfeasible and would not function with the amount of traffic projected on US 41. The alternate of overpassing US 41 with 22nd Street was dropped from further consideration.

From the information received, your main concerns were: (1) ingress and egress from the abutting properties; (2) why the proposed improvement was not already constructed; and general comments. The department has re-evaluated the remaining seven design alternates and the presentation tonight will cover these design alternates.

The first set of slides will cover the four design alternates for 22nd Street Causeway Boulevard. The beginning of any alternate for 22nd Street will be just east of the Seabreeze Restaurant, and the alternate will traverse easterly to the intersection of US 41, and 22nd Street Causeway Boulevard.

The estimated traffic for 22nd Street Causeway Boulevard is based on historical traffic data. The 1973 Average Daily Traffic was projected at 12,160 vehicles per day. The 1980 ADT was projected to be 19,400. And this is based on the present street system. The 1980 ADT, based on future street system, is 9,820 vehicles. Now when we say future street system, these are representing the Palm River Expressway to the north and Interstate I-75 to the east. The design speed for 22nd Street Causeway Boulevard will be less than 50 miles per hour.

The first alternate to be presented is the Northern Alternate Rural Construction. The existing roadway would be overbuilt and re-surfaced for eastbound traffic. A new 24 foot roadway would be constructed 22 feet to the north of the existing roadway and would carry westbound traffic.

The Typical Section for this alternate is four lanes divided with a 22 foot raised median with open ditches as the drainage system.

VOICE: Excuse me, sir. Would you back those pictures up so we can understand them? You are going too fast. Those pictures don't mean anything to me. I can't see them in my mind.

doing that?

MR. BURDIN: Excuse me just a moment. Suppose we finish our presentation and then we'll take a recess and we'll be glad to explain it in as much detail as possible.

VOICE: Fine.

MR. BURDIN: These are the identical things that we have in the hall.

VOICE: Fine, okay.

MR. BLACK: The additional right-of-way required for this alternate is 60 feet and will be to the north of the existing roadway. The right-of-way cost for the alternate is \$315,750. The estimated cost for construction and engineering is \$309,950. The total estimated cost will be \$624,950. This particular alternate will displace six individuals, three families, and nine businesses.

The next alternate to be presented is the Southern Alternate Rural Construction. This alternate proposes overbuilding and re-surfacing the existing roadway for westbound traffic. A new 24 foot roadway would then be constructed 22 feet south of the existing roadway in order

for this alternate is basically the same as described for the Northern Alternate with the exception that the new 24 foot roadway which is located 22 feet to the south of the existing roadway. The additional right-of-way required for this alternate is 60 feet and is located to the south of the existing roadway. The right-of-way cost for this alternate is \$310,000. The cost for engineering and construction costs is \$392,700. The total estimated cost is \$702,700. This alternate will displace 19 individuals, 6 families and 7 businesses.

The third alternate to be presented is the Center Alternate Rural Construction. This alternate is centered along the existing line with new roadways in both directions, thereby causing a significant increase in construction cost. The previous two alternates were based on the consideration that one of the existing roadway ditches could be dressed and utilized in the proposed facility, however, under this concept involving all new construction, an additional 22 feet of right-of-way would be required for the additional ditches.

The effects of a central alignment on

acquisition of additional right-of-way are that an additional 41 feet would be acquired from each side, which would greatly increase property damage, court costs, right-of-way costs, and relocation of people and businesses. The right-of-way cost for this alternate is \$483,400. The estimated construction and engineering cost is \$601,700. The displaces ^{for} this alternate are 25 individuals, 9 families and 14 businesses. For this alternate the total cost would be \$1,085,100.

The fourth alternate to be presented tonight for 22nd Street is the Center Alternate Urban Construction. At this time, this is the Department's preferred alternate and represents a major divergence from the three rural alternates previously described since it advocates a facility which can be virtually constructed within the existing right-of-way. This alternate is centered in the existing right-of-way and features an enclosed drainage system. This drainage system includes gutters at the edge of the travel way which collects and conveys surface water to inlets, then to the underground storm sewer system.

The physical dimensions across the traveled ways are identical to the rural alternates, but it is the removal of the roadway ditches which allow this alternate to fit within the existing 100 feet of right-of-way width. Urban type of construction is more expensive than rural type construction and any alternate which incurred significant right-of-way cost, right-of-way damages, or displacements, would prove economically imprudent. Therefore, we have considered the center alternate to be the only viable urban alternate.

The only right-of-way cost for this alternate is the triangles required in the intersection returns; estimated at \$350. The construction and engineering cost is estimated at \$709,500. The total cost of this alternate is \$709,850. This alternate will have no displaces.

The next set of slides will cover the three design alternates for US 41. The beginning of the alternate along US 41 will be near Delaney Creek, and extend northerly through the intersection of US 41 and 22nd Street Causeway Boulevard, and end near 23rd Avenue South.

