Federal Highway Administration Region Four

ADMINISTRATIVE ACTION ENVIRONMENTAL ASSESSMENT

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

State Project Number 10010-1530 Federal Aid Project Number F-311-1(16) Work Program Item Number 1113711

U.S. 301 (State Road 43)
From S.R. 674 to Gibsonton Drive
Hillsborough County, Florida

The proposed action includes the multi-laning of U.S. 301 including geometric improvements at major intersections

Submitted pursuant to 42 U.S.C. 4332(2)(c) and 23 U.S.C. 128 Approved for Public Availability:

3/24/86

Denny B. Luhrs for Division Administrator

Date

Federal Highway Administration

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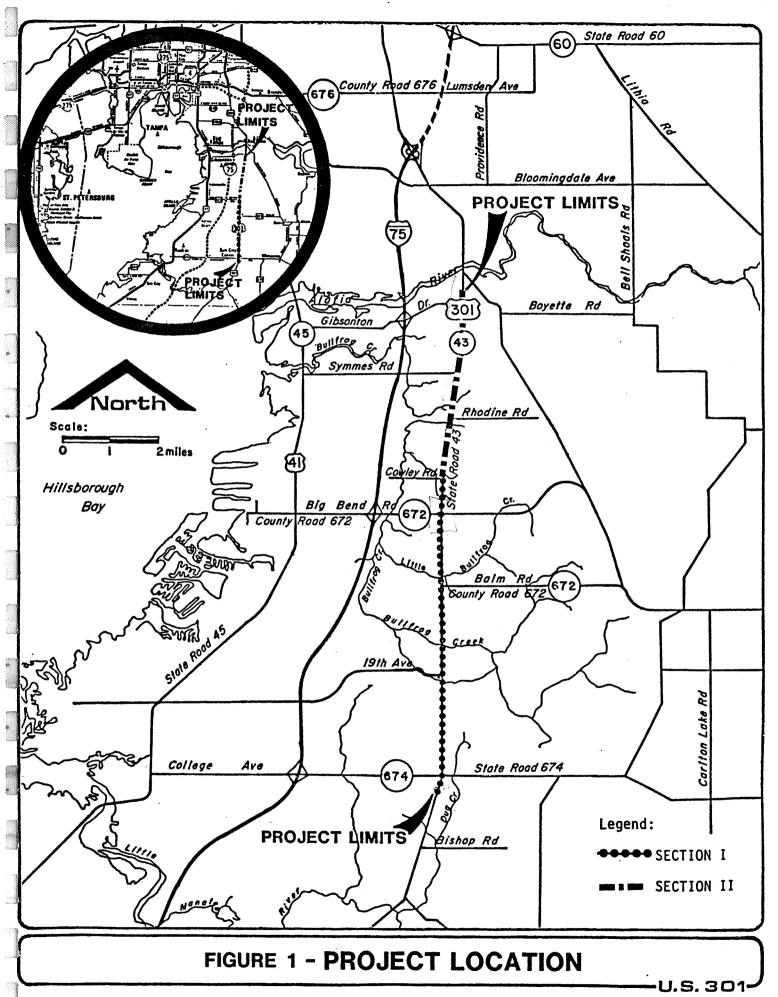
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I. DESCRIPTION OF THE PROPOSED ACTION

It is proposed that approximately 10 miles of U.S. 301 (State Road 43) located in southern Hillsborough County, Florida be upgraded to a multi-laned facility consistent with the Tampa Urban Area Transportation Study. The proposed project involves upgrading the existing two-lane roadway from the vicinity of S.R. 674 northerly to the vicinity of Gibsonton Drive (Figure 1). Improvements to the roadway within these general limits would involve multi-laning, geometric improvements to the major intersections, widening and/or replacement of existing bridge structures at Big and Little Bullfrog Creeks and at an unnamed tributary at Cowley Road, as well as vehicular circulation and access considerations.

The planning work and environmental documentation to improve U.S. 301 north of Gibsonton Drive has been accomplished. An Environmental Assessment was developed recommending a six-lane divided facility for U.S. 301 from north of Gibsonton Drive to S.R. 60. The Federal Highway Administration approved the document on July 13, 1982.

The roadway segment from County Road 676A (Bloomingdale Avenue) to S.R. 60 is currently under construction and scheduled to be completed in the spring of 1986. The roadway segment from just north of Gibsonton Drive to C.R. 676A is in the plans preparation stage and currently scheduled to begin construction in fiscal year 1987-88.



II. NEED

PLANNING BASIS FOR THE PROPOSED ACTION

The Federal Aid Highway Act of 1962 requires an ongoing transportation planning process in urbanized areas in order to receive federal funds for transportation improvements. Pursuant to this Act, which calls for a continuing, cooperative, comprehensive transportation planning process, the Hillsborough County Metropolitan Planning Organization (MPO) has completed the Tampa Urban Area Transportation Study (TUATS)(1). This study is periodically reevaluated to determine future travel demands in the county and to develop highway and transit improvements that will satisfy this demand. The most recent TUATS reevaluation is the Tampa Urban Area Transportation Study Year 2000 Plan which indicates a need for a six-lane divided arterial from S. R. 674 to Gibsonton Drive (see Appendix, pp. A-27-29).

TRANSPORTATION DEMANDS

Transportation forecasts dated October 16, 1982, as devised from network YOOA6A of TUATS, estimate that in 1983 Average Daily Traffic (ADT) on U.S. 301 would range from approximately 7600 vehicles per day (VPD) in the vicinity of Balm Road to approximately 13,600 VPD in the northern project area (Figure 1). The demand is forecast to increase to approximately 23,400 VPD and 38,600 VPD in each area respectively at a growth rate of approximately 4.25 percent per year through the year 2010.

Evaluation of the major intersections within the project limits indicates that they are currently (1983) operating at Level of Service (LOS) 'A' (free flow) or LOS 'B' (stable flow) conditions during the AM and PM peak hours. By the design year 2010, capacity analysis indicates that the major intersections would operate at LOS 'F' (forced flow) during AM and PM peak hours under the existing geometry.

SYSTEM LINKAGE

Existing Transportation System - U.S. 301, an urban principal arterial on the Federal Aid Primary System, serves as a major north/south arterial for southern Hillsborough County as well as a major north/south traffic route for this area of central Florida.

Future Transportation System - Due to the planned and anticipated growth in southern Hillsborough County, U.S. 301 is expected to remain as a major collector and distributor of traffic in the area as well as a principal arterial highway providing a continuous north/south route through the County.

SOCIO - ECONOMIC DEMANDS

The general study area is primarily rural with scattered commercial use. The unincorporated town of Riverview is located just north of the study limits and the major retirement community of Sun City Center and the unincorporated town of Wimauma are located adjacent to the southern project study area. Within the study limits U.S. 301 is a general land service facility accommodating two-way traffic.

The need to upgrade U.S. 301 in southern Hillsborough County is reflected by the growth projected for the area. Population projections by the Hillsborough County City - County Planning Commission(2) in the indicate significant increases The 1983 estimated population of tracts served by the highway. 31,500 within these four census tracts is projected to increase to 82,400 by the year 2010, a 162 percent increase. This estimate is supported by review of available data regarding planned developments in close proximity to the U.S. 301 corridor. These include several major housing developments with supporting commercial uses which will be directly served by U.S. 301.

The future growth in southern Hillsborough County must be considered in light of the construction of Interstate 75 which will parallel U.S. 301 along the project length. While Interstate 75

will remove some of the through trips from U.S. 301, it will open this part of the county to more suburbanization. The increased accessibility afforded southern Hillsborough County by Interstate 75 will increase development pressures with associated increases in traffic.

SAFETY

Traffic accident data as recorded for the years 1979 through 1983 were analyzed for the project area. Over this five-year period there were approximately 646 accidents resulting in 520 persons injured and 23 fatalities. The predominant accident modes were rear end collision (33 percent), left turn collisions (18 percent) and two vehicle angle collisions (8.4 percent). Statistical accident data for the five year period is summarized in Table 1.

Table 1 - ACCIDENT DATA RECORDED 1979-1983 INCLUSIVE

Accidents	646
Fatalities	23
Injuries	520
Property Damage	344
Economic Loss	\$8,658,000
Actual Accidents	$= \underline{646} = 1.52$
Expected Accidents	425*

*Based on statewide Average Accident Rate for similar type facilities.

The ratio of the accident rate for the existing facility to the statewide average for similar type facilities is 1.52, or the actual roadway experience is about 52 percent above the statewide average. If no improvements are made to the existing facility, projected traffic increases will result in greater driver hesitation, slower speeds, and a continued probability of a high accident

rate. Providing a multi-lane divided roadway section would be expected to result in an overall reduction in the accident rate, especially in certain types of accidents, such as head-on and rearend collisions.

EMERGENCY SERVICES

U.S. 301 is used frequently by emergency service vehicles. The Hillsborough County Division of Emergency Medical Services uses the highway approximately 150 times per month. There are eight fire stations that answer emergency calls within the project limits. Each of these stations averages 12 alarms per month. The Hillsborough County Sheriff's Office uses the roadway many thousands of times each month. The Hillsborough County Bureau of Emergency Management has designated U.S. 301 an emergency evacuation route.

NON-MOTORIZED DEMANDS

An evaluation was conducted to determine the feasibility and advisability of providing facilities for bicycles within the project area. While U.S. 301 is not a designated bike route on a public plan, the local Bicycle Path Advisory Committee at the Hills-borough County City-County Planning Commission has recommended that bicycle traffic be accommodated on both sides of the proposed facility. Without the proposed improvements to U.S. 301, bicycle traffic will have to continue to share the pavement with vehicular traffic.

III. ALTERNATIVES CONSIDERED

NO-PROJECT ALTERNATIVES

The following section presents the various alternatives that were considered to avoid, minimize, or postpone the widening of U.S. 301 within the project limits.

No-Build Alternate

A large transportation demand along U.S. 301 within the study limits can currently be observed and is projected to increase over the next two decades. The current (1983) traffic demand along the project corridor of approximately 13,600 vehicles per day (VPD) is projected to increase to about 23,400 VPD by 1995 and about 38,600 VPD by the year 2010. If the existing two-lane facility is not upgraded, U.S. 301 would operate at forced flow conditions. Congestion would increase travel times for motorists resulting in increased fuel consumption, higher levels of air pollutants, and greater delays for emergency vehicles. In addition, projected traffic increases will result in the continued probability of a high accident rate.

Conversely, if the project is not constructed, no wetland impacts would occur, construction impacts would not occur, right-of-way would not have to be acquired, and funds would not have to be expended. These seemingly beneficial attributes of not multilaning U.S. 301 would only be at the expense of increased adverse impacts resulting from compensating road improvements at other locations.

