

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

FLORIDA DEPARTMENT OF TRANSPORTATION

FINAL *EIS*  
ENVIRONMENTAL STATEMENT

ADMINISTRATIVE ACTION

for

State Job Nos. 10260-1502, 10210-1503, 14050-1511  
Federal Aid Project No. F-036-1(4)  
Hillsborough & Pasco Counties

The improvement of U.S. Highway 301 to a multi-lane facility from Interstate 4 east of Tampa north 22.9 miles to 4-lane section north of Zephyrhills.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, USC. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)  
PUBLIC LAW 91-190

\_\_\_\_\_  
Date

\_\_\_\_\_  
Director  
Division of Transportation Planning  
Florida Department of Transportation

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

*Feb 20, 1973*  
Date

\_\_\_\_\_  
Signature of FHWA Reviewing Official

## SUMMARY SHEET

### 1. Administrative Action

Final Environmental Statement

### 2. Description of Proposed Improvement

U.S. Highway 301 in the State of Florida traverses the state from Sarasota northerly to the Florida - Georgia State line just north of Jacksonville by way of Tampa, Zephyrhills and Ocala.

The proposed improvement involves four-laning the portion of U.S. Highway 301 between Tampa and Zephyrhills and is 22.9 miles in length. This portion of the U.S. 301 facility functions as a minor arterial route.

### 3. Probable Environmental Impact

The proposed improvement will provide a safe and efficient transportation facility. It should have no significant effect on wildlife behavior within the study area. There will be no involvement with those lands described in section 4(f) of the Department of Transportation Act. The proposed improvement will not disrupt any established community, or any existing land use pattern that might exist. It will be necessary to displace some homes and businesses but these have been held to a minimum by the utilization of the abandoned railroad right-of-way paralleling the existing facility on the east.

### 4. Alternatives

Four alternatives were considered including a "do nothing" alternative for this proposed improvement. The alternatives were analyzed on the basis of both engineering and ecological feasibility.

5. (a) The following is a list of agencies from whom comments have been solicited:

Interim Regional Coordinator (Environmental Protection Agency)  
Department of the Interior (Deputy Assistant Secretary for Programs)

U.S. Department of Agriculture  
State Conservationist, U.S. Department of Agriculture  
U.S. Army Corps of Engineers  
Department of Transportation, Federal Railroad Administration  
State Planning and Development Clearinghouse (For Distribution to State Agencies)  
Tampa Bay Regional Planning Council (For Distribution to Local Agencies).

- (b) Of the agencies from which comments were solicited, the following have submitted comments:

State Conservationist, U.S. Department of Agriculture  
Tampa Bay Regional Planning Council

6. Date to CEQ: 2-16-72

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NORTHERN TERMINUS OF  
PROPOSED IMPROVEMENT

PASCO COUNTY

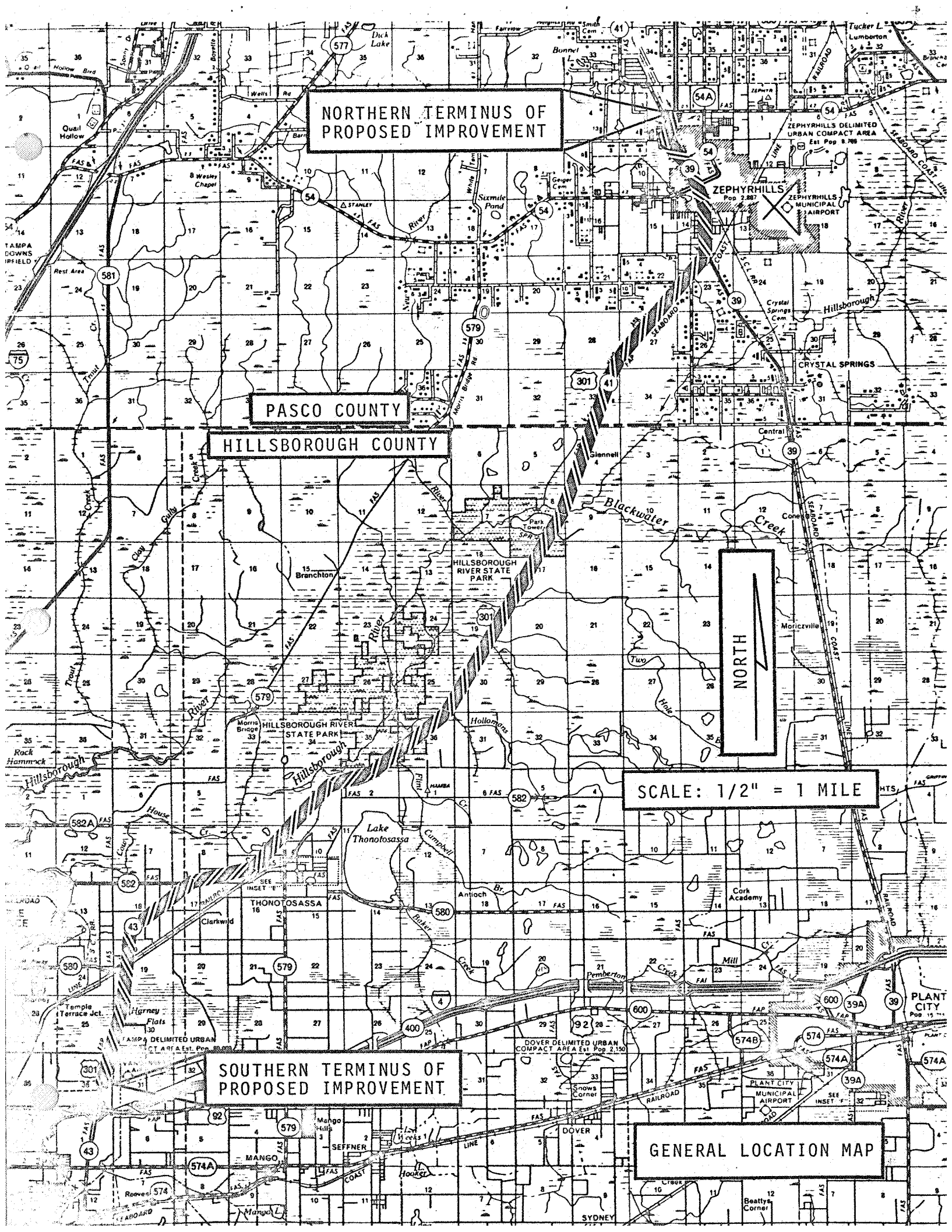
HILLSBOROUGH COUNTY

NORTH

SCALE: 1/2" = 1 MILE

SOUTHERN TERMINUS OF  
PROPOSED IMPROVEMENT

GENERAL LOCATION MAP



DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
PURSUANT TO SECTION 102(2)(c), P.L. 91-190

Project Reference: State Job Nos. 10260-1502, 10210-1503,  
14050-1511  
Federal Aid Route No. 36  
State Road 41 and 43, U.S. 301  
Hillsborough and Pasco Counties, Florida

PURPOSE AND SCOPE

The purpose of this environmental impact statement is to analyze the effects of the proposed project on the natural and social environment of the region through which it passes. The natural environment is defined in this statement as the components of the earth's life support system: air, water, soil, plants, animal life, etc. The social environment is described, herein, as any human society and its various social and economic components.

DESCRIPTION OF PROPOSED PROJECT AND VICINITY

U.S. Highway 301 is a north-south federal highway serving the southeastern coast of the United States. Within the State of Florida, U.S. 301 serves as a principal arterial route from north of Jacksonville to Gainesville. From Gainesville, the classification changes to a minor arterial route and serves the state southward to Sarasota by way of Ocala and Tampa. The proposed project involves the portion of the route from Tampa northerly to Zephyrhills and is 22.9 miles in length. Improvement of this portion of the existing facility will connect the existing four-laned section north of Interstate 4 with the existing four-laned section north of the

city of Zephyrhills.