The estimated traffic for US 41 is based on historical traffic data. The 1973 Average

Daily Traffic was projected to be 26,560 vehicles per day. The 1980 Average Daily Traffic is 42,360. Now again, this is based on the present street system. The 1980 ADT on the future street system would be 25,320, with the year 2000 ADT increasing to 67,600. As I did on 22nd Street, the future street systems are the Palm River Expressway to the north and Interstate 75 to the east.

The design speed for US 41 will be more than 50 miles per hour.

All alternates for US 41 will provide an overpass at the Seaboard Coastline railroad track crossing, located south of the intersection, and six traffic lanes which are warranted by the design traffic volumes.

The first alternate to be presented is the Regular Diamond Interchange. This alternate includes the construction of a grade separated overpass at the Seaboard Coastline Railroad crossing on US 41, south of the intersection of US 41 and 22nd Street Causeway Boulevard, and the construction of a regular diamond interchange at the intersection. The alignment of this alternate is coincident with the existing alignment of US 41. The diamond interchange will require the

1 construction of two signalized intersections on
2 22nd Street at the ramp terminals in order to
3 handle the turning movements of the intersection.
4 Operationally, this concept should be considered
5 as marginally adequate and a definite need for
6 additional capacity is indicated.

7 If this Diamond Interchange is constructed and
8 the estimated traffic occurs as forecasted for 22nd
9 Street Causeway Boulevard, we can expect disrupted
10 operation of the interchange by the year 1985.
11 This disruption will be brought about by traffic
12 back-up, stopping for train traffic at the track
13 crossing on State Road 676, east of the interchange.
14 A grade separation will be required for this
15 track crossing at such time and ramp revisions
16 would become necessary in order to provide necessary
17 distance for proper vertical alignment.

18 The additional right-of-way required for
19 this alternate is 24 acres. The cost of this
20 additional right-of-way is \$2,167,125. The
21 construction and engineering cost for this alternate
22 is \$4,620,000. The total estimated cost is
23 \$6,787,125. The number of displacees for this
24 alternate are 78 individuals, 30 families, and
25 43 businesses.

1 The next alternate is a Tight-Diamond
2 Interchange on the Existing Alignment. This design
3 offers significant improvements in capacity as well
4 as right-of-way savings when compared with the
5 previously mentioned alternate. In this design,
6 two dual left-turn movements can be provided with
7 a substantially greater turning radius than can
8 normally be provided at an at-grade intersection
9 or with a regular diamond configuration. Another
10 very desirable feature of this alternate is the
11 ability to allow U-turn traffic from the ramp
12 frontage roads. The ability to provide for U-turn
13 movement which allows motorists to reverse their
14 direction of travel, is very important in congested
15 urban areas with commercial development adjacent
16 to the ramp-frontage roads.

17 The Tight-Diamond Interchange on the Existing
18 Alignment is the only alternate which will allow
19 future construction of a grade separation over
20 the Seaboard Coastline Railroad crossing east of
21 the interchange, without modification of the
22 eastern ramps during the railroad overpass
23 construction.

24 Use of this alternate would delay disruption
25 of the interchange by ^{or} the at-grade railroad crossing

1 to the ^{New} 1997, if the reconstruction of 22nd Street
2 Causeway Boulevard has not been completed by that
3 time.

4 The additional right-of-way for this alternate
5 is 15 acres. The cost is estimated at \$1,394,625
6 for this required right-of-way. The construction
7 and engineering cost for this alternate is \$6,050,000.
8 The total estimated cost for this alternate is
9 \$7,444,625. This particular alternate will
10 displace 32 individuals, 12 families and 14
11 businesses.

12 The third alternate to be presented for US
13 41 is the Tight-Diamond Interchange offset 132
14 feet to the east of the existing alignment. The
15 features utilized in this alternate are similar
16 to those utilized in the preceding alternate and
17 include the railroad grade separation and a tight-
18 diamond interchange at the 22nd Street Causeway
19 Boulevard intersection. This alternate differs
20 from the preceding alternate in that it utilizes
21 an alignment which is offset to the east of the
22 existing alignment in order to evaluate the effects
23 of acquiring all of the right-of-way from the least
24 developed side. The Department's evaluation of this
25 offset alignment is that this is not a viable

1 alternate for the following reasons.

2 The connecting points with the existing align-
3 ment were made at ground level for consideration
4 of safety. This had the effect of lengthening the
5 construction limits by approximately one half
6 mile, thus increasing the construction cost and
7 amount of right-of-way required.

8 The alternate would not allow ^{significant} sufficient
9 distance to overpass the Seaboard Coastline tracks
10 on 22nd Street Causeway Boulevard. Significant
11 distance for an overpass could have been provided
12 by offsetting the alignment to the west rather
13 than to the east, but since this would increase
14 the right-of-way costs and since an eventual grade
15 separation at the railroad would still be required
16 when the four lanes of 22nd Street Causeway
17 Boulevard becomes justified by the traffic demands,
18 it was not felt that such an alternate would be
19 warranted.