The No-Build Alternate is considered a viable alternative and will remain under consideration through the Public Hearing process.

Postponing the Action

Postponing the upgrading of U.S. 301 would, depending on the length of postponement, have impacts similar to the No-Build Alternate. In addition, development would encroach on the project corridor thereby increasing problems for future right-of-way acquisition and public acceptance. Possibilities for construction staging in the future could also be reduced.

Postponing the action may also jeopardize the future economic feasibility of the project due to increases in construction costs.

Upgrading the Existing Facility

The existing two-lane roadway could be upgraded with geometric improvements at intersections. Capacity would be increased at the intersections and higher volumes could be handled on the roadway, but with average overall reductions in travel speeds.

An advantage of upgrading the existing roadway would be to increase capacity. An upgraded roadway would not, however, be able to handle the projected long range growth of the area. Moreover, with a significantly greater number of vehicles operating at capacity on an improved two-lane roadway, there would be a generally higher level of air pollution than for the No-Build Alternate. Emergency response times during peak hours would be about the same as for the No-Build Alternate.

TRANSIT AS AN ALTERNATIVE MODE

The project study area is not currently served by local or express bus service, nor is service planned in the near future. The Hillsborough Area Regional Transit Authority will, however, reevaluate the area as planned housing developments are constructed to determine the need for transit service. TUATS has determined that by the year 2000 a very small percentage (0.87%) of the person trips in southern Hillsborough County will be by mass transit.

This projection indicates that transit usage would not be sufficient to serve as an alternative to upgrading and improving U.S. 301.

ALTERNATE CORRIDORS

The existing two-lane roadway is located within a wide right-of-way in such a manner that multi-laning can be accomplished with minimal right-of-way acquisition and impacts. To the west and in proximity to U.S. 301, U.S 41 and Interstate 75 are available to service north/south traffic in southern Hillsborough County. To the east of U.S. 301 the nearest existing, continuous north/south roadway is S.R. 39, which lies approximately 11 miles east.

U.S. 301 is a general land service facility satisfying current desire lines as well as future demands based on its location. No significant benefits can be attributed to an alternate corridor location. In fact, development of a new corridor would result in significant community and environmental impacts. To divert from the existing corridor, which is generally straight, would result in a greater distance between termini, increased user costs, additional right-of-way requirements and increased construction costs.

Alternatives Considered But Not Shown

Two alternatives using a six-lane rural roadway cross section within a 206 foot right-of-way were also considered. The first of these would require 24 feet of additional right-of-way on the east side of the existing 182 foot right-of-way, and the second would require the additional 24 feet on the west side. For both design segments of U.S. 301, neither of the these alternatives were considered further due to the higher right-of-way and/or construction costs involved as compared to the viable Build Alternate, discussed below.

BUILD ALTERNATIVES

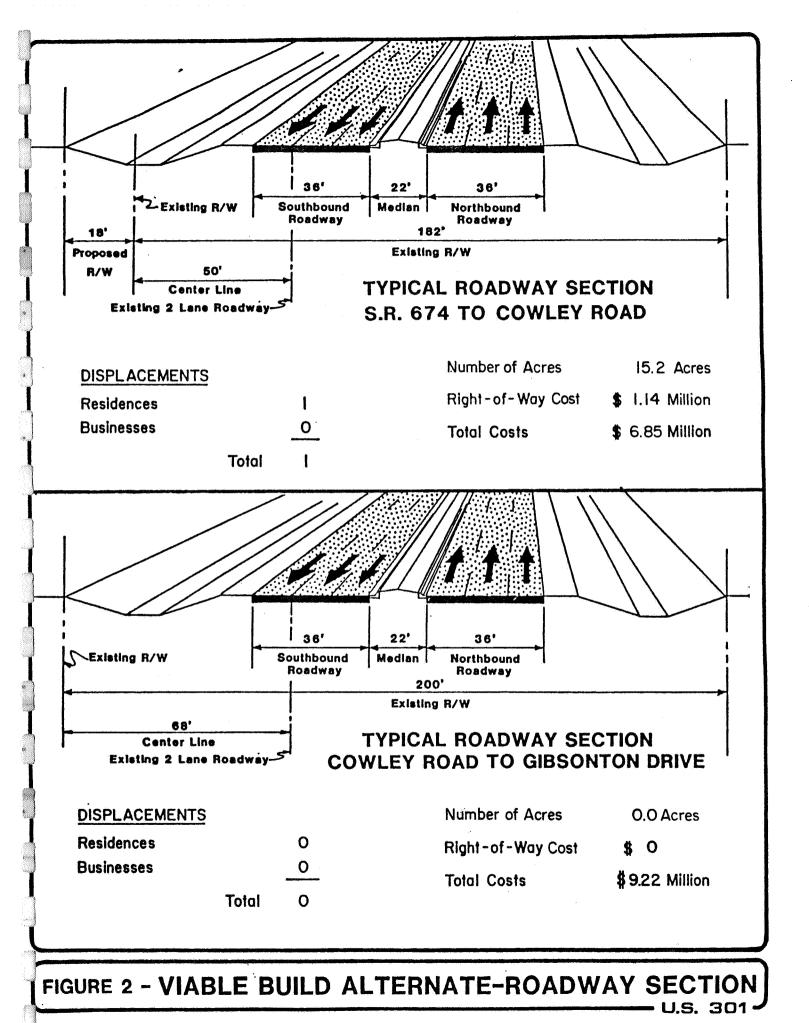
To determine transportation improvements for U.S. 301 which will be in the best overall public interest, various improvement concepts were evaluated. This section discusses the viable Build Alternate, proposed structural improvements, and bicycle considerations.

Design Characteristics and Alignment

The viable Build Alternate involves upgrading U.S. 301 to improve the level of service for the present and projected future traffic volume anticipated to occur on the roadway. The proposed alignment will follow the existing U.S. 301 alignment. Additional required right-of-way will be taken entirely from the west side of the existing right-of-way and as much as possible from vacant lands. This will minimize community and environmental impacts. The following paragraphs present the proposed design characteristics from south to north; these are also illustrated in Figure 2.

For Section I which extends from S.R. 674 northward to the vicinity of Cowley Road, it is proposed that a six-lane divided rural roadway with a 22 foot median be constructed in 200 feet of right-of-way. An additional 18 feet of right-of-way to the west of the existing 182 feet of right-of-way would need to be acquired to achieve the required 200 feet of right-of-way for the viable Build Alternative. The existing pavement will be used.

From Cowley Road to Gibsonton Drive, which comprises Section II of the proposed project, the existing right-of-way is 200 feet. The proposed design concept for this section is also six twelve-foot lanes forming a divided rural roadway with a 22 foot median within a 200 foot right-of-way. No additional right-of-way will be required, and this design will also make use of the existing pavement. Figure 2 also presents, by segment, information concerning displacements, acres of right-of-way acquisition, and cost estimates.



The proposed six-lane improvement with a 22 foot median width has a design speed of 45 miles per hour. The possibility exists, due to funding restraints, that the improvement will be constructed in stages by initially building a four-lane facility with a 46 foot median width. In that event, the design speed would be 55 miles per hour. Second-stage construction would consist of adding two additional lanes in the median.

Intersection Improvements

Additional geometric improvements would be required at the major intersections in conjunction with the six-laning of U.S. 301 in order to provide acceptable peak hour intersection levels of service (LOS C or better) in the design year. These improvements, which would typically consist of the construction of exclusive turning lanes, would require coordination with local agencies. A portion of these additional improvements are presently included in Hillsborough County's current Transportation Improvement Program or will be constructed as conditions of approval for local Developments of Regional Impact and/or rezoning petitions.

At several intersections, it will not be possible to attain LOS C in the design year (2010) due to the demand projected to exceed the capacity of the at-grade intersections. Construction of interchanges at these locations is considered to be cost prohibitive by the Department at this time.

Structural Improvements

All three of the bridges within the study area were evaluated for replacement versus widening based on their load and condition ratings only. Based on these ratings, it appears feasible to widen all three structures. However, final decisions on whether to replace or widen these structures should be based on other factors as well, including site-specific evaluations of alternative costs, equivalence of service (load capacity/longevity), maintenance of traffic, hydraulics, and environmental impacts. These detailed

evaluations should be conducted during the design phase, if a build alternative is selected.

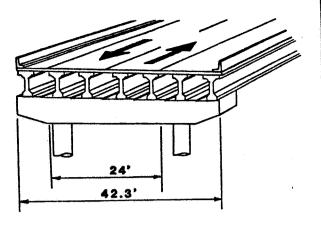
Whether these structures are widened or replaced, the future cross section should have a clear width of 114 feet, to accommodate the six travel lanes as well as shoulders and a center median barrier. The existing and recommended typical bridge sections are shown in Figure 3.

Bicycle Considerations

Throughout the project length a minimum four (4) foot paved shoulder will be available for bicycle travel.