Projected traffic volume data indicates the need for multi-laning this facility, as the estimated 1997 average daily traffic projection is 22,360 vehicles. The projected traffic for 1979, two years after the projected completion of construction is 11,220 average daily vehicles.

Right-of-way width along the existing route varies from 200 feet in the southern portion to 100 feet in the northern portion. The proposed improvement will require a minimum right-of-way width of 200 feet in the rural section and 100 feet in the urban section.

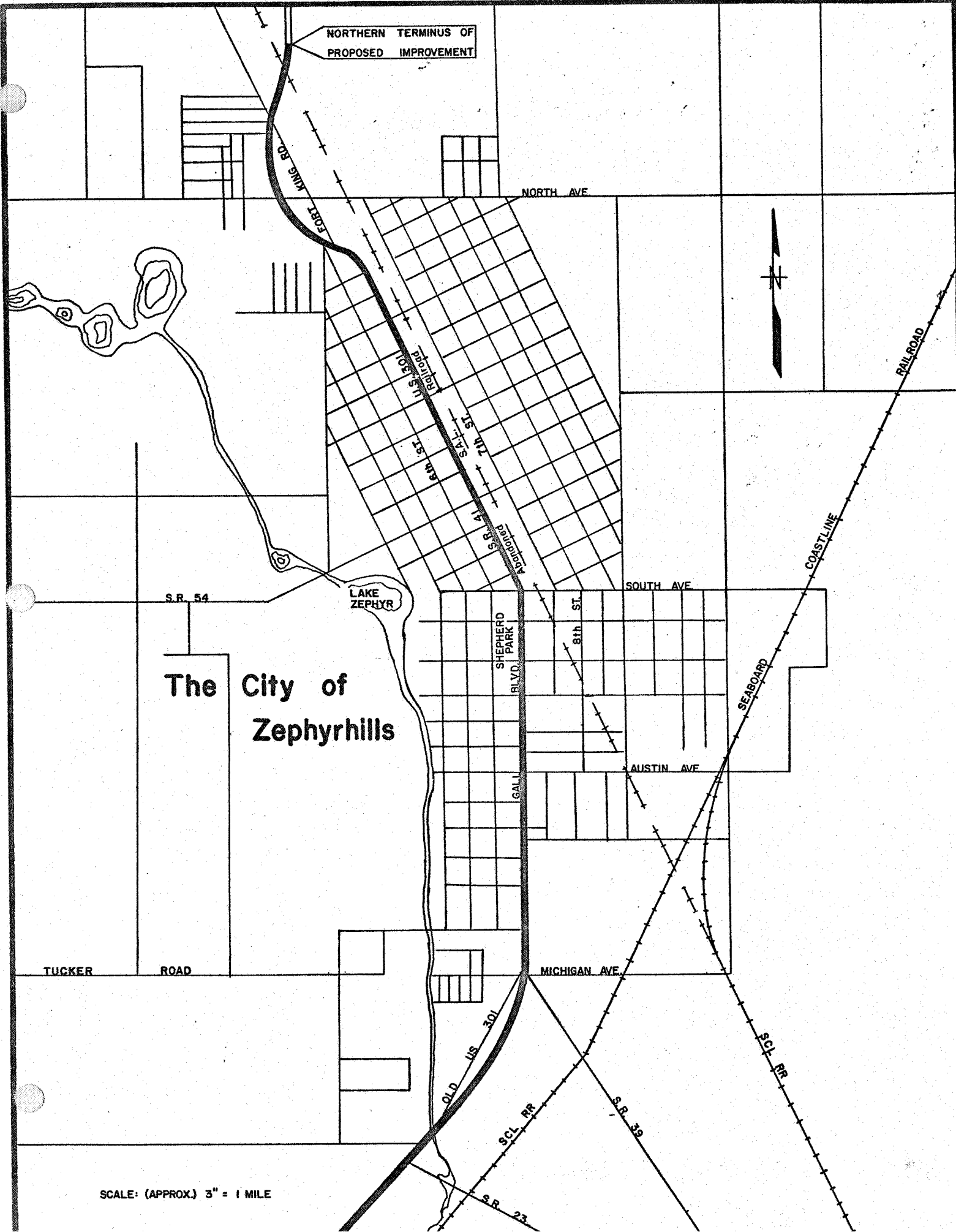
U.S. Highway 301 is a State and Federal primary highway. The right-of-way is not controlled access and the type of service to be provided is General Land Service.

The Department's first annual update of the "Plan for Florida's Principal Highway and Street Systems, 1970-1990", indicates that this portion of U.S. 301 is to be improved to a four-laned facility within the frame work of the 1970-1975 budget.

Along this portion of the existing facility, five stream crossings are involved. They are Flint Creek, Holloman's Branch, Hillsborough River, Two Hole Branch, and Black Water Creek. The Hillsborough River is the most significant crossing of the above mentioned.

The proposed facility will be rural except the portion through the City of Zephyrhills.

The City of Zephyrhills is an urban community, (see map on next page), and serves the surrounding highly developed agricultural areas. The City of Zephyrhills lies on the northerly end of the proposed facility and is a small town of 2 square miles with an