20 The offset alignment with its curved
21 connections results in an indirect and less safe
22 alignment which is economically unjustified and
23 which will have operational characteristics
24 nearly identical with the more preferable center
25 alignment. The offset alignment is not a viable

alternate is 28 acres with the cost of right-of-way being \$1,350,000. The construction and engineering cost of this alternate is \$6,816,370. The total estimated cost for this alternate is \$8,166,370. The number of displacees for this alternate is 45 individuals, 17 families and 20 businesses.

At this time, of the three design alternates presented for US 41, the Tight-Diamond Interchange on the Existing Alignment is the Department's preferred alternate. This next series of slides will show a comparison of the existing facility as seen from the air, to the Department's preferred alternate along the existing alignment. As you can see, the preferred alternate is compact in design, but yet it will still handle the anticipated increase in traffic capacity.

The next slide is an artist rendering of the Department's preferred alternate utilizing the tight-diamond interchange geometric and as you see, the rendering also shows the railroad grade separation just south of the interchange on US 41. This overall view shows how these two proposed improvements relate to each other. The proposed improvements are presently scheduled for construction to begin during the fiscal year 1978/79.

are provided ^{on} the State Finance Project as well as Federal Aid Projects. This program minimizes hardships to the persons involved, and avoids unnecessary delays to the highway program by coordinating these services with the people's needs and right-of-way clearance.

Studies are made on each proposed highway project to assure that there will be available housing meeting decent, safe, and sanitary standards. Such available housing must also be within the financial means of the persons being displaced. Primarily, this program is designed to help the relocatees find new places to live, a new farm, or a new business location, and to defray to the greatest extent possible, without regard to race, color, religion, sex, or national origin, the reasonable and necessary costs incurred by those required to move by highway construction.

Individuals, families, businesses, farm operations, or non-profit organizations that are to be displaced because of the acquisition of right-of-way on this project are entitled to certain relocation services and payments. These services and payments are ^{administered} ~~administered~~ by the right-of-way staff of the Florida Department of Transportation.

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Right-of-way acquisition should take place during the year prior to that.

With improvements such as these, disruption and inconvenience are always a major concern, especially to those who live along the existing facility. For those who are displaced, they fall into a category of either individuals, families, businesses, farms or non-profit organizations.

Mr. A. R. Pandolfo is the District Administrator of the Department's Relocation Assistant Program and will now continue the presentation on the benefits available through this program. Mr. Pandolfo.

MR. PANDOLFO: My name is A. R. Pandolfo. I am a member of the Right-of-Way Staff of the Florida Department of Transportation. My purpose here is to provide information on the Department's Relocation Assistance Program. To facilitate everyone's understanding of the benefits available, we have prepared slides and a recorded narrative to be presented at this time.

(Slides were shown along with the following narrative)
The State of Florida Department of Transportation is in full compliance with the Federal Uniform Relocation ^{Assistance} ~~Program~~ and Real Property Acquisition Policies Act of 1970. The services and payments

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and will be explained in detail to the persons to be relocated early enough to provide for orderly and tidy moves.

It is the policy of the State of Florida Department of Transportation that no person shall be displaced from his dwelling until he has acquired or has been offered adequate replacement housing that is ^{within his financial means and} available to him without regard to race, color, religion, sex, or national origin. Other statements of policy and more details pertaining to payments and other benefits are contained in the brochure, "Your Relocation," which is available here today.

Services. The Right-of-Way Staff is prepared to assist a relocatee in finding adequate replacement housing, in contacting lending agencies, and approved moving firms, and in processing claims for payment. He will assist the relocatee in any way within the law and his capabilities, to relocate into adequate replacement housing with the minimum of disruption to family or business routine.

Advisory services are available to all persons affected by highway construction, regardless of whether they are displaced. Payments for moving expenses. An individual, family, business, farm

operation, or non-profit organization is entitled to payment for actual, reasonable, moving expenses for a distance of not more than 50 miles in most cases, provided that he occupied his property at the time negotiations commenced for this property and the property is subsequently acquired by the Department.

The occupant of a residence, including mobile homes, may move and be reimbursed for actual expenses, or he may move according to a moving expense schedule. Payments for business moves -- an ^{eligible} owner of a business, or farm operation is entitled to payment for actual, reasonable moving expenses. Under certain circumstances, he may elect to receive a payment of not less than \$2,500, nor more than \$10,000, instead of moving expenses.

Payments for non-profit organizations. A non-profit organization is entitled to receive payment for actual ~~and~~ reasonable moving expenses. Under certain circumstances, a non-profit organization may be eligible to receive a \$2,500 payment instead of moving expenses. Under certain conditions, the owner/occupant of the dwelling for more than 180 days, may be entitled to a

replacement housing payment and other payments, the total of which may be up to but not exceeding \$15,000. A displaced tenant/occupant or owner/occupant of less than 180 days but more than 90 days, under certain conditions may be entitled to a replacement housing payment ^{of an amount} not to exceed \$4,000 to either rent or purchase adequate replacement housing.