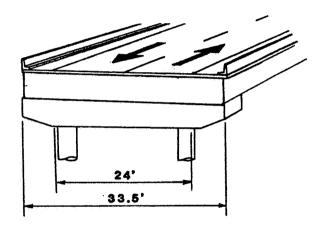
EXISTING TYPICAL SECTIONS

LITTLE BULLFROG CREEK & BIG BULLFROG CREEK BRIDGES



EXISTING TYPICAL SECTION

COWLEY ROAD BRIDGE



RECOMMENDED TYPICAL SECTIONS

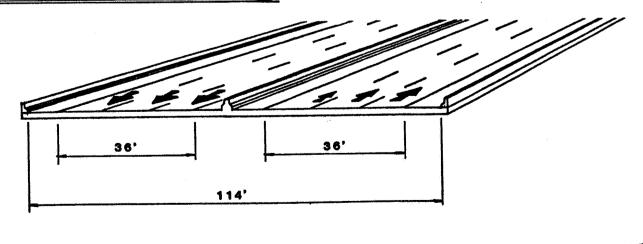


FIGURE 3 - VIABLE BUILD ALTERNATE-BRIDGE SECTION

J.S. 301º

IV. IMPACTS

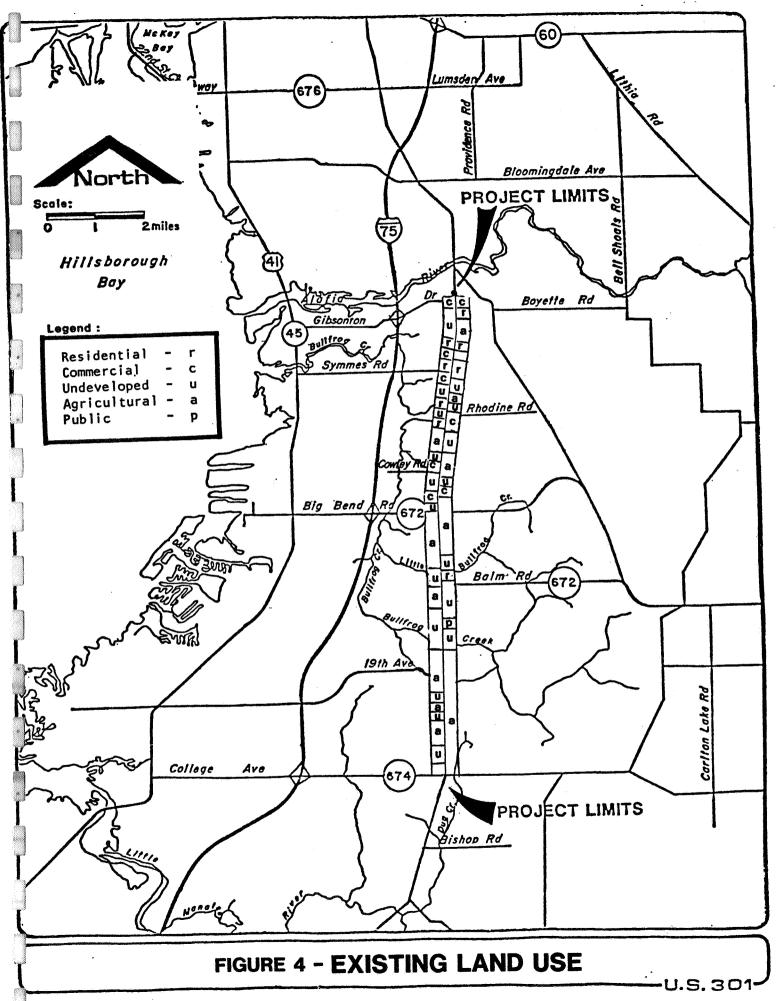
SOCIAL AND ECONOMIC IMPACTS

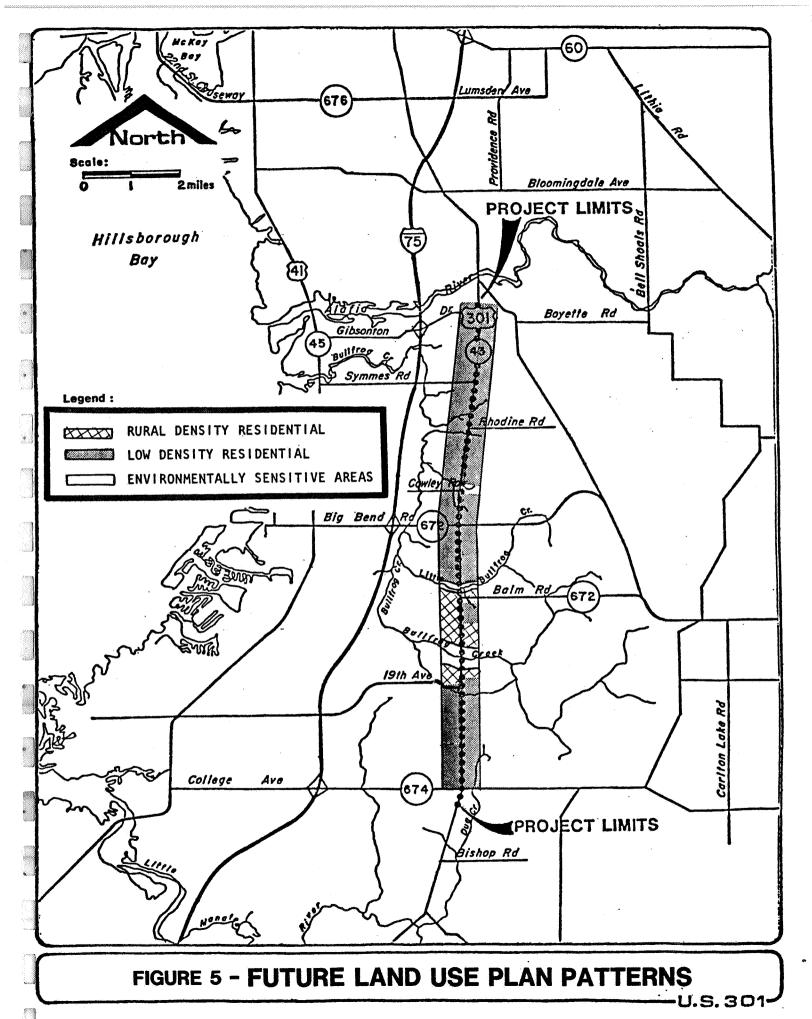
Existing Land Use

- U.S. 301 traverses predominantly agricultural and undeveloped lands between S.R. 674 and Gibsonton Drive. As shown in Figure 4, land uses generally include:
- S.R. 674 to Big Bend Road The rural landscape is dominated by agricultural activity and undeveloped land but there is a commercial building, several mobile homes, a church, and an auto salvage company located along this section of U.S. 301.
- Big Bend Road to Symmes Road Agriculture, several small commercial establishments, widely spaced single family residences, an auto salvage company, and undeveloped lands are the predominant uses in this area.
- Symmes Road to Gibsonton Drive The roadway is bordered by single family residences, mobile home parks, several small commercial businesses, a nursery, and undeveloped lands. In general this area involves a transition to suburban land uses as evidenced by the recent construction of two shopping plazas near Gibsonton Drive.

Future Land Use Patterns

Examination of the approved Land Use Plan Map for Hillsborough County indicates the land use patterns depicted in Figure 5. Rural residential and low density residential uses are depicted along the U.S. 301 corridor. Also shown are the environmentally sensitive areas of Big and Little Bullfrog Creek. Through a review of county zoning records and through the Development of Regional Impact review process it is known that there are proposed large single family





residential projects to be built in the southern portion of the project, including Sunshine Village, Eden South, and Summerfield.

The construction of Interstate 75 through eastern Hillsborough County can be expected to accelerate the trend of suburbanization of the project area. The implementation of the proposed action will reinforce this transition from agricultural/undeveloped uses to residential uses.

Displacements and Relocation Assistance

In accordance with Volume 7, Chapter 5, Paragraph 1, of the Federal-Aid Highway Program Manual, the District Right-of-Way Administrator has compiled a report entitled "Conceptual Stage Relocation Plan" for the purpose of determining the number of individuals, families, businesses, and non-profit organizations to be relocated. The findings of this report indicate that proposed right-of-way acquisition will involve one relocation of a residence (to another portion of the same property) and no relocations of any businesses. In addition, there will be reimbursements for moving personal property.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right-of-Way Acquisition and Relocation Assistance Program in accordance with Florida Statutes, Chapter 339.09(5). The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) establishes guidelines by which these programs are administered. In addition, this project has been developed consistent with Title VI of the Civil Rights Act of 1964.

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

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

Financial assistance is available to the eligible owner-occupant to (a) make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available dwelling on the private market, (b) provide reimbursement of expenses such as legal fees and other closing costs incurred by buying a replacement dwelling or in selling the acquired property to the Department of Transportation; and (c) make payment for an increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$15,000 combined total.

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

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

No persons lawfully occupying real property will be required to move without at least 90-days written notice of the intended va-

cation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is "made available." "Made available" means that the affected person has either by himself obtained and had the right of possession of replacement housing, or that the Department of Transportation has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

Coming Your Way is a brochure which describes in detail the Right-of-Way Acquisition Program. The Relocation Assistance and Payments program is outlined in the <u>Your Relocation</u> brochure. These booklets are distributed at all public hearings and are made available upon request to any interested persons.

Community Impact

The proposed multi-laning of U.S. 301 would require an additional 18 feet of right-of-way from the vicinity of S.R. 674 to the vicinity of Cowley Road. No established community ties or residential patterns would be disrupted as a result of this project. No major area businesses, in terms of employees or gross profits, would be displaced.

Implementation of the proposed improvement shall result in a slight loss to tax rolls as a result of the taking for right-of-way purposes. This loss, however, should be offset by increased local property values resulting from improved access.

Public Services and Facilities

The improvements to U.S. 301 would provide a facility capable of maintaining improved traffic service. Accessibility to the two churches within the project area should be generally improved. Correspondence with local law enforcement and fire departments and emergency services indicates that the proposed improvement would

be very beneficial to the performance of their respective public services.

Utilities

The project area is served by numerous utilities which are generally located within or crossing the existing U.S. 301 right-of-way. Where utility conflicts exist with the proposed transportation improvement normal utility relocation will be required. The cost of utility relocation within public rights-of-way is the burden of the utility owner. Coordination with area utility companies indicates that the following installations occur within the project area:

- General Telephone Company has numerous cables paralleling U.S. 301 and crossing U.S. 301 along the project length.
- Tampa Electric Company has a 13 KV transmission line along the east side of U.S. 301 for the entire project length. A 69 KV transmission line runs from S.R. 674 to Big Bend Road along the west side of the roadway and from Rhodine Road to Symmes Road on the east.

A 16-inch water main runs along the west side of U.S. 301 until approximately 850' south of Stanford Road where it crosses U.S. 301 and continues north to Rhodine Road. From Rhodine Road north to Symmes Road a 30-inch water main is located on the east side of the roadway. At Symmes Road a 24- inch water main continues north to Gibsonton Drive.

- An 8-inch water main crosses U.S. 301 at Rhodine Road.
- A 6-inch water main crosses the roadway about 1400' north of Rhodine Road and runs about 900' north on the west side of U.S. 301.
- An 18-inch water main crosses U.S. 301 at Symmes Road.

- From Symmes Road north for 1700' a 6-inch water main runs along the west side of the roadway. This becomes reduced to a 2-inch water main for an additional 700'.

Coordination with utility companies will continue through the design stage.

Economic Impact

The economic impact of the proposed multi-laning of U.S. 301 must be considered in combination with the construction of Interstate 75. The primary economic impact of the proposed action will be to provide an improved north/south link between such areas as Sun City Center, various planned community developments, and the growing area south of Riverview, Brandon, and Interstate 4. In conjunction with Interstate 75 the proposed multi-laning of U.S. 301 will increase accessibility to the study area and could:

- Accelerate the transition of the area from rural to suburban;
 and
- Increase development potential along U.S. 301.

CULTURAL RESOURCE IMPACTS

Historic and Archeologic Resources

A cultural resource assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological or historic sites or properties were identified nor are any expected to be encountered during subsequent project development. The Federal Highway Administration, after consultation with the SHPO, has determined that no resources listed, or eligible for listing on the National Register of Historic Places, would be impacted. See appendix, pages 8 through 13.