SCALE: (APPROX.) 3" = 1 MILE

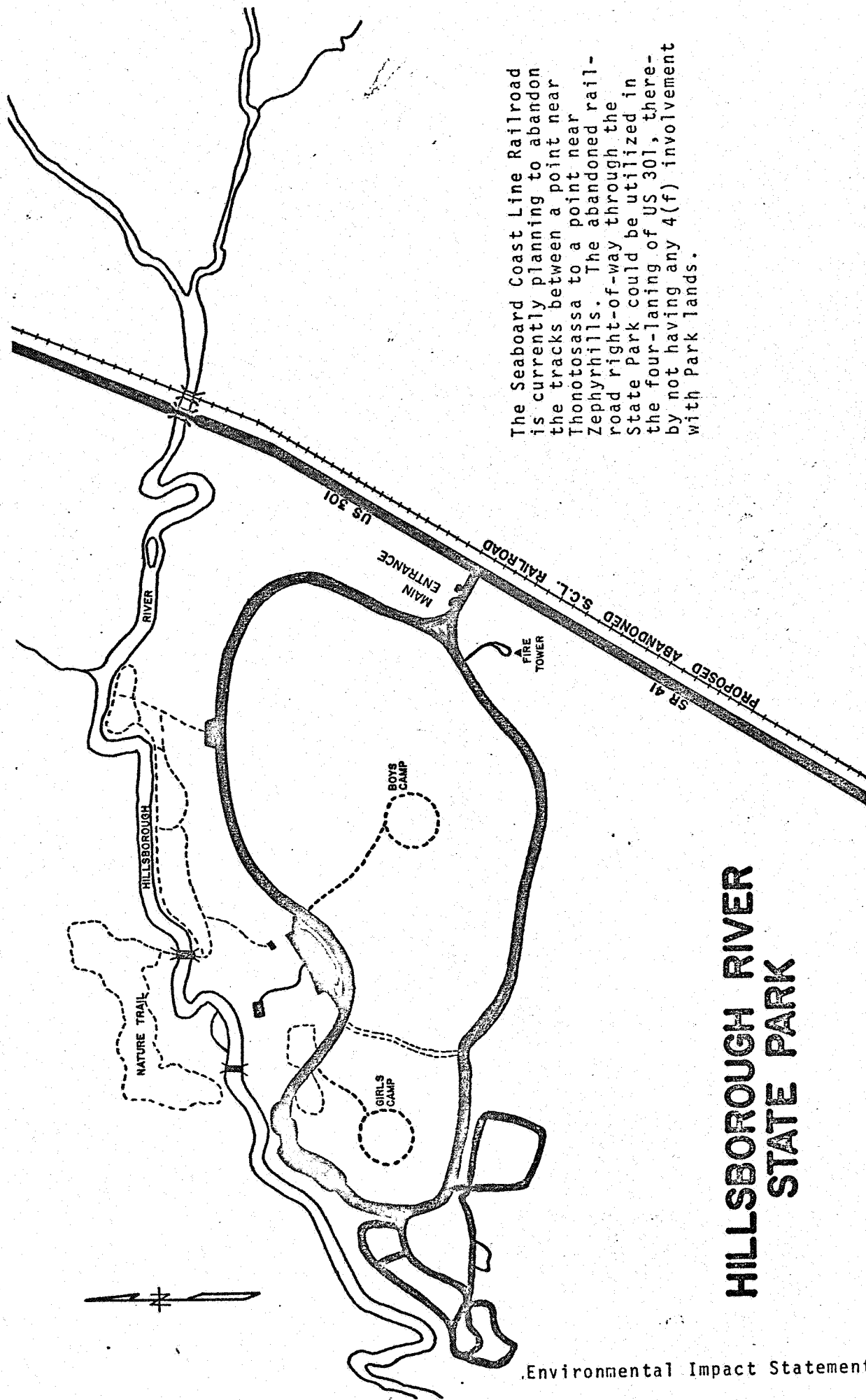


estimated population of 5,000. Citrus groves, cattle ranches, dairy and poultry farms, as well as light truck farms are to be found in the surrounding areas of Zephyrhills.

Agricultural endeavor is the predominate feature of the area affected by this proposed project, particularly in the northerly and easterly portions. The great majority of the land suitable for agricultural use is being so used. There are some land areas of considerable size that are not suitable for agricultural usage because they are low and subject to flooding for long periods of time. The largest area of this type of land lies on either side of the Hillsborough River and occupies the center portion of the study area. This area contains approximately 30 square miles. Another area of smaller size (2 square miles) lies in the southeast portion of the study area and is known as the Harney Flats.

Just west of the existing facility in the northern part of Hillsborough County, lies the Hillsborough River State Park. This park contains a land area of 2,810 acres and was visited by 239,119 persons during 1969. Access to that portion of the park developed for public use can be made only by Highway 301. See map on next page. At the present time, a considerable amount of work is planned by the Southwest Florida Water Management District in the central and southern portion of the study area on the west side of the existing alignment. The basic aim of the work planned by this agency is flood relief and water conservation.

The major flood relief facilities as planned for this area consist of the Tampa By-Pass Canal and the lands which the Water Management District has already acquired for eventual use as a flood detention area (called Lower Hillsborough Flood Detention Area).



The Seaboard Coast Line Railroad is currently planning to abandon the tracks between a point near Thonotosassa to a point near Zephyrhills. The abandoned railroad right-of-way through the State Park could be utilized in the four-laning of US 301, thereby not having any 4(f) involvement with Park lands.

## HILLSBOROUGH RIVER STATE PARK

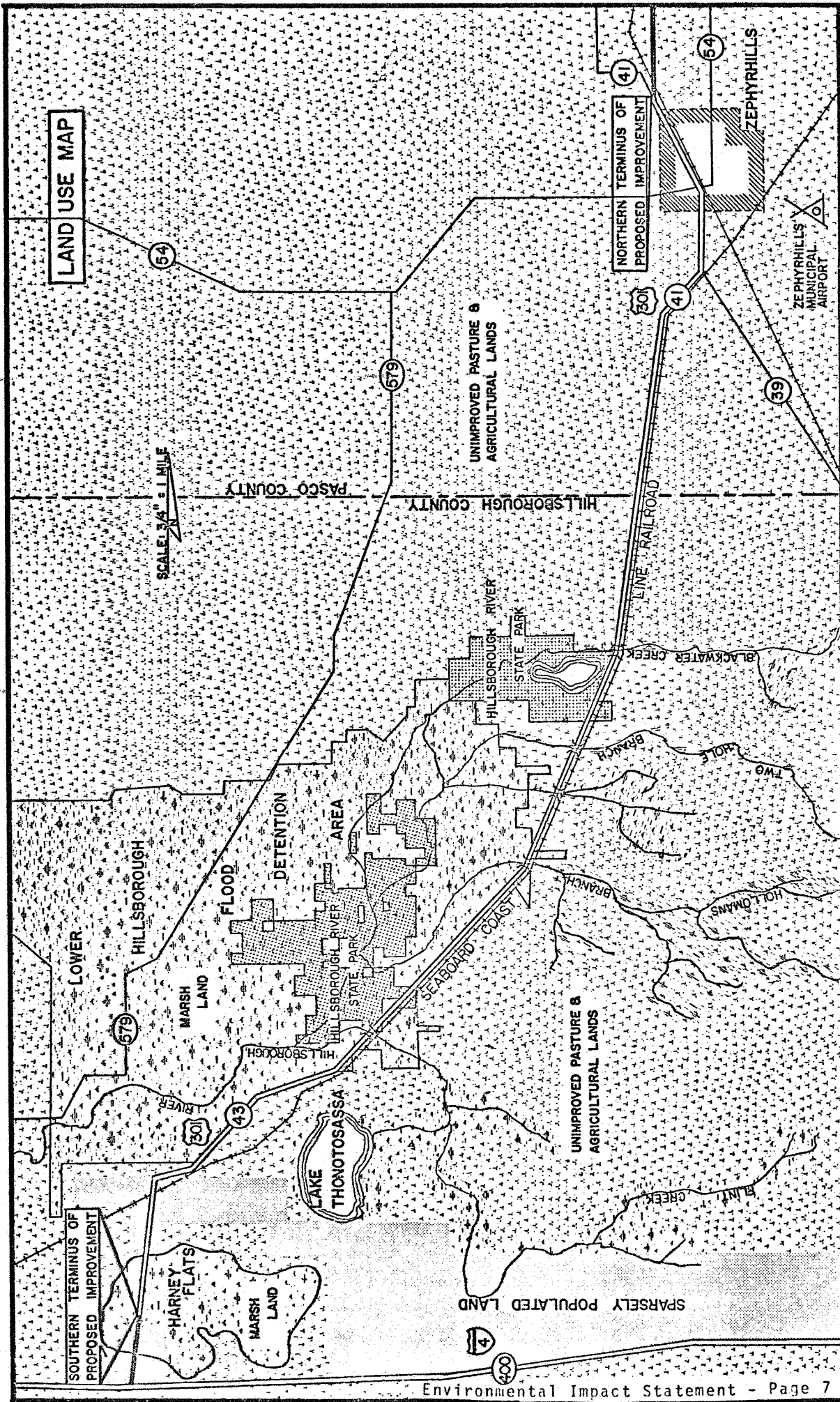
The flood relief operation will function in the following manner: during flood seasons, dams on the Hillsborough River will hold flood waters temporarily backed up in the flood detention area until the flood waters can be disposed of under controlled conditions through the by-pass canal to the east of Tampa; this will be in contrast to the past periodic flooding along the down stream river channel which goes through the Tampa Urban Area.

The flood detention area, which also will be used for ground water recharge, is a 28.5 square mile tract of land. This area is bounded on the south and east by the existing alignment of highway 301 and occupies a large part of the low lying areas along the Hillsborough River. A portion of the aforementioned state park is within this Lower Hillsborough Flood Detention Area. In addition to flood relief, this area is planned for recreational and wildlife conservation use.

The proposed highway improvement will not directly affect the Southwest Florida Water Management District, since no right-of-way will be taken from the west side of the existing facility. See land use map on next page.

The "1968 Highway Functional Classification Systems", has classified this section of U.S. 301 as a "Minor Arterial" highway. The functions of such a facility indicate that the route would serve intercity and intercounty rather than cross-state traffic.