There are many sets of circumstances under which the relocatee could be entitled to a replacement housing payment. Each situation will be evaluated and ~~the~~ ^{the} options will be explained to them personally by the Right-of-Way agent.

Increased interest payments. An owner/occupant of more than 180 days may be compensated for the additional expense encountered by paying higher interest rates for a new mortgage on the replacement property.

Incidental expenses. ^{An eligible} A relocatee who purchases a replacement dwelling, may be entitled to reimbursement of expenses incidental to the purchase. In other words, closing costs.

Appeal Procedures. In case the relocatee is dissatisfied with the ruling on his eligibility for relocation payments, or be approved for non-payment, he has the right of appeal. The appeal

procedures are fully explained in the brochure, "Your Relocation." After it has been determined which properties will be needed for the right-of-way ^{of} for this project, a representative of the Florida Department of Transportation will furnish each owner and tenant at the start of negotiations for individual parcels, with a copy of a brochure, "Your Relocation," and further details concerning the relocation assistance program. Each individual to be displaced will be contacted and ^{his housing} ~~and~~ ^{and recorded} requirements determined ^{for use in assisting him} to relocate.

A listing of ~~the~~ available Act of Housing in the project area will be maintained in a designated office. All relocatees will be given a written guarantee that they will not be required to vacate their dwelling or business for a period not less than 90 days from the date of the letter in which the guarantee is given, or until adequate replacement property is available for immediate occupancy.

A thirty-day vacation notice is also given to all relocatees at such time as the Department has control of the property ^{as} required. Control of the property means the day after the date of closing.

or in litigated cases, the date the monies were available to the principles of the parcel in the registry of the court. In any event, the 30-day vacation notice cannot expire prior to the expiration of the 90-day guarantee given in the letter discussed with the preceding slide.

You are cautioned not to jeopardize your eligibility for benefits by moving before the initiation of negotiations for your property.

An additional informational brochure entitled, "We May Be Coming Your Way," is available here. This booklet is designed to help you better understand our Right-of-Way acquisition procedures. (This concludes slide presentation).

MR. PANDOLFO: On the project 10250-1510, the alternate on Causeway Boulevard from US 41 to the south approach to the 22nd Street Causeway Bridge was selected. There will be no displacement of any kind.

For project 10060-1530, the Tight-Diamond Interchange, the Existing Alignment was selected. Approximately 32 individuals, 12 families, and 14 businesses, including 3 outdoor advertising signs will be displaced. There will be no displacement of farms or non-profit organizations.

1 The present real estate market reveals that there
2 are ample comparable resources to accomplish
3 the displacement caused by this project.

4 To accomplish the necessary relocation in an
5 orderly and humane manner will require approximately
6 nine months. It is estimated that during these
7 months, the real estate market will not have changed
8 significantly insofar as the present availability
9 is concerned.

10 The relocation assistance program is
11 administered from our office at 453 Fifth
12 Avenue, South, in St. Petersburg. Our telephone
13 number is 893-2591.

14 I shall be pleased to discuss specific
15 questions concerning individual relocation problems
16 during the recess or after the close of this
17 hearing. Anyone who did not obtain a copy of
18 the informational brochure entitled, "Your
19 Relocation," may receive a copy at the registration
20 desk at the close of the meeting. An agent
21 from the Department will contact each relocatee
22 to provide relocation assistance at the time an
23 offer is made for the property.

24 Copies of state and Federal Assistance
25 regulations are available for public inspection

1 assistance program.

2 The preliminary plans for the project have
3 been on display here in the Courthouse since
4 December 8, and representatives from the
5 Department of Transportation have been here for
6 an hour to answer questions and try to explain
7 the alternates. We sincerely hope that any
8 questions you might have had have been answered
9 during our presentation. We also realize that
10 you may wish to take another look at the plans
11 as a result of our presentation, and we are
12 going to take a brief recess for that purpose.

13 During the recess, we want to make sure your
14 questions are answered, and we have several people
15 from our District Planning Staff here to help
16 you. Questions about the location and design
17 alternates should be directed to Mr. Black. To
18 assist with questions about location and design,
19 we have Mr. Malcolm Whitman, our Route Studies
20 Engineer, Mr. Lewis Dykes is also a Route Studies
21 Engineer, and Mr. Dan Post is an Engineering
22 Technician. For those of you who have questions
23 about Relocation Assistance or Right-of-Way
24 Acquisition, Mr. Pandolfo will be available to
25 help you.

A-34

1 and copying at the Department of Transportation
2 Office in Bartow, Florida.

3 Thank you for your attention, and I turn the
4 meeting back to Mr. Burdin.

5 VOICE: Sir, could I ask one question of
6 you?

7 MR. BURDIN: I would prefer that you let
8 us wind this up. We've got about five minutes
9 and then we are going to take a recess. Mr.
10 Pandolfo will be available to answer questions,
11 or any other number of people here will be
12 available.

13 VOICE: Well, this is a question concerning
14 everybody in here really.

15 MR. BURDIN: Well then why don't we wait
16 until we finish with what we have to say. We
17 might accidentally answer it for you.