Parks and Recreation Areas

In accordance with Section 4(f) of the Department of Transportation Act of 1966, the proposed action has been evaluated for potential impact to public parks, recreation areas, and wildlife and waterfowl refuges. The proposed project will not use property from any resources. Therefore, FHWA has determined that Section 4(f) does not apply.

Prime and Unique Agricultural Lands

Due to the extensive nature of agricultural land use within the project corridor, the proposed action has been evaluated for potential impacts to Prime and Unique Agricultural Lands.

Through coordination with the Soil Conservation Service, it has been determined that no farmlands as defined by 7 CFR 658 are located in the project vicinity.

NATURAL RESOURCE IMPACTS

Biologic Communities

Historically the U.S. 301 corridor was dominated by pine flatwoods interrupted only by occasional marshes, cypress heads, and streams. Most of this habitat has been converted into agricultural lands with some residential and commercial development. The remaining natural areas within the corridor include several small patches of flatwoods, four marshes, a cypress head, one relatively large riverine hardwood swamp, and several smaller creeks.

Most of the original biotic communities have been significantly altered largely by agricultural pressures and secondarily by the building of residences and commercial establishments. No regionally or biologically unique communities exist within the study area. Five floral communities were identified along the proposed project corridor. These were ruderal/pastureland, pine

flatwoods, mixed wetland forest, cypress swamp, and freshwater The ruderal/pastureland community consists of a ground cover of bahia grass (Paspalum notatum), sedges (Carex spp.) and other herbs, shrubs of wax myrtle (Myrica cerifera), and a scattered tree cover of slash pine (Pinus elliotti), cabbage palm (Sabal palmetto), and live oak (Quercus virginiana). Pine flatwoods are characterized by slash pine, longleaf pine (Pinus palustris), saw palmetto (Serenoa repens), wax myrtle, and fetterbush (Lyonia lucida). Red maple (Acer rubrum), red bay (Persea borbonia), sweet bay (Magnolia virginiana), and black gum (Nyssa sylvatica) are dominant canopy species of mixed wetland forests while the understory is comprised largely of primrose willow (Ludwigia peruviana), buttonbush (Cephalanthus occidentalis), dahoon holly (Ilex cassine), royal fern (Osmunda regalis), lizard tail (Saururus cernuus), and chain fern (Woodwardia aereolata). Bald cypress (Taxodium distichum) is the dominant component of cypress swamps with scattered red bay, red maple, and sweet bay forming a portion of the overstory. Freshwater marshes are comprised of Carolina willow (Salix caroliniana), primrose willow, wax myrtle, cattail (Typha latifolia), pickerelweed (Pontederia cordata), and smartweed (Polygonum hydropiperoides).

Wildlife species observed in the study area include: raccoon (Procyon lotor), nine-banded armadillo (Dasypus novemcinctus), bobcat (Lynx rufus), hispid cotton rat (Sigmodon hispidus), marsh rabbit (Sylvilagus palustris), striped mud turtle (Kinosternon baurii), Florida cooter (Pseudemys floridana), green anole (Anolis caroliniana), banded water snake (Nerodia fasciata), American alligator (Alligator mississipiensis), yellow rat snake (Elaphe obsoleta), softshell turtle (Trionyx ferox), corn snake (Elaphe guttata), common nighthawk (Chordeiles minor), common grackle (Quiscalus quiscula), eastern meadowlark (Sturnella magna), red-(Agelaius phoeiceus), pileated blackbird winged (Dryocopus pileatus), northern cardinal (Cardinalis cardinalis), blue jay (Cyanocitta cristata), purple martin (Progne subis), green heron (Butorides striatus), white ibis (Eudocimus albus), Carolina wren (Thryothorus ludovicianus), northern mockingbird

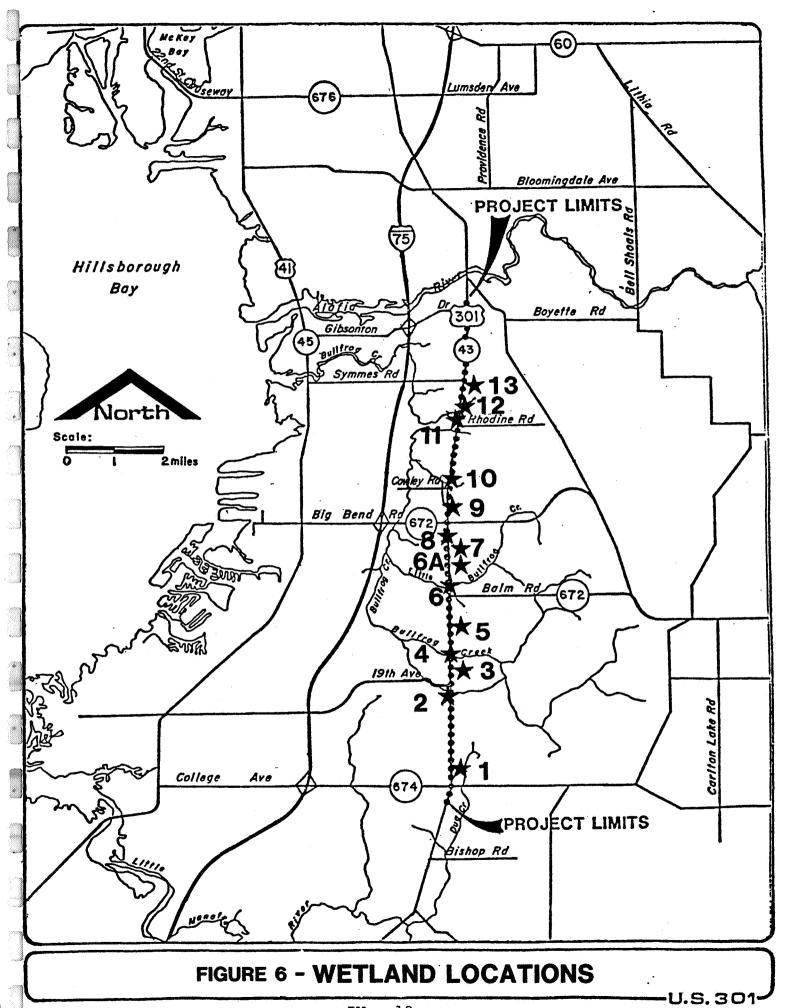
(Mimus polyglottos), mourning dove (Zenaida macroura), king rail gallinule (Gallinula chloropus), common elegans), erythrophthalmus), cattle (Pipilo rufous-sided towhee (Bubulcus ibis), common egret (Casmerodius albus), boat-tailed grackle (Quiscalus major), fish crow (Corvus ossifragus), squirrel treefrog (Hyla squirella), pig frog (Rana grylio), green treefrog (Hyla cinerea), southern leopard frog (Rana utricularia), southern toad (Bufo terrestris), mosquito fish (Gambusia affinis), sailfin (Micropterus largemouth bass latipinna), (Poecilia salmoides), and redear sunfish (Lepomis microlophus).

Wetlands

In accordance with Executive Order 11990, <u>Protection of Wet-lands</u>, impacts on wetland areas have been carefully considered in planning for the proposed roadway. Water related sensitive areas will experience construction impacts where existing facilities are altered and filling occurs.

A total of fourteen wetland areas along U.S. 301 were identified and investigated. The locations of these sites are shown in Figure 6. Field investigations were limited to the immediate project vicinity. The following sections describe the location and characteristics of each wetland area.

Site #1. This wetland runs parallel and east of U.S. 301 for approximately 400 feet. The wetland serves as a detention area for the surrounding agricultural land. The system is classified as palustrine, emergent wetland, persistent, semipermanent. The vegetation is comprised of cattails and pickerelweed with scattered shrubs of Carolina willow and primrose willow. The dominant species are indicative of a wetland which has been disturbed, presumably by the agricultural activity in the area. Approximately .17 acres of wetland will be lost due to the proposed multi-laning. The wetland will, however, continue to serve as a detention area outside the maintained right-of-way.



The waterway crossing consists of a 5' x 3' x 110' concrete box culvert which connects to the west with another small wetland area located outside of the proposed right-of-way and outside the study area.

<u>Site #2</u>. This cypress swamp is classified as palustrine, forested wetland, needle-leaved deciduous, semipermanent. The swamp is bisected by U.S. 301 and is surrounded by agricultural fields and a series of ditches which have lowered surface water levels within the swamp. As a result, water flow into and from the swamp is severely limited. The proposed multi-laning of U.S. 301 in this area will result in a loss of approximately 0.75 acres of a cypress swamp which comprises a total acreage of about 12.5 acres.

The overstory in the swamp is composed chiefly of mature pond cypress (Taxodium ascendens) along with scattered redbay, red maple, and sweet bay. Slash pine and laurel oak (Quercus laurifolia) grow on higher ground near the periphery of the swamp. The understory is dense and includes saplings of the overstory species as well as a number of invading forms such as wax myrtle, elderberry (Sambucus simpsonii), sparkleberry (Vaccinium arboreum), and blackberry (Rubus sp.). Various ferns and hedges are common on the forest floor. In disturbed, wet areas along the roadway primrose willow and Carolina willow form a dense sub-canopy. Cattails, pickerelweed, pennywort (Hydrocotyle umbellata), day flower (Commelina diffusa), and baby tears (Micranthemum umbrosum) also have colonized these areas. The waterway crossing consists of a double 10' x 4' x 44' concrete box culvert which conveys water westward under the highway.

Site #3. This small ditched area had been recently cleared of all vegetation and restructured and resloped at the time of field investigations in June 1983. As a result its exact classification is unclear. Because it appears that it will seasonally hold water and support some wetland vegetation it was classified as wetland. Because the floral constituents could not be projected, it was classified as palustrine, unconsolidated shore, sand, seasonal.

This small wetland, comprising about .01 acres within the proposed right-of-way, is currently lacking wetland vegetation due to agricultural activity. The natural establishment of species such as Carolina willow and cattails, which are species capable of becoming established in areas of disturbed habitat, can be expected within this area of periodic disturbance.

An 8' x 2' x 97' concrete box culvert connects the wetland west-ward under the highway to an agricultural ditch.