The "Tampa Bay Regional Highway Study-Interim Plan for 1985" indicates the portion of U.S. 301 being improved is an arterial highway of regional significance. A summary report of the Tampa Urban Area Transportation Study entitled "The Principal Street and Highway Plan - 1985" indicates that this route should be improved



**LAND USE MAP**

SCALE 3/4" = 1 MILE

SOUTHERN TERMINUS OF PROPOSED IMPROVEMENT

HARNEY FLATS  
MARSH LAND

LOWER

HILLSBOROUGH

MARSH LAND

FLOOD DETENTION AREA

LAKE THONOTOSASSA

HILLSBOROUGH RIVER STATE PARK

HILLSBOROUGH RIVER STATE PARK

SPARSELY POPULATED LAND

UNIMPROVED PASTURE & AGRICULTURAL LANDS

UNIMPROVED PASTURE & AGRICULTURAL LANDS

NORTHERN TERMINUS OF PROPOSED IMPROVEMENT

ZEPHYRHILLS

ZEPHYRHILLS MUNICIPAL AIRPORT

to a multi-laned facility.

The Tampa Bay Regional Planning Council's long-range plan concluded that this project is of regional significance, and the proposed widening and improvements to U.S. Highway 301 constitute a vital and necessary improvement in transportation access for the northern part of the Tampa Bay Region. Furthermore, the Council has certified that this project conforms to regional plans, goals, and objectives. See relative highway facilities map on page 10.

At present, U.S. Highway 301 is not in the tentative Five Year Construction Plan and Work Program which covers the time period between July 1, 1971, and June 30, 1976. This status could change because the Five Year Construction Plan and Work Program is updated quarterly, and has amendments made between quarters.

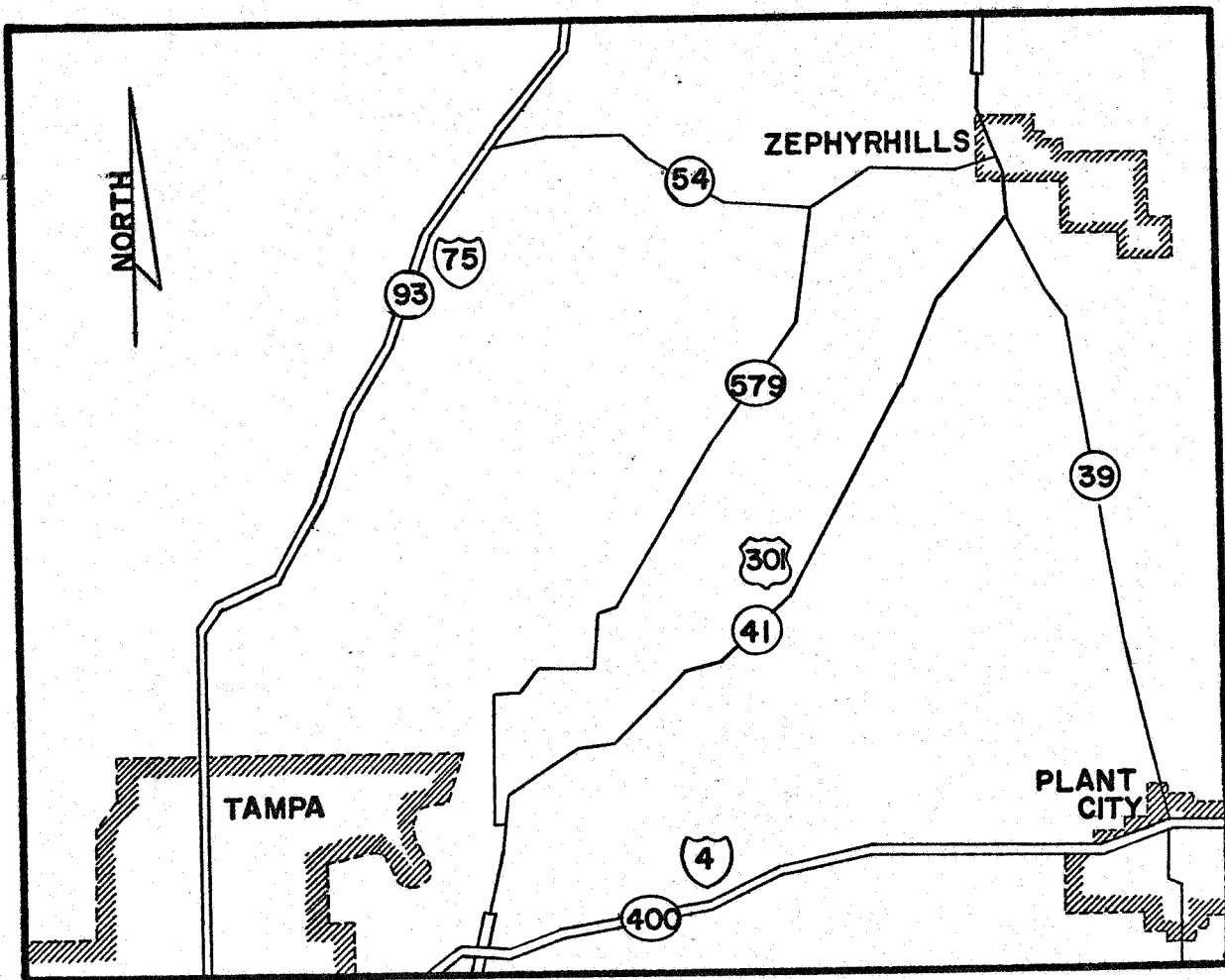
Study was first begun on this portion of U.S. Highway 301 in 1970 by Watson and Company, a consulting engineering firm, for the Department of Transportation. Watson and Company has progressed with the study to the point of submitting a final draft Corridor Location Report to the Department of Transportation. From this submittal, the Department of Transportation started preparing this Draft Environmental Impact Statement.

Economic activity in the general study area is increasing at the present time and would be stimulated by the reduced travel time achieved by using a more modern highway facility. It would follow that employment opportunity would be increased by increased economic activity. The proposed facility should give improved accessibility over the current access provided by the existing facility.

The existing strip of right-of-way along the present alignment has been acquired and is accounted for on the tax rolls. The tax base for the adjacent highway frontage has been established but will require adjustments as development and changes in the character of the area occur.

Relative Highway Facilities

The transportation needs of the general area to be served by the proposed improvement are met at present by Interstate 75 and State Road 579 to the west, State Road 39 to the east, State Road 54 to the north and Interstate 4 to the south, in addition to the existing U.S. Highway 301. Existing U.S. Highway 301 serves as a direct link between the cities of Tampa and Zephyrhills and carries the majority of traffic between these two cities.



PROBABLE ENVIRONMENTAL IMPACT

The proposed facility, by features incorporated into its design, will provide for safe and efficient transportation at travel speeds commensurate with the area traversed.

This proposed improvement should have no significant effect on wildlife behavior within the area. Perhaps any wildlife which has a ranging pattern involving areas on both sides of the corridor location will be affected to some degree by the proposed facility. That is, there will be a greater distance for wildlife to cross from one side of the highway to the other side, therefore, there might be a greater hazard to them due to the expected increased traffic volume.

The Department's Relocation Assistance Program makes available the listings of decent, safe, and sanitary housing (both residential and commercial) available for sale or for rent in this area and which are available to persons without regard to race, color, religion, or national origin, suitable in price, size, and condition for displaced persons to the extent they are available. The Relocation Assistance Program will be administered by District Relocation Assistance agents, persons who have been specifically assigned full-time jobs assisting highway construction displacement parties in a manner which will be documented so as to assert its full compliance with federal regulations.

The majority of the proposed project is through a rural area and since the area is sparsely populated, any adverse effects from increase of noise to the surrounding area will not affect large numbers of people.



Development of Fort Foster, a historical site, to the east of the present Hillsborough River State Park is planned by the Department of Natural Resources. Construction along the existing alignment should create incentive for this planned development and any future development of existing parks and wildlife refuges.

The proposed project through use of the existing alignment will not significantly disrupt any established community.

The additional right-of-way requirement would not divide any existing land use pattern.

The proposed highway improvement may have an indirect future effect on the undeveloped lands in their capacity as a watershed area. This consideration is discussed more in depth in the section of this report entitled "Short-Term vs Long-Term Effects" and "Irreversible and Irretrievable Commitments of Resources".