18 VOICE: Fine.

19 MR. BURDIN: Thank you. Ladies and
20 gentlemen, this completes our presentation. We
21 have described our procedure for complying with
22 the National Environmental Policy Act. The
23 location of the project and the major design
24 details have been discussed by Mr. Black. Mr.
25 Pandolfo has discussed the Department's relocation

1 Mr. Alan Shopmyer is an Environmental
2 Specialist, and will be available to answer
3 questions and discuss the draft environmental
4 statement. Mr. Bryan Williams is our public
5 information coordinator and we request that anyone
6 who wishes to make a presentation or otherwise be
7 heard, please see Mr. Williams and obtain an
8 information card so we can recognize you following
9 the recess.

10 I want you to know that we are not trying to
11 assemble a "CIA" type file on anyone, but sometimes
12 it is necessary for us to correspond with individua
13 who appear at our hearings and these cards are
14 very useful for that purpose.

15 As stated in our legal advertisement, this
16 hearing actually continues for ten days. This
17 time is provided in order for you to supply us with
18 your comments or furnish us additional information
19 in writing. We also realize that there are a
20 large number of people who do not wish to speak at
21 public gatherings, but would respond by mail if
22 the opportunity were provided.

23 At this time I think we will recess until
24 eight o'clock.

25 (Recess was held)

MR. BURDIN: Ladies and gentlemen, this hearing is in session. In preparation for this hearing and in compliance with the Florida Statutes, we mailed out approximately 130 notices to property owners who we thought would be affected by this project or by the ^{alternatives} ~~property~~ that was considered. In addition to that, we sent notices of this hearing to all the elected officials and the ^{majority of} ~~representatives~~ ^{ed ones} in Hillsborough County. According to our registration desk, we have some 51 people signed in. I don't know whether there is anyone that didn't sign in or not. I think this shows that there is a good interest in this project and I certainly appreciate all of you taking the time out from the things that you do to come here and meet with us to help us with this project.

At this time we have received some cards from people who wish to be heard and be on the part of the official record of this hearing. I am going to call their names and when they come up to the microphone, I would appreciate it if you would repeat your name and if you represent anyone other than yourself, would you please tell us that, too. If there is any ^{other} service we can be

to you, maybe get you some more detailed information, we will certainly try.

At this time, the first card I have is Howard Smith.

MR. SMITH: My name is Howard Smith. My question has been answered, but I think it concerns some other people, so I will go ahead and say what it was. I have a place on Causeway Boulevard, and I was concerned -- they are not taking any property, but they are building sidewalks and things right up to my property line, taking my ditch away. This is all of our drainage. So I was concerned on this, but some man outside told me that any ditch coming to it, they would be forced to have a drainage outlet to it. So, this is a real concern to me, because this is our only drainage out there.

MR. BURDIN: That's right, Mr. Smith. The alternate that we are recommending will have an enclosed drainage system. It will be underground, ^{Street} Mr. William Courser.

MR. COURSER: My name is William Courser, I am the Chairman of the Tampa Urban Area Transportation Study of the Citizen's Advisory Committee. At our recent meeting, the Citizen's Advisory

Committee reviewed the proposed improvement and recommended that the DOT go ahead and complete this improvement. It's a very valuable improvement to the area to move traffic in the City of Tampa south and east. In addition, we do feel that after this is completed, some studies should be given to the possibility of ^{facilitating} ~~and~~ moving the traffic from the bridge north to Adamo Drive.

MR. BURDIN: Thank you very much, Mr. Courser. Mr. Arthur Jaeb.

MR. JAEB: My name is Arthur Jaeb. I would like to know which alternate on this -- on US 41 -- which alternate was it the one that the Department of Transportation was interested in?

MR. ~~BLACK~~ ^{Burdin}: Right now we favor the center alternate. The one that goes right down the middle.

MR. JAEB: Right down the middle with 116 people on each side?

MR. BLACK: That's the minimum, that's the minimum right-of-way.

MR. JAEB: That's the minimum right-of-way?

MR. BLACK: Yes, sir.

MR. JAEB: Also I would like to know what method the Department of Transportation used in determining the cost of right-of-way is for us

acquisition of land and business displacement?

MR. BURDIN: Mr. Jaeb, we use methods that are developed by the appraisal profession. We go through the same process. We do not feel that at this stage of the game it would be warranted to have an official appraisal made since the right-of-way acquisition is still two years or more away. These appraisals would not be valid. But we do have people who are trained in the business of making land appraisals and we use the procedures that they do.

MR. JAEB: I see. In other words, nothing fixed?

MR. BURDIN: Absolutely. Mr. Martinez.

MR. MARTINEZ: Michael Martinez. My question is you people are proposing the center alternate to the 22nd Street, the cost was about \$702,000. Looking at the charts cut there, the northern alternate is somewhat cheaper, about \$78,000 cheaper. In the interest of everybody concerned, and myself as a taxpayer, it looks like this is a cheaper route. Why are you people going the other way.