The U.S. 301 corridor traverses Big Bullfrog Creek at Site #4. this point (Class III waters). The broad expanse of the swamp is classified as palustrine, forested wetland, broad-leaved deciduous, seasonal, and the regularly inundated areas are classified as riverine, lower perennial, aquatic bed, permanent. The Big Bullfrog Creek mixed wetland forest is about 3,100 feet in width where it is crossed by the roadway. The canopy is dominated by red maple, although red bay, sweet bay and black gum also are common. Laurel oaks occur on higher ground. Canopy cover ranges from 40 percent to 65 percent with many dead, standing red maples. mesic nature of this forest supports a number of bromelaids. Muscadine grape (Vitis rotundifolia) and poison ivy (Toxicodendron radicans) are common vines. The relatively open nature of the canopy has encouraged a dense understory. Primrose willow, buttonbush, dahoon holly, and white stopper (Itea virginica) are common shrubs in areas subject to periodic flooding. these shrubs royal fern, lizard tail, green arum (Peltandra virginica), and several chain ferns grow in abundance. Along the road shoulders wax myrtle, dog fennel (Eupatorium capillifolium), beauty berry (Callicarpa americana) and shrub verbena (Lantana camara) compete with various grasses and sedges for light, space, and nutrients. The shallow, silt-laden stream bed of Big Bullfrog Creek contains an abundance of aquatic vegetation. Mats of alligator weed (Alternanthera philoxeroides), torpedo (Panicum repens), and parrots feather (Myriophyllum brasiliense) line the banks, interspersed with occasional stands of cattails, spatterdock (<u>Nuphar luteum</u>), and pickerelweed. In coves water fern (<u>Salvinia rotundifolia</u>) and duckweed (<u>Lemna minor</u>) often cover the water's surface. The waterway crossing consists of a 208' x 40' concrete bridge. The proposed roadway expansion will impact approximately 2.20 acres of mixed wetland forest.

<u>Site #5.</u> This wetland site is an isolated, small natural depression. The marsh is classified as palustrine, emergent wetland, persistent, semipermanent. It is characterized by Carolina willow and wax myrtle on the periphery and cattails within the marsh center. There is no waterway crossing associated with this wetland. Approximately .27 acres of the marsh, which has a total acreage of about .54 acres, will be impacted by the proposed multi-laning. The wetland vegetation present is indicative of a disturbed wetland area. The same or similar species should revegetate the area after construction is complete.

Site #6. This wetland is locally known as Little Bullfrog Creek, which is a tributary to Big Bullfrog Creek. It is classified as riverine, lower perennial, unconsolidated bottom, sand, semi-The creek is a deeply incised sand bottom waterway. permanent. Wetland vegetation is restricted to within 10' to 15' of the Laurel oak and Carolina willow are present along the creek. There are sparse representatives of alligator weed, buttonbush, pickerelweed, parrots feather and smartweed. Water flow is to the west. The waterway crossing consists of a 104' x 40' concrete bridge. Within the project corridor, the approximately .33 acres of wetland vegetation is sparse due to the incised waterway and steep banks. The existing bridge is proposed to be widened to three lanes and a new northbound three-lane bridge is proposed to be built to span the waterway. The aquatic and shrub vegetation should naturally reestablish itself after construction is complete.

<u>Site #6A</u>. This marsh is classified as palustrine, emergent wetland, persistent, semipermanent. The area is dominated by maidencane (Panicum hemitomon) and pickerelweed with associations

of cattail, and smartweed and numerous wetland and transitional grass and sedge species. Two large agricultural field ditches drain into the marsh at the northeast and southeast edges. Cattails have become dominant in the two areas where the ditches discharge into the marsh. There is no waterway crossing associated with this wetland. Agricultural runoff has created a densely vegetated marsh. Approximately .29 acres of the fringe of this marsh will be impacted by construction activity. Natural reestablishment of wetland vegetation is likely to occur after construction is complete.

Site #7. This small marsh lies east of the present roadway alignment. It is classified as palustrine, scrub-shrub wetland, broadleaved evergreen, seasonal. The marsh fringe is characterized by Carolina willow, wax myrtle, cattails, smartweed and other sparse emergent aquatic macrophytes. There is no waterway crossing associated with this wetland. The open water associated with this wetland occurs to the east of the existing right-of-way. The approximately .38 acres of marsh fringe within the right-of-way is composed of species able to colonize habitat that is subject to frequent disturbance such as right-of-way maintenance. These species should naturally re-establish themselves after construction of the new facility, and no mitigation is proposed.

This wetland is part of an agricultural field and marsh Site #8. drainage ditch. The ditch runs from east to west. Along the east side of the roadway the pooled water has been conducive to the establishment of red bay, sweet bay, and Carolina willow. herbaceous wetland indicators are torpedo grass, pennywort, primrose willow and pickerelweed. The area is classified as palustrine, scrub-shrub wetland, broad-leaved evergreen, There is a 6' x 4' x 42' concrete box culvert which conveys water west under the highway to an agricultural ditch. The existing drainage pattern will be maintained after roadway expansion. will maintain the integrity of the wetland that remains to the east of the right-of-way. The approximately .04 acres of wetland located within the project right-of-way will be lost due to construction. The herbaceous species mentioned above should have no problem re-establishing themselves after construction, and no mitigation is proposed.

Site #9. This wetland is classified as palustrine, scrub-shrub, broad-leaved evergreen, seasonal. It is dominated by Austrailian pine (Casuarine litorea) and primrose willow with torpedo grass on the fringes. The marsh is part of an agricultural field drainage system that flows from east to west under the roadway. Water pools along the roadway and consequently supports wetland vegetation. A 10' x 2' x 42' concrete box culvert conducts water under the roadway. The agricultural drainage system will be maintained. Improved drainage may eliminate the approximately .05 acres of marsh area within the right-of-way. Vegetation may naturally reestablish itself to the east of the right-of-way.

Site #10. This wetland area is classified as riverine, intermittent, streambed, sand, seasonal. The wetland area within the existing right-of-way is dominated by Carolina willow. Aquatic macrophytes are sparsely represented by cattails and a few wetland herbaceous plants. This creek is a tributary to Bullfrog Creek and flow is from east to west. A 44' x 28' concrete bridge crosses the deeply incised creek bed. The sparse vegetation present, which comprises about .03 acres, indicates a disturbed habitat from the original road construction. Upon completion of construction activity wetland vegetation should naturally reestablish itself along the creek banks.

Site #11. This wetland is classified as palustrine, scrub-shrub wetland, broad-leaved evergreen, seasonal. Florida elderberry and wax myrtle dominate the scrub-shrub layer while the aquatic vegetation includes parrots feather, pickerelweed, smartweed and other less abundant macrophytes. This drainage way is connected on the east to a relatively large wetland surrounded by several fish ponds. A 10' x 28' concrete box culvert conveys water under the highway during storm events. Only .36 acres, comprising the eastern fringe area of a much larger wetland system, will be impacted by roadway construction. The remainder of the wetland system will be unaffected by the proposed action.

This freshwater marsh is classified as palustrine, Site #12. scrub-shrub wetland, broad-leaved evergreen, seasonal. has a small field drainage ditch which intersects is on the The drainage ditch connects to another marsh eastern shoreline. to the west of the roadway located outside of the study area. wetland area within the existing right-of-way is dominated by Carolina willow and wax myrtle in the scrub-shrub layer. macrophytes include cattail and parrots feather with some sparse associations of smartweed, primrose willow, soft rush (Juncus effusus), and pickerelweed. The waterway crossing consists of (2) 30" x 52' concrete pipes. Wetland vegetation indicates frequent disturbance. Only about .16 acres of the vegetated periphery of a 5.0 acre marsh will be lost to construction activity. The viability and overall productivity of this wetland will remain unaffected.

Site #13. This wetland is a pooling area for roadway runoff and a drainage way for adjacent marshes and pastures to the east. It is classified as palustrine, scrub-shrub, broad-leaved evergreen, seasonal. Carolina willow and wax myrtle form the scrub-shrub layer. Aquatic macrophytes include cattail, parrots feather, smartweed, primrose willow, soft rush, and pickerelweed. The waterway crossing consists of (2) 48" x 98' concrete pipes which connect the wetland to the roadside swale along the west side of U.S. 301. With the roadway expansion and concomitant drainage work this .09 acre wetland will be lost. The wetland species present are indicative of a disturbed area.

Certain wetland areas or portions thereof will be directly impacted by the proposed action. These impacts are summarized in Table 2.

TABLE 2 - SUMMARY OF WETLAND IMPACTS

Site	No.	Wetland	Impact	(acres)
1			.17	
2			.75	
3			.01	
4		2	2.20	
5			. 27	
6			.33	
6A			. 29	
7			.38	
8			.04	
9			.05	
10			.03	
11			.36	
12			.16	
13			.09	
Tota	1	· · · · · · · · · · · · · · · · · · ·	5.13	

Fourteen (14) wetland sites have been identified within the U.S. 301 project corridor. Only the smallest of these, sites #9 and #13, will be totally lost to roadway construction. These two sites are comprised of species indicative of disturbed habitats. The remaining wetlands will have only fringe areas or portions of the wetlands affected by the proposed project. It is probable that wetland vegetation will naturally reestablish itself along the periphery of these wetlands after construction is complete. Due to the nature of the types of losses at these locations and probability of natural reestablishment, no mitigation is recommended at these sites.

At sites #2 and #4, the proposed multi-laning will impact a small cypress swamp and the mixed wetland forest at Big Bullfrog Creek, respectively. Both of these sites retain much of their natural character. Future development within these wetland areas will probably be prohibited due to the productivity and viability of these wetland systems. For these reasons, mitigation for the

loss of wetland species at these two sites is a viable option and will be initiated during and after construction. Much of the vegetation now present along the roadside is comprised of undesirable species. Removal of these species coupled with replacement of indigenous species along the new slopes of the proposed roadway will provide a greater than 1:1 replacement of actual plant species. This effort will serve to restore as well as enhance existing conditions at both of these sites.

Anticipated construction would include reconstructing existing culverts to extend to the proposed right-of-way lines. Widening or replacement of the existing bridges is proposed at Little and Big Bullfrog Creeks, and at site #10 located just north of Cowley Road.