Use of the present alignment would have minimal effect on drainage surface flow patterns as they now occur; however, utilization of any one of the other alternates could cause a greater degree of modification to the surface drainage flow patterns. The construction along an alternate or new location would involve a new highway drainage system, (ditches, culverts, etc.) which would be imposed on lands, that at present, have a more ecologically favorable natural surface flow.

Some involvement with aquatic areas will occur, these involvements are the Hillsborough River, Blackwater Creek, Hollomans Branch, Two Hole Branch and Flint Creek. Construction of additional bridge structures will be involved at these sites in order to fulfill requirements for upgrading the present facility to the desired and necessary standard. Generally speaking, the main

overall effect to these bodies of water will be the temporary effects occurring during the construction phase of the project. That is, temporary increases in water turbidity resulting from construction operations can be expected; however, efforts will be made to minimize these temporary effects as defined in the Special Provisions Section of the Florida Department of Transportation "Standard Specifications for Road and Bridge Construction".

ALTERNATIVES

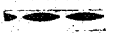

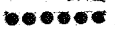
Between the two termini, three routes were chosen and analyzed along with a do nothing alternative on a basis of both engineering and ecological feasibility. See Alternate Location Map on next page.

The first alternative considered, involves the option of doing nothing. Existing US 301 is a direct link between the cities of Tampa and Zephyrhills. The projected traffic volumes between the above mentioned cities based on historical traffic data has been projected to the year 1997. These traffic volumes indicate the need for an improved, higher capacity facility between the above mentioned cities. As the traffic on the existing facility increases, it will reach a point where the capacity of a two-laned facility will no longer handle the traffic efficiently, thereby, lowering the level of service to a degree where the facility will become unsafe. With the lowering of the level of service, an increase in noise and air pollution will occur. Noise would increase because of the acceleration and deceleration of traffic caused by the constriction of the traffic flow imposed on the existing facility. The increase in air pollution will come about because the vehicles are not allowed to operate without undue speed changes which in turn causes an incomplete burning of gases.

Prior to reaching the unsafe levels mentioned above, a portion of the increased traffic would have to be diverted from the existing facility to a parallel corridor in keeping with the Department's responsibility to provide fast, safe, and efficient transportation. Since the capacity for a four-laned highway is approximately four times as great as a two-laned facility, one of these parallel

SCALE: 1/2" = 1 MILE

END IMPROVEMENT

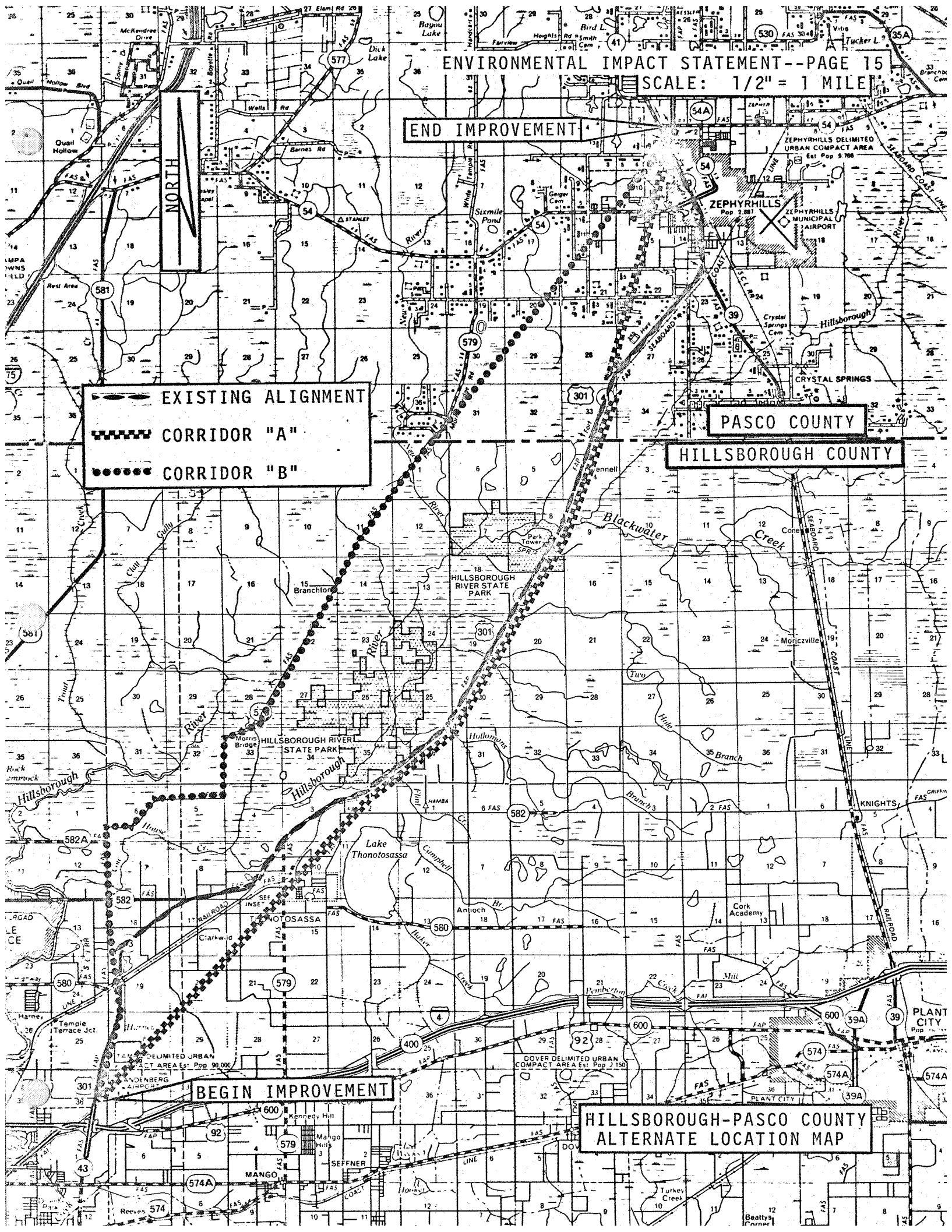
 EXISTING ALIGNMENT  
 CORRIDOR "A"  
 CORRIDOR "B"

PASCO COUNTY

HILLSBOROUGH COUNTY

BEGIN IMPROVEMENT

HILLSBOROUGH-PASCO COUNTY  
ALTERNATE LOCATION MAP



facilities would require additional lanes before the year 1980.

By not improving the present alignment, the poor travel conditions might serve to discourage undesirable development of the adjacent watershed lands, however, leaving the existing facility unimproved will not guarantee that development of the watershed area would not occur anyway.

The social environment (population, urbanization, automobiles, etc.) is on the increase. So the choice lies between either stabilizing the social environment or increasing transportation facility capacities. Since, at present, no significant actions are being taken to stabilize the social environment, improvements in transportation facilities to handle increased traffic volumes are essential. Zoning restrictions will have to be provided by the local authorities to protect the watershed area from urbanization, rather than the unacceptable alternative of not improving the facility in order to discourage urbanization.

Since the existing alignment offers a rather direct routing, a corridor encompassing the existing alignment was studied as the "Existing Alternate". The second corridor studied was defined as "Corridor A". This alternate consisted of an easterly relocation at the southern end of the study area, using the existing alignment through the central portion and a westerly relocation in the northerly end of the study area. This westerly relocation would remove the highway from the center of Zephyrhills and by-pass the town along its western side. The third corridor studied was defined as "Corridor B", the location of which was to the west of the Hillsborough River generally and followed the alignment of State Road 579 (Morris Bridge Road) to a point just north of the county

line; at this point, the corridor would leave the existing alignment of State Road 579 and continue its general northeasterly direction to its connection with the existing four-lane section of U.S. 301 just north of Zephyrhills. The route taken by this corridor would also remove the highway from the center of Zephyrhills.