MR. BURDIN: In this particular instance, one of the overriding factors is the disruption of property to acquire that additional right-of-way

1 when the facility can be built substantially less.
 2 If we go into acquiring that additional right-of-way,
 3 we ~~would~~ ^{would} build a ~~project~~ ^{project} that would be
 4 moderately and in the overall scope of what we
 5 are trying to get accomplished, I don't believe
 6 that the disruption of this property out there would
 7 be warranted. In other words, what we're saying
 8 is that we have enough right-of-way out there to
 9 build the project that will do the job, and any
 10 time that we can accomplish this, we do try.

11 MR. MARTINEZ: But wouldn't this give you
 12 the right-of-way to expand ^{if} the flow of traffic
 13 ~~to~~ ^{would} warrant such expansion?

14 MR. BURDIN: I think the traffic projection
 15 that we have for this particular project is based
 16 on a very detailed study, ^{the Tampa Urban Area Transportation Study}. The indications are
 17 that the traffic we have can well be accommodated
 18 on a four-lane ^{facility} ~~construction~~.

19 MR. MARTINEZ: You are talking about the
 20 traffic at present?

21 MR. BURDIN: No, the traffic is projected
 22 for the year 2000. I believe it's in the
 23 neighborhood of 26000.

24 MR. MARTINEZ: Thank you.

25 MR. BURDIN: Thank you very much. We appreciate

1 your comments. I think they are well taken.
 2 Ladies and gentlemen, this completes the cards
 3 that we have filled out. Is there anyone else
 4 that would like to come up and make a statement?
 5 We would be happy to have you do so, and immediat
 6 Mr. Williams will look you up and have you fill
 7 out a card afterwards.

8 MRS. MEYER: My name is Dorothy Meyer,
 9 M-e-y-e-r. I own some property right off of 41
 10 on the west side. What I want to know -- my
 11 property is C-2 property and when this comes
 12 with the bank in back of my house, this damage
 13 to my property, what chance does it have of
 14 being C-2 property?

15 MR. BURDIN: That's a question that we would
 16 have to refer to your local zoning board, and
 17 if you would get with Mr. Williams and fill that
 18 card out, we'll certainly contact them. They
 19 won't write you, but we'll write you and tell
 20 you what they told us.

21 MRS. MEYER: I mean they can call it C-2, bu
 22 as far as value, is what I mean. And then these
 23 mobile homes, when they are moved, they can't
 24 put any more there, so you have to be so far from
 25 the road and so forth, can you even use the propert

1 later?

2 MR. BURDIN: If that turns out to be the case,
 3 those ^would be considerations that would be made
 4 in the appraisal. Our estimates for this right-of-
 5 way acquisition are based upon procedures developed
 6 by the appraisal profession. One of the overriding
 7 features or factors in making such an appraisal is
 8 the legal use ^{that} ^{of} ^{the} ^{existing} land. That remaining
 9 property is going to have some value, but if it
 10 no longer has a value for its present zone
 11 classification, then that ~~value~~ becomes a factor
 12 in estimating the amount of damages that would
 13 be due to you. If you are not able to get an
 14 answer from your local zoning board, we would
 15 be happy to go see them and try to get an answer
 16 for you if you want us to?

17 MRS. MEYER: They can tell you later on what
 18 you can use it for?

19 MR. BURDIN: I think they can tell you what
 20 would happen with that particular parcel after
 21 we had taken so much of it to build the highway
 22 improvement. They would tell you whether -- what
 23 you could do with it. Right now, that's as far
 24 as I can go with it.

25 MRS. MEYER: But it definitely wouldn't have

1 a value of C-2?

2 MR. BURDIN: It definitely would have a
 3 tremendously reduced value. I'm confident of that.

4 MRS. MEYER: I mean, I hate to be a fuss
 5 budget, but I mean, it's my property, and I know
 6 it wouldn't have the same value.

7 MR. BURDIN: If I was in your shoes, I'd
 8 probably be a fuss budget, too. I think your
 9 question is well taken and we will do our best
 10 to find out just what the situation is.

11 MRS. MEYER: Thank you very much.

12 MR. BURDIN: Thank you. Is there anyone
 13 else.

14 VOICE: Do you have a timetable --

15 MR. BURDIN: The question from the floor --
 16 I was going to go over this again, but this is a
 17 good opportunity to do it. Right now we project
 18 that monies will be available, and this is based
 19 upon state funds and federal funds, and of course,
 20 federal funds are based on Congress. And the
 21 present anticipation of federal funds is that
 22 their money and the states money put together
 23 will be enough to build this project during
 24 the fiscal year 1978-1979. Now, the right-of-way
 25 would have to be cleared before that could start.

1 So we would say that a nine-month process for
2 relocation assistance, for example, then the
3 right-of-way phase will begin in the previous
4 fiscal year, and of course, that would be July
5 the 1st, 1977. That would be the earliest date
6 that we would start anything based upon our
7 current schedule. Please bear in mind that
8 our schedules have to be qualified because this
9 is not money in the bank, this is money we think
10 we are going to have in that particular fiscal
11 year.