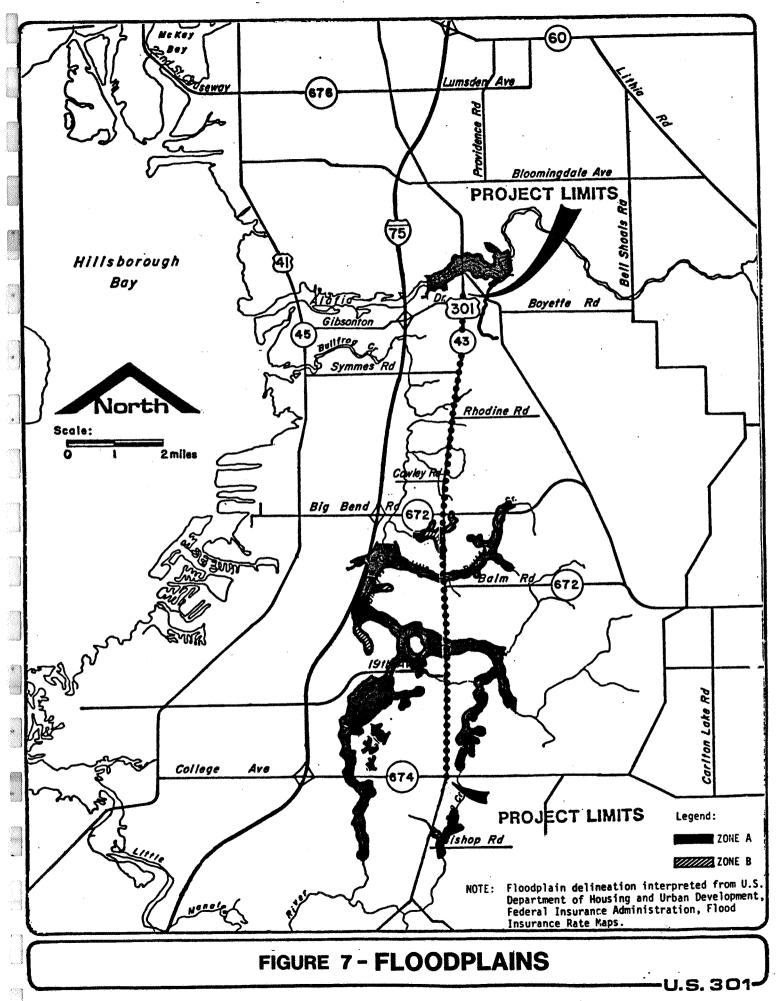
Other associated impacts from construction at wetland sites include sedimentation, leaching, and increased turbidity during the construction phase. State regulations require that the contractor take sufficient precautions to prevent runoff of fuels, oils and other polluting materials into water supplies and surface waters. Erosion control measures implemented during the construction phase will minimize erosion and sediment loads. Upon completion of the project, appropriate vegetation will be cultivated along the right-of-way to ensure stable berms and banks.

There are no practical alternatives to construction in wetconsidered earlier alternatives Previous right-of-way with takings either on the west side or east side) would have involved additional wetland takings as well as greater All reasonable measures will be used to right-of-way costs. Two freshwater marshes which exist reduce harm to wetlands. because of roadway impounding will be lost. Viable systems will remain at all of the other wetland sites either due to natural of wetland vegetation after construction reestablishment complete or because impacts are restricted to the periphery of large wetland systems. Mitigation, as previously discussed, will be implemented at sites #2 and #4.

Floodplains

In compliance with Executive Order 11988, Floodplain Management, the proposed action has been evaluated to determine potential impacts on the base floodplain. Review of Federal Insurance Administration, Flood Insurance Rate Maps 502, 504, 515 and 680 for community 120112 indicate that the multi-laning of U.S. 301 will traverse the 100-year floodplain (Zone A). There are no longitudinal encroachments of the floodplain involved with the proposed project; however, as depicted in Figure 7, transverse encroachments extend for approximately 600 feet in length across Little Bullfrog Creek and for about 1,750 feet at the Big Bullfrog Creek crossing. The proposed project will widen these existing crossings of the base floodplain. In addition to the floodplains shown in Figure 7, encroachment will occur at the remaining wet-These sites are "flood prone" land sites previously described. areas which are not in the floodplain as designated by the Flood Insurance Rate Maps. Due to the areal extent of the 100-year floodplain at each location, alternate alignments would not avoid or significantly lessen floodplain encroachment. The proposed action does not traverse any designated floodways.

In the vicinity of the proposed action the base flood elevation is approximately 33± feet NGVD as determined by the Southwest Florida Water Management District. Conceptual engineering plans for the proposed multi-laning of U.S. 30l indicate that construction will be at or above this elevation. The Bureau of Emergency Management has determined that U.S. 30l from Big Bend Road south to S.R. 674 is a north to south emergency evacuation route and from Gibsonton Drive northward U.S. 30l becomes a south to north emergency evacuation route. In addition, U.S. 30l is a major response artery for emergency service vehicles (police, fire, ambulance). The proposed action will not result in the interruption of this evacuation route.



The proposed action will result in the encroachment (filling) of approximately 5.13 acres of floodplain. Floodplain values which would be impacted include the provision of habitat for various species of plants, fish, and wildlife. The areas of the 100-year floodplain which are crossed by the project corridor are not utilized for aquaculture or forestry, but may be used for agriculture or open space. Mitigation for the loss of natural floodplains is recommended for wetland site #2 and the crossing of Big Bullfrog Creek (site #4). Any minor construction related impacts will be effectively minimized by strict adherence to Section 104 of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction (4) as well as local codes and ordinances.

The multi-laning of U.S. 301 will widen and improve an exist ing roadway through the floodplain. Due to increased accessibility it can be expected that there will be an acceleration of development and that some of this development could occur within the limits of the base floodplain. Such development, however, would continue with or without the proposed action. In addition, as a participant in the National Flood Insurance Program, Hillsborough County has adopted regulations to prevent incompatible floodplain development. The appropriate authority has been granted to the County permitting officials to enforce the above requirement, thereby controlling incompatible floodplain development.

Based on this evaluation, it has been concluded that the proposed improvement does not constitute a significant base floodplain encroachment. The design standards specified in Federal-Aid Highway Program Manual Volume 6, Chapter 7, Section 3, Subsection 2, (5) shall be complied with during the final design and construction of this facility.

The proposed expansion of U.S. 301 to a six-lane facility would place additional lanes on a new embankment to the east of the existing two-lane facility. The highway alignment runs

generally north and south along approximately the 60 foot contour. Ground elevations to the east are predominantly higher than those to the west. Consequently, along most of the alignment lands to the east of the highway drain to the west under the roadway. However, at the extreme southern and northern ends of the project flow occurs from west to east. The proposed roadway cross-section will utilize roadside ditches to convey runoff from high points to low areas.

Construction of a highway may adversely affect drainage within a project area in two general ways. Firstly, the highway may result in off-site flooding due to increased runoff quantities and/or rates. Secondly, the highway may cause off-site flooding by becoming an impounding dam or flow restrictions. Adverse impacts associated with the above items can be avoided by complying with Hillsborough County Drainage Regulations and the requirements of Chapter 17-25 of the Florida Administrative Code (FAC).

Therefore, no adverse impacts to drainage are anticipated to result from expansion of the existing facility as proposed.

Threatened and Endangered Species

In compliance with the Endangered Species Act of 1973 and amendments thereto, the project area was field reviewed by a qualified biologist for the purpose of evaluating possible impacts upon rare, endangered, and threatened species. Based on studies and investigations at this stage of design, the proposed action will not jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of the habitats of any such species. The proposed project is not located in an area designated as critical habitat by the U.S. Department of the Interior.

One species listed as endangered by the U.S. Fish and Wildlife Service (USFWS) was observed during the survey of the area of the proposed project: wood stork (Mycteria americana).

The American alligator (Alligator mississipiensis), listed as threatened due to similarity of appearance by the U.S. Fish and Wildlife Service, was also observed.

During site visits one wood stork was observed wading in a small wetland adjacent to the U.S. 301 corridor. This wetland would not be affected by the roadway expansion. The wetlands and ditch systems that will be displaced or altered by the project are not regionally significant to wood storks; therefore, no effect to local wood stork populations will result due to the proposed project.

An American alligator was observed in Big Bullfrog Creek, and because of their local abundance, the species is likely to occur in other streams and marshes along the corridor. Because of the small amount of wetlands that will be disturbed, the multi-laning of U.S. 301 should have no significant impact on the American alligator.

The southeastern kestrel possesses a high tolerance for human activity and although no kestrels were sighted during field reviews it is likely that they would occasionally use the area surrounding the roadway. The small loss of pine flatwoods habitat due to corridor expansion will not have a significant impact on the kestrel populations.

The eastern indigo snake is deemed likely to occur in pine flatwoods and along the margins of streams and marshes within the proposed corridor. Therefore, a special provision will be included in the contract to advise the contractor of the probable presence of this species and to require him to cease operations which might cause harm if an indigo snake is sighted, thus mitigating any impact the proposed multi-laning would have on this species.

Other endangered or threatened species lack sufficient suitable habitat within the immediate project area and are

considered to have a low or very low likelihood of occurrence. No endangered or threatened plant species is expected to occur along the U.S. 301 alignment. All endangered or threatened plant species found within the region have specific and restricted habitat requirements and none of these habitats occur along the roadway.

Since the proposed multi-laning of U.S. 301 requires only an additional 18 feet of right-of-way from S.R. 674 to the vicinity of Cowley Road, there will be no effects to any of the endangered or threatened species known or suspected of occurring within the project area.

Coastal Zone Impact

As required by 15 CFR Part 930, this project was reviewed by the Governor's Office of Planning and Budgeting and was determined to be consistent with Florida's Coastal Zone Management Program. A copy of the letter of consistency is included in the Appendix.

PHYSICAL ENVIRONMENTAL IMPACTS

Air Quality Impacts

The project alternatives were subjected to a Graphical Screening Test ("User's Manual: FDOT Air Quality Screening Test", Florida Department of Transportation, May 7, 1984). This test various conservative worst case assumptions about the meteorology, traffic, and site conditions, and uses these assumptions the Mobile $2^{(7)}$ and Caline 3(8) models produce a series of curves which can be used to determine the The critical distance, measured from the edge critical distance. of the nearest travel lane, is the closest a receptor can be to a given intersection without any chance of a significant air quality impact. The input data and results for the "worst" intersections are shown in Tables 3 and 4 below. The Screening Test for Rural Areas was used.

Table 3 - U.S. 301 and S.R. 674 - Air Quality Impact (North Leg)

		Average	Peak Hour	Critical	Closest
		Speed	Volume	Distance	Receptor
Alternate	Year	(mph)	(per hour)	(Feet)	(Feet)
			1		
No-Build	1990	45	1240	<10	90
No-Build	2010	25	1990	10	90
Build	1990	35	1280	<10	75
Build	2010	30	2690	13	7 5

Table 4 - U.S. 301 at Big Bend Road - Air Quality Impact (North Leg)

Alternate	Year	Average Speed (mph)	Peak Hour Volume (per hour)	Critical Distance (Feet)	Closest Receptor (Feet)
No-Build	1990	25	1750	13	85
No-Build	2010	25	1750	<10	85
Build	1990	25	1830	15	85
Build	2010	25	2080	11	85

The closest receptor at the intersection of U.S. 301 and S.R. 674 is a realty office which is located 90 feet east of U.S. 301 and 135 feet south of S.R. 674 for the No-Build Alternate and 75 feet east and 120 feet south of the Build Alternate. At the intersection of U.S. 301 and Big Bend Road the closest receptor is a permanent structure being utilized as a vegetable stand located 85 feet west of U.S. 301 and 110 feet north of Big Bend Road for the No-Build Alternate and 85 feet west and 90 feet north of the Build Alternate. Since the closest receptor in each case is further away than the critical distance, neither the No-Build nor the Build Alternate will have a significant impact on air quality. The critical distance in every case is located within the existing right-of-way.