#### EXISTING CORRIDOR

The southerly section of this route (approximately 5.5 miles in length) has been relocated and rebuilt with acquisition of additional right-of-way along the westerly side for future multi-laning. A section of approximately 2.6 miles in length is presently under reconstruction as a state financed project. This reconstruction lies to the west of the existing roadway. Upon completion of this project, the use of the existing roadway will be abandoned. This abandoned roadway will be rebuilt for use as the northbound roadway of future multi-laning. The remainder of this section of Highway 301 would require additional right-of-way.

The Seaboard Coastline Railroad right-of-way is parallel and adjacent to Highway 301. At present, the Seaboard Coastline Railroad is in the process of abandoning this right-of-way. Additional right-of-way requirements from the northern end of the state financed project to the north could possibly come from this abandoned railroad right-of-way. See attached letters, page 24-26.

The existing routing of the highway through the City of Zephyrhills would require additional right-of-way if this highway facility were to be multi-laned. Since the majority of the city's business establishments are located along this route, the acquisition of additional right-of-way and the disruptions caused by the reconstruction would seriously affect this group. For these reasons,

an easterly relocation through the central and northerly part of town was considered as part of this corridor. This relocation would swing over into the existing right-of-way of the old Seaboard Airline Railroad. Following the merger of this railroad with the Atlantic Coastline Railroad, to form the Seaboard Coastline Railroad the track that had occupied this right-of-way was removed. This right-of-way parallels the existing route of Highway 301 through town diverging as it reaches the northern city limits. The proposed relocation would follow the railroad right-of-way to the city limits where it would swing to the east to connect with the existing multi-laned section. Estimated monetary cost incurred through the use of the existing corridor are: roadway construction \$5,328,000; bridge construction \$1,190,400; right-of-way \$264,225 - for a total cost of \$6,782,625.

#### CORRIDOR "A"

Corridor "A" would depart from the present alignment in the vicinity of the southern terminus of the study area, then proceed northeasterly, passing through the west part of Thonotosassa and rejoining the existing route of Highway 301 at a point just south of Flint Creek. The corridor then occupies the existing route to a point approximately one mile north of the county line. At this point, the corridor turns to a more northerly direction, passing to the west of Zephyrhills and joining the existing route at the northern terminus.

This corridor would require right-of-way acquisition and new highway construction for approximately 11.3 miles, and additional right-of-way plus reconstruction of existing highway for a distance of some 9.6 miles. Corridor "A" crosses Harney Flats, a low, flat

marshy areas which would offer construction problems that would be costly to overcome. Through the remainder of the route, the lands would not present any special construction problems, however, these lands are highly developed agricultural lands or residential property, and would, therefore, represent a relatively high right-of-way cost. Estimated monetary investments which would be required with the use of Corridor "A" are: roadway construction \$7,574,000; bridge construction \$1,128,000; right-of-way \$586,170 - for a total cost of \$9,288,170.

#### CORRIDOR "B"

Corridor "B", the third corridor studied, departs from the existing route just north of its intersection with the Seaboard Coastline Railroad approximately 2.5 miles north of the southern terminus of the study area. Upon leaving the existing route, the corridor shifts to the west, connecting with an existing federal aid secondary road known locally as Morris Bridge Road and officially designated as State Road 579. This corridor generally follows the existing route of this road to a point just north of the county line. Here, the corridor proceeds in a northeasterly direction passing west of the City of Zephyrhills and ending at the northern terminus.

If this route were chosen for the location of the multi-lane improvements to this highway, approximately 9.5 miles of new construction and right-of-way acquisition would be required. Also, 8.6 miles would require more right-of-way than now exists, and 11.3 miles of reconstruction of existing roadway would be necessary. The only unusual feature anticipated in the construction phase of this route would be the necessity to build that portion of the highway lying in the planned flood relief area adjacent to the Hillsborough



River to such an elevation that flooding would not occur during high water periods. This would require extra heavy grading through this area and would increase the construction costs accordingly. Estimated monetary costs which would occur with the use of Corridor "B" are: roadway construction \$8,012,000; bridge construction \$1,166,400; right-of-way \$626,910 for a total cost of \$9,805,310.

SHORT-TERM EFFECTS COMPARED TO LONG-TERM EFFECTS

The immediate short-term effects will be rather limited and insignificant, due to the use of an existing alignment in conjunction with a contiguous railroad right-of-way on the east side which is to be abandoned. However, certain inherent factors about this project could contribute or be one factor in a series of events which could cumulatively bring about a future change in land use for the area. On the east side of the present alignment, northeast of Lake Thonotasassa, a large area of undeveloped pasturelands is located. This area functions as a contributing watershed for the Hillsborough River and the corresponding Water Management District Flood Detention Area. These lands should always be preserved as a non-urbanized green belt area so that they can continue to serve in their important capacity as a part of the watershed for the Tampa metropolitan area; this concept is recognized in the county zoning plan of the Hillsborough County Planning Commission. Yet, viewed in perspective, economic forces have historically tended to eventually determine land use (whether or not in conformity) when marketability and demand pressures build up. The area's proximity to the Tampa Urban Area, along with the increased safety, convenience, and reduced travel time to Tampa could serve to increase the marketability and development potential of these adjacent lands. Hence, this proposed improvement could contribute to an undesirable long-range effect, though it need not do so if local authorities will continually be alert for these undesirable development possibilities and will make appropriate provisions to protect the long-term productivity of the watershed lands, then it can be said that this proposed road improvement will be a long-term benefit to the social

environment with no significant effect to the natural environment.

EVALUATION FOR ANY IRREVERSIBLE AND IRRETRIEVABLE  
COMMITMENTS OF RESOURCES

The highway passes through an important watershed area. Therefore, if this improvement should serve as a catalyst for industrial, commercial, and residential development of the watershed land, the resulting drainage, buildings, paved over areas, etc. might bring about an irreversible change in the watershed capabilities. However, the highway improvement itself will have very insignificant effects and will contribute much as a social benefit fulfilling a transportation need. When the highway is improved, it will be the responsibility of the local government to recognize that urbanization could constitute an irreversible change in the subject lands role as a watershed area. Corresponding, it will be the responsibility of the local authorities to circumvent future economic pressures for development through strict enforcement of zoning plans set up to protect this important watershed area; since jurisdiction over land use control rests with local officials, it will be their governing performance which eventually determines whether or not this proposed facility will be a factor in any irreversible or irretrievable commitments of resources. In summary it can be said that the facility itself will not involve any important irreversible or irretrievable commitments of resources.

UNAVOIDABLE ADVERSE EFFECT

The items which can be considered unavoidable adverse effects will be of minor significance. Diminishing of some properties fronting along the proposed alignment as a result of the required additional right-of-way (most of which will be in the Zephyrhills area) and the few persons and businesses that will be displaced can be considered the only unavoidable adverse effects of any consequence. A temporary increase in water turbidity could be considered an unavoidable adverse effect, but it will be minimized by Florida Department of Transportation standard specifications for construction at and near streams.

The above described unavoidable effects can be anticipated if U.S. Highway 301 is to be improved to a modern, safe, and efficient highway facility in its function as the main highway connecting Zephyrhills and Tampa.



# SEABOARD COAST LINE RAILROAD COMPANY

Engineering Department  
Jacksonville, Florida 32202

T. B. HUTCHESON  
ASSISTANT VICE PRESIDENT

TELEPHONE 353-2011  
AREA CODE 904

December 22, 1971 50188-CP-56-F

Mr. G. S. Burleson, Sr.  
Asst. State Utility Engineer  
Florida Department of Transportation  
Tallahassee, Florida 32304

Dear Mr. Burleson:

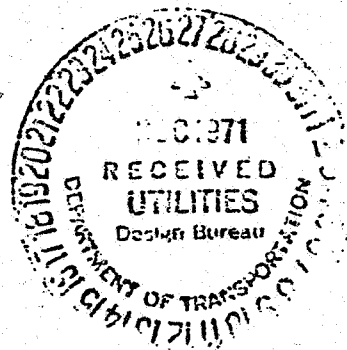
Reference telephone conversation with my office yesterday concerning abandonment of main line right of way between Thonotosassa and Zephyrhills, Fla.