12 Is there anyone else who would like to be
13 a part of this or have their presentation as part
14 of this record? If not, ladies and gentlemen, if
15 you would bear with me, I would like to read just
16 a brief closing statement.

17 The transcript of the ^{oral} ~~whole~~ proceedings of
18 this hearing and copies, or reference to written
19 statements or exhibits, together with copies or
20 reference to materials made available before the
21 hearing will be available for public inspection
22 and copying not later than the date the transcript
23 is forwarded to our Federal Aid Department for
24 further action. The above-mentioned material will
25 be on display at the State of Florida Department

1 your coming here and listening and watching what
2 we have come up with, to spend your highway tax
3 dollars. We think it's a valid and vital
4 improvement, and we look forward to the day when
5 we can all go from US 41 to the new 22nd Street
6 Causeway Bridge without having a traffic signal.
7 Good Day.

1 of Transportation District Office in Bartow,
2 Florida.

3 If anyone wishes to submit written statements
4 or other exhibits in place of, or in addition to
5 oral statements, they may do so. Written
6 statements and exhibits will be accepted and
7 recorded as part of this hearing if mailed before
8 December 29, 1975 to Mr. C. W. Monts De Oca,
9 District Engineer, Department of Transportation,
10 Post Office Box 1249, Bartow, Florida. The
11 zip code is 33830.

12 This is the same address that's in the
13 little pamphlet that you've been given, and it's
14 shows at the bottom of the article ^{about} ~~that~~ the
15 Federal, State, Partnership in ~~and~~ Highway. Those
16 of you who may wish to inquire about relocation
17 assistance, their address that Mr. Pandolfo gave
18 you and their telephone number is stamped on
19 both, "Your Relocation," and "Coming Your Way,"
20 brochure.

21 There being no one else present wishing to
22 ask a question or make a statement, I hereby
23 close this hearing.

24 Ladies and gentlemen, I'd like to repeat what
25 I said when we ended the recess. We do appreciate

CERTIFICATE OF REPORTER

1 STATE OF FLORIDA)
2)
3 COUNTY OF HILLSBOROUGH)

4 I, Ken Kirkland, Certified Shorthand
5 Reporter and Notary Public, State of Florida
6 at Large,

7 DO HEREBY CERTIFY that I was present
8 at the foregoing hearing at the time and
9 place set forth in the caption thereof;
10 that I was employed to and did stenographically
11 report the proceedings; and that the foregoing
12 pages, numbered 1 through 44, inclusive,
13 constitute a true and correct transcript
14 of said proceedings.

15 IN WITNESS WHEREOF I have hereunto
16 affixed my official signature and seal of
17 office this 3rd day of December, 1975,
18 at Tampa, Hillsborough County, Florida.

19 Ken Kirkland
20 Ken Kirkland, C.S.R.,
21 Notary Public,
22 State of Florida at Large

23 My commission expires 1/16/78

24 Notered by Nancy L. Campbell



A Resolution by the Tampa Urban Area Transportation Study Citizen Advisory Committee to the Florida Department of Transportation Concerning Extension of the Four-laning of the 22nd Street Causeway

WHEREAS, The traffic flow on 22nd Street from the southern end of the bridge project to US 41 is hampered by a bottleneck situation in this area, and

WHEREAS, Many traffic accidents have occurred at the at-grade intersection of 22nd Street and US 41, as well as the intersection of 22nd Street and the railroad tracks to the east of that point, perhaps resulting in loss of life, and

THEREFORE, LET IT BE RESOLVED, That the Tampa Urban Area Transportation Study Citizen Advisory Committee recommends that the Florida Department of Transportation extend the four-laning of the 22nd Street Causeway from the end of the current bridge project to US 41 and beyond, to include a grade separation at US 41 and the railroad tracks,

AND, LET IT BE FURTHER RESOLVED, That the Tampa Urban Area Transportation Study Citizen Advisory Committee recommends that the project be constructed as soon as possible, and also, a study should be performed to determine methods to facilitate the movement of traffic from the north end of the 22nd Street Causeway to Adamo Drive.

RECEIVED

DEC 18 1975

R. O. J. PUBLIC HEARING

12-18-75

THE TAMPA TRIBUNE

Published Daily
Tampa, Hillsborough County, Florida

City of Hillsborough

Before the undersigned authority personally appeared R. F. Pittman, who on oath says that he is General Manager of The Tampa Tribune, a daily newspaper published at Tampa in Hillsborough County, Florida; that the attached copy of advertisement being a Legal Notice PUBLIC NOTICE in the matter of HIGHWAY LOCATION AND DESIGN PUBLIC HEARING.

published in said newspaper in the issues of December 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 1975

Affiant further says that the said The Tampa Tribune is a newspaper published at Tampa, in said Hillsborough County, Florida, and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each day and has been entered as second class mail matter at post office in Tampa, in said Hillsborough County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm, or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Ad Adonau

sworn to and subscribed before me, this 18th day of December, A. D. 1975.