This project is within an area where the State Implementation Plan (SIP) does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project.

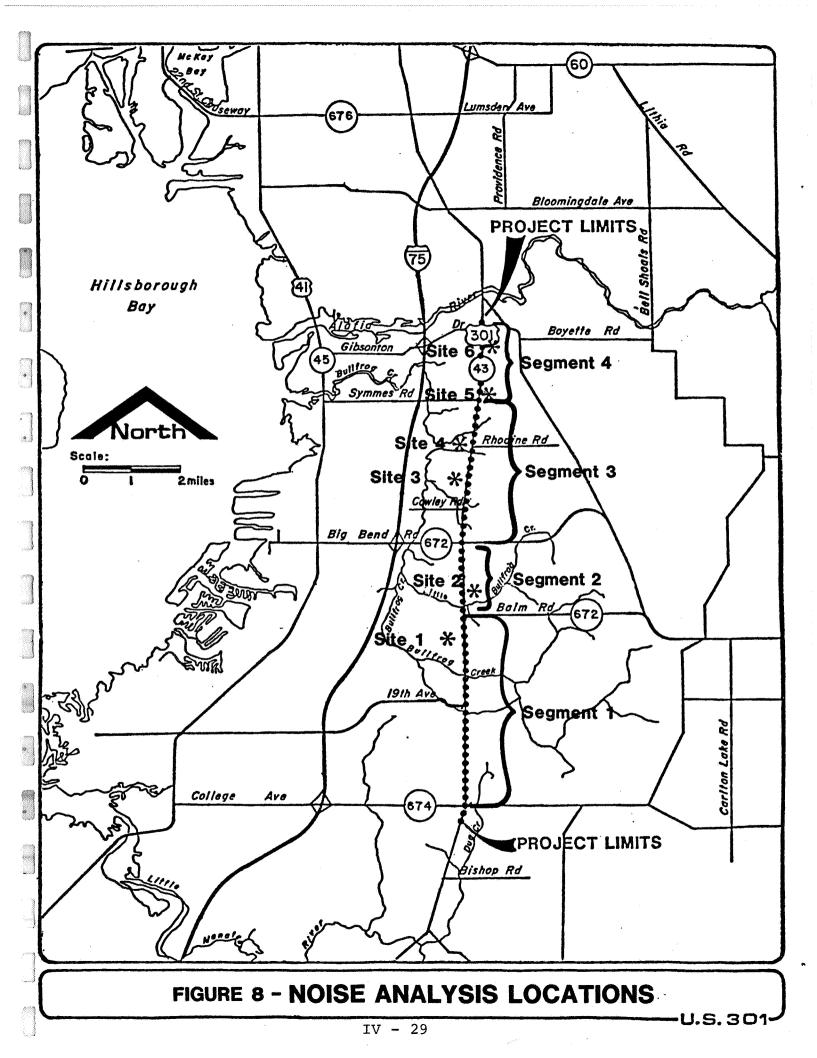
The proposed project has been included in the approved TUATS Year 2000 Transportation Plan, which has been determined to be consistent with the SIP.

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

Noise Impacts

A noise assessment study has been conducted for this project. The purpose was to identify noise impacts and, where necessary, investigate measures to minimize impacts associated with the multi-laning of U.S. 301. The procedures used are those established in 23 CFR 772.

Noise Analysis Sites - Recognized noise sensitive sites, areas that could be adversely affected by high noise levels, include schools, churches, parks, residences, hospitals, libraries and other similar land uses. Identification of these sites was accomplished by examination of aerial photographs and field reviews. Based on these evaluations, individual sites for acoustical analysis were selected to determine spot impacts as



well as representative conditions for different land use activities. Table 5 gives a description of the selected locations. These locations are shown on Figure 8. Through meetings and correspondence with local elected and appointed officials, as well as public informational meetings, a knowledge of planned, designed, and programmed developments in the area of the proposed action was obtained. Proposed developments include Sunshine Village, located in the southeast quadrant of S.R. 674 and U.S. 301; Eden South, located in the southeast quadrant of Balm Road and U.S. 301; and Summerfield, located in the northeast and southeast quadrants of Big Bend Road and U.S. 301. No known noise sensitive activities are planned for sites in close proximity to U.S. 301 within the project limits.

TABLE 5 - NOISE ANALYSIS LOCATIONS

	Approximate Near Lane Cer		
<u>Sites</u>	Existing Roadway	Build <u>Alternate</u>	Description
1	109	109	Residence
2	142	72	Mobile Home
3	141	141	Residence
4	115	115	Residence
5	124	54	Residence
6	127	57	Mobile Home Park

Site #1, a single family residence, was selected for noise modeling because it is one of the few noise sensitive sites in proximity to the roadway along the southernmost section of the project.

Currently, the distance from Site #2 to the centerline of the near lane of the existing roadway is 142 feet. The design concept for the Build Alternate will reduce this distance to 72 feet.

Because of the increased proximity to the new northbound lanes this site was chosen for noise modeling.

The residences at Sites #3 and Site #4 were selected for noise modeling because they are representative of the eight homes located between Big Bend Road and Symmes Road. Although the distance from the centerline of the near lane of the proposed roadway to these sites is unchanged there will be increased traffic volumes resulting from the proposed addition of four lanes that could be expected to increase noise level.

From Big Bend Road to Gibsonton Drive there is proposed a new northbound three-lane roadway and an additional southbound lane to be built to the east of the existing roadway. For residences and a mobile home park east of the existing facility the distance to the centerline of the near lane will be reduced by 70 feet. Site #5 was modeled to predict the noise impact of the proposed multi-laning on the 15 residences likely to be impacted in this area. Site #6 was chosen to predict noise impacts on the 20 mobile homes in this segment of the project most likely to be affected by the proposed action.

Prediction Methods - Future noise levels at the selected modeling sites were predicted by a computer program, FLAMOD, which has been approved for use in Florida by the Federal Highway Administration.

Noise levels (L₁₀), numbers of vehicles, speeds, and roadway design parameters, were measured in the field. The traffic parameters and design values that were obtained were then utilized in the computer noise model. The close agreement between the field measured noise levels and the computer derived values indicates that traffic was the major source of noise in the immediate vicinity of the project limits and the model was shown to adequately correlate traffic parameters and noise levels for this facility. All reported 1984 noise levels, therefore, were derived using the FLAMOD computer model rather than through field testing.

Worst case traffic noise conditions were simulated for the analysis by using the lesser of either peak hour traffic conditions for the year 2010 or traffic conditions for level of service C, thus maximizing the acoustic effect of vehicle speed/traffic volume relationship.

Overall predicted $L_{10}(h)$ values are presented in Table 6 and FHWA criteria in Table 7. Impacts were defined by differences between existing noise levels and levels predicted for future alternatives. Acoustic impacts were categorized as follows: (9)

No impact - 0-5 dBA

Minor impact - 5-10 dBA

Moderate impact - 10-15 dBA

Severe impact - >15 dBA

Acoustic impacts were modeled for three scenarios: 1983 No-Build, 2010 No-Build, and 2010 Build conditions. These scenarios allow for a comparative evaluation of the noise environment with and without the proposed action.

1. Present (1983) vs. No-Build Alternate (2010)

predicted existing noise levels range from 64 dBA at Site #2 to 67 dBA at Sites #4 and #5. For the No-Build Alternate, noise levels are projected to stay the same at two sites, increase by 1 dBA at two sites, and increase by 2 dBA at two sites. Noise levels for present and future No-Build conditions are not predicted to exceed FHWA design criteria at any of the chosen sites nor are substantial increases in noise levels expected to occur. In reference to the acoustic criteria listed above, the 1 and 2 dBA increases would have no impact on any of the four sites where increases occurred.

TABLE 6 - NOISE RECEPTOR LOCATIONS AND PREDICTED $L_{10}(h)(dBA)$ NOISE LEVELS

Impacts*		l residence, l mobile home		3 residences		
FHWA Design Noise Levels	70	70	20	20	29	70
Increase due to Project	7	9	ю	7	ო	м
2010 Build Alternate	20	72	69	72	70	70
2010 No-Build Alternate	89	99	99	89	29	29
1983 Existing Conditions (No-Build) Alternate	99	64	99	<i>L</i> 9	1.9	99
Description	Residence	Mobile Home	Residence	Residence	Residence	Mobile Home Park
Site	7	7	т	4	Ŋ	9

*Approximate number of structures affected by noise levels in excess of FHWA criteria.

TABLE 7 - NOISE ABATEMENT CRITERIA*

Activity Category	Noise Abatement Criteria L10(h)	Description of Activity Category
æ	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
Ф	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
U	75 (Exterior)	Developed lands, properties, or activities not included in Categories A and B above.
A	1	Undeveloped lands.
Œ	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

* 23 CFR 772

2. Present (1983) vs. Build Alternate (2010)

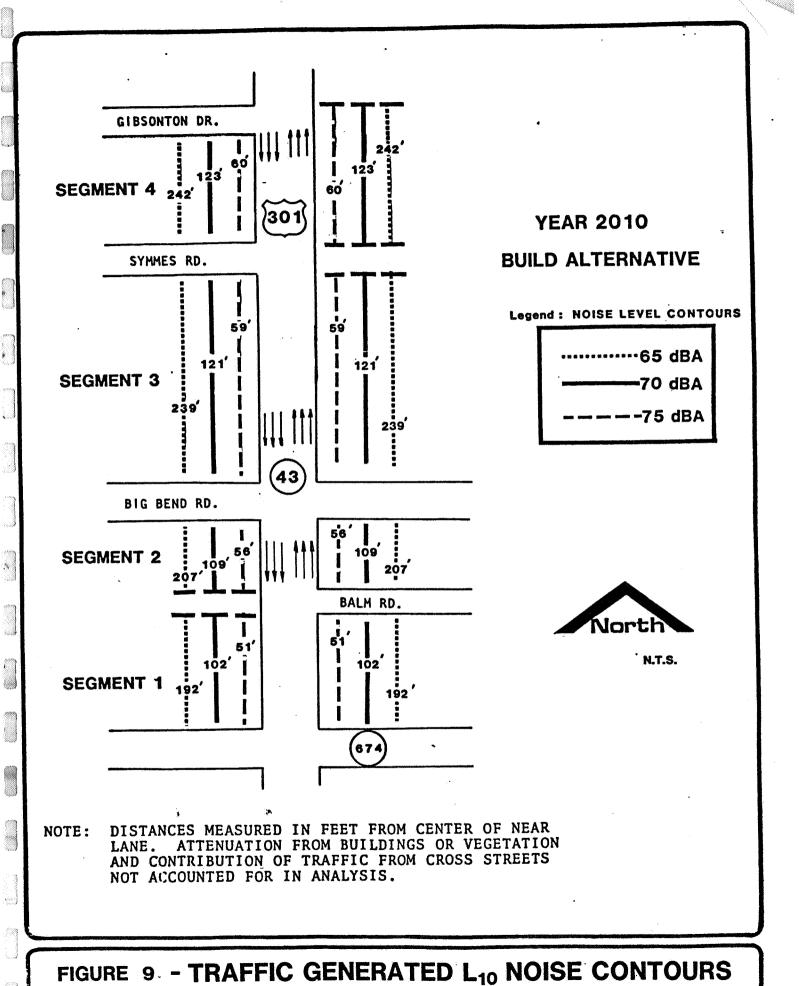
Acoustic impacts for the proposed action resulting from comparison of existing conditions to future Build conditions range from a 3 dBA increase at Site #3 and Site #5 to an 8 dBA increase at Site #2. For Sites #1, #3, #5, and #6 the increase in noise levels can be categorized as no impact. The increases at Sites #2 and #4 are categorized as minor impacts.