We wish to advise that track will be removed from a point in close proximity to Thonotosassa to a point near Zephyrhills. The right of way will be available and I have been authorized to advise you that the Florida Department of Transportation will be given first opportunity to acquire the abandoned right of way.

Yours very truly,

Assistant Vice President

LH	DEC 27 1971
KH	DEC 28 1971
KJH	
BMB	
MD	G-2 + 4
CJB	
UF	





# SEABOARD COAST LINE RAILROAD COMPANY

Engineering Department  
Jacksonville, Florida 32202

T. B. HUTCHESON  
ASSISTANT VICE PRESIDENT

TELEPHONE 353-2011  
AREA CODE 904

December 29, 1971

50188-CP-56-F  
150-H-Fla. (Thonotosassa)-1

DEC 30 1971

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UF	

Mr. G. S. Burleson, Sr.  
Asst. State Utility Engineer  
Florida Department of Transportation  
Tallahassee, Florida 32304

Dear Mr. Burleson:

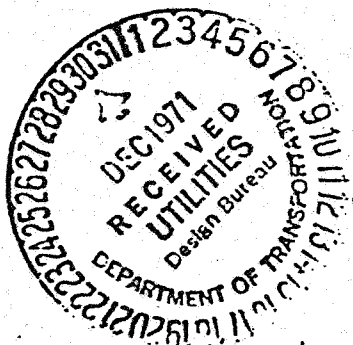
Further reference is made to telephone conversation with Mr. Free of my office on December 21 and our letter to you of December 22, 1971, regarding abandonment by the Railroad of our main line tracks between Zephyrhills and Thonotosassa, Fla.

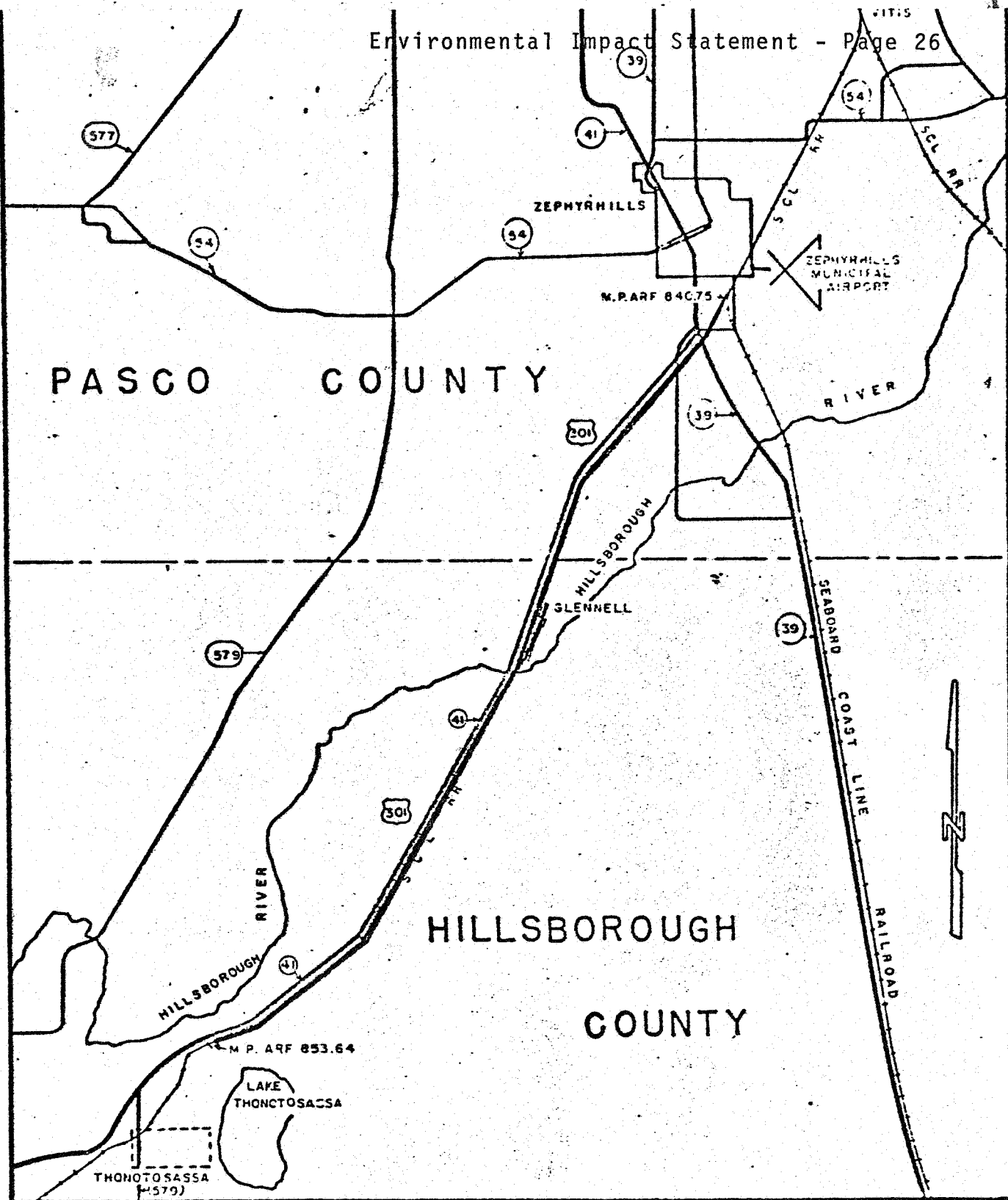
There is attached a small scale plan on which the track abandonment is colored in yellow. I might add that contractor is now removing trackage for our account. Track will be removed from a point 1,400 feet north of Mile Post ARF-841 south of Zephyrhills to a point 2,000 feet north of Mile Post ARF-854, Thonotosassa. This is a total of 12.9 miles.

All of the track to be removed with the exception of a short segment northeast of State Road 39, parallels the east side of U. S. 301, State Road 41. As further information, I would like to advise that the Pasco - Hillsborough County line is 1,936 feet south of Mile Post ARF-845. It is understood that after you proceed with your appraisal, etc., you will make a definite offer for the abandoned right of way between points mentioned above and shown on print. We do have other offers for the property in question but will await offer from the Florida Department of Transportation.

Yours very truly,

Assistant Vice President





LEGEND:

 12.89 MILES TO BE ABANDONED-YELLOW

S. C. L. R. R.

PORTION OF  
FLORIDA

## DISCUSSION OF COMMENTS RECEIVED

Upon analysis of all data gathered, the Florida Department of Transportation concluded that few, if any, controversial issues would be raised by implementation of the proposed improvements and that few significantly detrimental social, economic, or environmental issues would be raised by the proposed action. This conclusion led to the publication of notices for "opportunity for corridor location public hearing" as allowed by PPM 20-8. Since no responses were received within the allotted time period, no public hearing was held.

During the review period for the Draft Environmental Statement one comment was received from the State Conservationist's office of the U.S. Department of Agriculture and one comment was received from the Tampa Bay Regional Planning Council. No other comments were received during the review period.

The Department of Agriculture concurred with the choice of alternates, but expressed concern that erosion would be a problem during construction of drainage structures.