(SEAL)

By Commission Expires Feb. 11, 1979

B.I. No. 113276
State Job No. 10250-1510
F.A.P. No. M-6135(1)
SR 676 (22nd Street Causeway) from the south approach of the McKay Bay Bridge east approximately 1.1 miles to SR 45 (US 41)

AND

B.I. No. 113218
State Job No. 10060-1530
F.A.P. No. U-011-2(57)
SR 45 (US 41) from the 36th Avenue South intersection north approximately 0.9 miles to the 23rd Avenue South intersection

"I certify that at the time and place mentioned herein, I presided over a public hearing for the above mentioned projects which was conducted relative to the location and design, its impact on the environment, and its consistency with the goals and objectives of such local planning as has been promulgated by the communities and that a transcript was made and the same has been transcribed. Certain exhibits and written statements were presented during the hearing or subsequent to the hearing as provided for, and these exhibits or written statements have been copied. I further certify that the attached is a full, true, and complete transcript of what was said at said hearing."

John W. Burdin
(Signature)
John W. Burdin, P.E.
District Planning Engineer

"I certify that I am District Engineer of the First District of the Department of Transportation of the State of Florida and that the transcript of the public hearing for the above mentioned projects heretofore conducted regarding the economic and social effects of such a location and design and its impact on the environment has been read and reviewed by me this 6th day of January, 1976."

C. W. Monte De Oca
(Signature)
C. W. Monte De Oca, P.E.
District Engineer

THE TAMPA TRIBUNE

Published Daily
Tampa, Hillsborough County, Florida

State of Florida
County of Hillsborough

Before the undersigned authority personally appeared R. F. Pittman, who on oath says that he is General Manager of The Tampa Tribune, a daily newspaper published at Tampa in Hillsborough County, Florida; that the attached copy of advertisement being a Legal Notice

in the matter of NOTICE OF PUBLIC NOTICE - HIGHWAY LOCATION AND DESIGN PUBLIC HEARING OF PROJECTS LISTED HEREIN.

was published in said newspaper in the issues of November 13 and December 8, 1975.

Affiant further says that the said The Tampa Tribune is a newspaper published at Tampa, in said Hillsborough County, Florida, and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each day and has been entered as second class mail matter at post office in Tampa, in said Hillsborough County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm, or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Ad Adonau

Sworn to and subscribed before me, this 18th day of December, A. D. 1975.

(SEAL)

By Commission Expires Feb. 11, 1979

PUBLIC NOTICE
HIGHWAY LOCATION AND DESIGN PUBLIC HEARING

Notice is hereby given that the State of Florida Department of Transportation will conduct a public hearing in the Auditorium, located on the Third Floor of the Hillsborough County Courthouse at Tampa, Florida, on December 18, 1975, beginning at 7:00 p.m.

The hearing is being held to afford interested persons the opportunity to express their views concerning the location and design and the social, economic, and environmental effects on the location and design of the following highway projects: State Project No. 10250-1510 (SR 676 (22nd Street Causeway) from the south approach of the McKay Bay Bridge east approximately 1.1 miles to SR 45 (US 41) and

State Project No. 10060-1530 (Federal Aid Project No. U-011-2(57) SR 45 (US 41) from the 36th Avenue South intersection north approximately 0.9 miles to the 23rd Avenue South intersection).

The location of the project is illustrated in the accompanying maps, drawings, and other pertinent information developed by the Department, including the Draft Negative Declaration of environmental impact, along with any views received from any of the state, federal and private agencies, and their advisory groups will be available for public inspection and copying in the lobby of the Hillsborough County Courthouse for ten (10) days prior to the date of the hearing.

Department of Transportation representatives will be available at the site of the hearing for and

Representatives of the Department will make a presentation beginning at 7:00 p.m. There will be an opportunity for the public to present their views on the project and to discuss the project with the Department's representatives. Through the hearing and any other means, the public will be afforded full opportunity to express their views and have their views on matters pertinent to the project, including technical, economic, ecological and environmental matters, and other pertinent facts and statements should be submitted in writing.

Written statements and exhibits may also be submitted to be documented as part of the hearing process by the undersigned within ten (10) days subsequent to the date of the hearing.

Highway location and tentative construction scheduling will be discussed in Department's Transportation Advisory Assistance Program will also be discussed.

This public hearing is being held pursuant to the Federal Aid Highway Act, 23 U.S.C. 101 et seq. 102, 315, Section 204, 204(1) and 204(1)(1) of the Department of Transportation Act, 49 U.S.C. 102 (c) and (d) 1037 (c) (1), 49 CFR Section 1.4 (b) 2 CFR Section 1.02, and Chapter 234.211 of the Florida Highway Code.

C. W. Monte De Oca, P.E.
District Engineer
Florida Department of Transportation
Post Office Box 1279
Tampa, Florida 33630