In response to this expressed concern by the Department of Agriculture, I would like to direct the readers attention to Section 104 (Prevention, Control, and Abatement of Erosion and Water Pollution) of the Florida Department of Transportation's standard specifications for road and bridge construction which gives on-site state personnel adequate authority to prevent significant erosion during construction. This Section requires the contractor to submit his plans for control of erosion, restrict the operation of machinery near natural streams, construct both temporary and permanent erosion control devices as directed, and to remove any sediment occurring



as the result of the construction. Specifically Subsection 104-6 deals with the actual measures to be accomplished during the construction period. This subsection deals with those measures mentioned in the comments from the Department of Agriculture and limit the area of erodible earth uncovered at one time to 750,000 square feet and completely covers the use of temporary grassing or artificial coverings, sodding, sediment basins, sediment checks, and other preventative or corrective measures. The control for applying these measures are based on the variables of the site condition, but perhaps the most significant subsection is Section 104-9 which reads: "In the event of differences between these requirements and pollution control laws, rules, or regulations of other State, Federal, or local agencies, the more restrictive laws, rules, or regulations shall apply".

The comment received from the Tampa Bay Regional Planning Council is summarized by the second paragraph which states: "The staff finds the project's Environmental Impact Statement to be adequate. We concur in the statement that little impact is likely".

Copies of the above comments from reviewing agencies are included in the remaining pages of this statement along with a notification of expiration of the review period for the draft version of this statement, and a certification of non-involvement of 4(f) lands.

PLANNING APR 14 1972

UNITED STATES DEPARTMENT OF AGRICULTURE  
SOIL CONSERVATION SERVICE

State Office, P. O. Box 1208, Gainesville, Florida 32601

March 15, 1972

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

Subject: State Job No. 10260-1502, 10210-1503, 14050-1511  
Federal Job No. F-036-1(4)  
State Roads 41 & 43  
Hillsborough & Pasco Counties, Florida

Dear Mr. Lofroos:

The draft environmental impact statement for the subject job in Hillsborough and Pasco Counties, Florida, was referred to both the Soil Conservation Service Washington office and the Florida State office for review and comment. This letter will constitute comments from both offices.

Our comments will be limited to the effects that the proposed project would have on agricultural lands and erosion and sedimentation of the water resources in the area. The draft statement analyzed three corridors for the proposed improvements. We would strongly urge that your favored corridor of improving the existing location be used. Either corridor A or B would involve a considerable amount of agricultural acreage. Also, either of these corridors would involve the construction of several bridges and would also be disruptive of the natural stream flow in the area. The existing corridor also serves as a line of separation between the Hillsborough River flood plain and the Hillsborough River State Park and the agricultural lands which lie to the east.

Even the improvement of the existing corridor or road location will involve the rebuilding of several major stream crossings along with the improvement or enlargement of culverts on many smaller tributaries. Unless due consideration is given to the erosion and sedimentation aspects of this project, severe damage to the streams in the area could occur. We feel that the impact statement could have been improved significantly if these aspects of the construction had been treated more positively. We would



Mr. W. N. Lofroos

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strongly urge that the amount of the area stripped of vegetation at one time be carefully controlled to avoid long exposure of the bare soil condition. Also, it would be advantageous to consider such measures as temporary vegetation, sodding of critical areas and approaches to bridge abutments and culverts, debris or catchment basins and other conservation practices as may be appropriate to avoid excessive erosion.

Sincerely,

*C. M. Kearley, Acting*  
Hampton Burns  
State Conservationist

cc:

T. C. Byerly, Office of the Secretary, USDA, Washington, D.C.  
K. E. Grant, Administrator, SCS, Washington, D. C.

PLANNING APR 14 1972

Hillsborough Clearwater Sarasota Tampa Venice Bradenton State City

PLANNING MAR 31 1972

# TAMPA BAY REGIONAL PLANNING COUNCIL

3151 Third Avenue North, Suite 540  
St. Petersburg, Florida 33713

Telephone: (813) 898-0891

March 27, 1972

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

Subject: TBRPC Clearinghouse Review: #77-71 (EIS) for State Job  
No. 10260-1502, 10210-1503, 14050-1511 State Road No's.  
41 and 43 (US 301), Hillsborough and Pasco Counties.

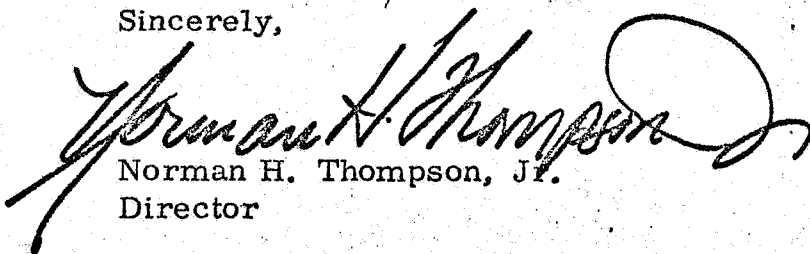
Dear Mr. Lofroos:

In accordance with the provisions of the Office of Management and Budget  
Circular A-95 (revised), the Tampa Bay Regional Planning Council has  
reviewed the Environmental Impact Statement for the above referenced  
project.

The staff finds the project's Environmental Impact Statement to be adequate.  
We concur in the statement that little environmental impact is likely.

If we can be of further assistance, please call upon us.

Sincerely,



Norman H. Thompson, Jr.  
Director

NHT/lch

cc: State Planning and Development Clearinghouse

MAR 28 1972

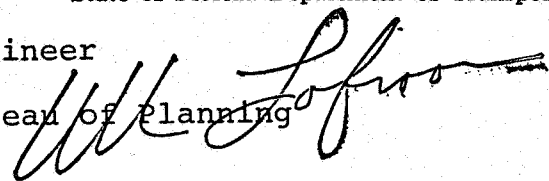
# MEMORANDUM

State of Florida Department of Transportation

DATE April 12, 1972

TO Mr. C. W. Monts De Oca, District Engineer  
Attention: Mr. John Burdin

FROM Mr. W. N. Lofroos, P. E., Chief, Bureau of Planning



COPIES TO Mr. S. D. Draper, Mr. E. H. Hart  
Mr. P. E. Carpenter (Attention: Mr. Caldwell)

SUBJECT State Job No. 10260-1502; 10210-1503; 14050-1511  
Federal Job No. F-03601(4)  
State Road 41 & 43  
Counties--Hillsborough and Pasco

This is to notify you that no further comments on the subject submittal have been received from Clearinghouse or Federal agencies as of this date. All comments received by this office have been transmitted to your district.

You are hereby authorized to proceed with the next step of the project as all current Federal procedures with regard to environmental review have been complied with. Please attach a copy of this memorandum to the subject statement to indicate compliance.

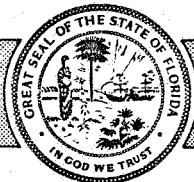
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PLANNING APR 13 1972

# STATE OF FLORIDA

# DEPARTMENT of TRANSPORTATION



REUBIN O'D. ASKEW  
GOVERNOR

EDWARD A. MUELLER ... Secretary

DIVISION DIRECTORS

JAY W. BROWN..... Road Operations

EARL M. STARNES..... Mass Transit Operations

RAY G. L'AMOREAUX..... Transportation Planning

TOM WEBB, JR. .... Administration

P. O. Box 1249  
Bartow, Florida 33830  
January 20, 1972

Mr. Ray G. L'Amoreaux, Director  
Division of Transportation Planning  
Department of Transportation  
605 Suwannee Street  
Tallahassee, Florida 32304

RE: State Job Nos. 10260-1502, 10210-1503, 14050-1511  
Federal Aid Project No. F-036-1(4), State Road 41  
and 43, US 301, from the existing four-laned section  
north of Interstate 4, to the existing four-laned  
section north of the City of Zephyrhills

Dear Mr. L'Amoreaux:

In accordance with proposed improvements as presented  
in the environmental statement prepared for this project,  
this letter is to certify that the referenced project does  
not require the use of, nor adversely affect any publicly  
owned land from a public park, recreational area, wildlife  
or waterfowl refuge, etc., as described in Section 4(f) of  
the Federal Department of Transportation Act as amended in  
the Federal Highway Act of 1968.

Very truly yours,

DEPARTMENT OF TRANSPORTATION

C. W. Monts De Oca  
District Engineer

CWM/JWB/cah

cc: S. D. Draper