These increases would be expected due to both the new north-bound roadway and increased traffic. For residences or structures to the east of the existing roadway the distance to the centerline of the near lane will be reduced by 70 feet. Comparison of the Build Alternate to FHWA noise abatement criteria indicates that the criteria will be exceeded by 2 dBA at Sites #2 and #4.

3. No-Build Alternate (2010) vs. Build Alternate (2010)

A comparative analysis of future noise levels under the No-Build and Build conditions yields approximately the same results as presented in section two above. This is due to the fact that the existing (1983) and 2010 No-Build noise levels differ by no more than 2 dBA. Results indicate that a range of impacts, depending on the location, can be attributed to the multi-laning of U.S. 301.

In addition to the selected noise analysis sites, the computer program generated noise contour levels to determine impacts along the entire roadway corridor. Noise contours corresponding to the 65, 70 and 75 dBA levels were calculated and plotted along the proposed roadway as depicted in Figure 9. To reflect the changes in ADTs and average speeds, the project was divided into four segments which are identified in Table 8. Utilizing these contours allowed identification of additional impacts.



IV - 36

U.S. 301

Table 8 - Additional Impacts Identified by Noise Contour Levels

Impact*

Segment	Impact*
S.R. 674 to Balm Road	1 Office Building
Balm Road to Big Bend Road	1 Residence
Big Bend Road to Symmes Road	2 Residences
Symmes Road to Gibsonton Drive	15 Residences,
•	20 Mobile Homes

*Approximate number of structures affected by noise levels in excess of FHWA criteria.

The computer predicted year 2010 Build Alternate noise contour levels can be used as a guideline for future planning efforts.

In summary, the proposed project will result in violations of FHWA abatement criteria levels at 22 residences, 1 office build-Although the predicted increases in ing, and 21 mobile homes. noise levels are minor and the projected exceedances of FHWA criteria are due to high ambient conditions, an analysis of abatement measures to determine possible mitigation options is presented in the following section in accordance with 23 CFR part 772.

Abatement measures considered were traffic management, change in alignment, land use control, zoning controls, and vegetative and structural barriers.

The elimination or restriction of truck traffic was evaluated as a possible traffic management measure for noise abatement. effect of this measure on the reduction of overall projected L10 noise levels for relatively low heavy truck volumes (four percent of vehicular mix) operating at moderate speeds (38-40 mph) While this noise control design would was found to be 3-4 dBA. negate the noise impact at the receptor sites that exceed FHWA criteria, it is considered impractical. The opening of Interstate 75 north of Big Bend Road should reduce long haul trucking along U.S. 301. Other truck traffic will continue to use this major north-south route. Consequently, this is considered a worst case analysis because the same percentage of trucks determined from existing conditions was used for future year conditions. A reduction in the future percentage of trucks to the vehicular mix is anticipated.

Shifting the roadway alignment was investigated as a potential mitigation measure. However, to achieve a 3-4 dBA reduction, the distance between the source and receiver must be doubled. Consequently, slight shifts in alignment would result in only negligible reductions in noise levels. In addition, shifting the alignment of the proposed improvement, if not precluded by other conditions, would generally shift the noise impact from one location to another.

The proposed action is located in an area that is predominantly agricultural or undeveloped south of Big Bend Road but northward is becoming more developed with residences and small commercial establishments. Based on the results of this study, land use and zoning controls could be effective particularly in areas currently undeveloped. Land use control measures could include the establishment of noise buffer areas and/or zoning to restrict land use development to that which is compatible with a major roadway. Land use and zoning controls would have to be initiated by local planning agencies.

The use of vegetative and structural barriers to attenuate impacts was considered. To achieve a reduction of about 5 dBA in noise levels through use of a vegetative barrier requires dense foliage at least 100 feet thick. At specific locations sufficient space for vegetative barriers exists, but adverse impacts are not projected for these locations. Such plantings in any case would not be any more efficient than a new construction setback line in reducing future noise impacts. At the two receptor sites and at other areas where FHWA noise design levels are exceeded there is insufficient area for an effective vegetative barrier.

A significant reduction in noise levels can be achieved through use of structural barriers. To be effective a barrier must be as continuous as possible. Breaks in the barrier for driveways, crossroads and other points of access severely limit noise attenuation. For this reason barriers north of Symmes Road would not be effective. Southward of this area relatively few driveways and crossroads exist. Based on the impact criteria which found no impacts or only minor impacts due to the proposed action, the use of structural barriers for this proposed action is not recommended.

In conclusion, analysis of alternative noise abatement measures indicates that land use controls are the most practical measure for noise abatement. The noise contours presented in this report should be utilized as guidelines by local agencies in establishing setbacks and in determining appropriate land use activities adjacent to the roadway. A copy of the approved noise report will be provided to local officials for this purpose.

Water Quality

The Florida Department of Transportation has coordinated with the DER District stormwater personnel/Southwest Florida Water Management District and provided them with a preliminary coordination package describing the conceptual design of the stormwater management system for this project. As a result of that coordination, the Department is developing a stormwater treatment system for the project in accordance with Chapter 17-25 FAC. The Department will continue the coordination effort during subsequent project development stages to ensure compliance with Chapter 17-25 FAC. This coordination does not relieve the Department of the necessity to acquire permits under 17-25 FAC, nor does the preliminary review ensure a favorable permitting review.

Because of the State of the Art in highway stormwater research, it is not possible at this time to determine the significance of this discharge on the quality of stormwater runoff. The

appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations. Any additional stormwater treatment measures found necessary over and above Best Management Practices in order to obtain Chapter 17-25 compliance will be State funded.

Non-Motorized Modes of Transport

The mild climate and level terrain make Tampa and Hills-borough County an ideal area for expanded reliance on bicycles as serious transport for the commuter as well as the recreational cyclist. An evaluation has been conducted to determine the feasibility and advisability of providing facilities for bicycles within the project area. While U.S. 301 is not a designated bike route on a public plan, the local Bicycle Path Advisory Committee of the Hillsborough County City-County Planning Commission has recommended that bicycle traffic be accommodated on both sides of the proposed facility. This will be accomplished by providing four-foot paved shoulders.

CONSTRUCTION IMPACTS

Air Quality

During project construction, temporary increases in air pollution will occur. Various operations will be conducted which will release or have the potential to release quantities of fugitive dust into the atmosphere including:

- Mobilization
- Clearing and grubbing
- Utility relocation
- Drainage work
- Bridge work, pile driving

- Subgrade work
- Grading
- Base work
- Surface work
- Clean-up

These operations will require the use of heavy construction equipment and machinery including graders, front-end loaders,

trucks, pile drivers, air compressors, pumps and heavy rollers. This heavy equipment usage will also contribute additional combustion-related pollutants to the atmosphere.

These minor, temporary air quality impacts will be minimized by strict adherence to Section 102 of the <u>Florida Department of Transportation Standard Specifications for Road and Bridge Construction. (4)</u>

Noise Pollution

Noise generated by construction of the proposed action may affect some land uses during the construction period. Construction noise will be attenuated to the extent practical by adherence to Section 104 of the <u>FDOT Standard Specifications for Road and Bridge Construction</u> (4) and by incorporating the following measures into the special provisions of the construction contract:

- 1. The contractor will limit construction activities requiring the use of heavy or noisy equipment to the time period between the hours of 7:00 a.m. to 6:00 p.m., unless written permission is obtained from the engineer.
- 2. The contractor shall not work on Sundays or legal holidays unless written permission is obtained from the engineer.
- 3. In the event the above restrictions are not adequate to keep construction noise to an acceptable level (as determined by the engineer), he may direct the use of other controls and abatement measures.

Water Quality

The potential adverse effects of erosion are considered temporary and minimal. These potential impacts will be minimized by adherence to Section 104 of the <u>FDOT Standard Specifications</u> for Road and Bridge Construction. (4)

Community Considerations

To the extent possible the disruptive effects of roadway construction will be minimized. Construction scheduling and programming will lessen or avoid disruptions to utility service, and provide for reasonable access to homes and businesses.

Staging and Maintenance of Traffic During Construction

The ultimate design for the proposed multi-laning of U.S. 301 is a six-lane facility with a 22-foot median. Funding restraints may require staging of the actual construction of the project such that a four-lane divided facility is initially constructed. Whether the four-lane facility or the ultimate six-lane design is initially constructed, the existing pavement will be fully utilized. The new northbound lanes will be constructed to the east of the existing roadway.

The existing two lanes of U.S. 301 in most areas will remain open to traffic while a portion of the new roadway is constructed. In areas where the existing roadway could not maintain traffic, detour routes or temporary service roads would be provided. Existing bridges would serve traffic while parallel bridges were being built.

V. COMMENTS AND COORDINATION

Agencies having permit and/or permit review authority were transmitted a permit coordination report providing relevant engineering and environmental information. These agencies are the State of Florida Dept. of Environmental Regulation, the Southwest Florida Water Management District, the U.S. Army Corps of Engineers, and the Hillsborough County Environmental Protection Commission.

The following governmental and public agencies have been contacted either through the public involvement or A-95 review process.

Federal

Army Corps of Engineers*
Environmental Protection Agency*
National Marine Fisheries*
Fish and Wildlife Service
Federal Highway Administration
Department of Agriculture
Department of Housing and Urban Development
National Park Service
Coast Guard*
State

Department of Community Affairs

Department of Environmental Regulation*

Southwest Florida Water Management District*

Game and Freshwater Fish Commission*

Department of State*

Bureau of Comprehensive Planning

Department of Land and Water Management

Department of Agriculture and Consumer Services

Department of Natural Resources*

Local and Regional Agencies

Tampa Bay Regional Planning Council*
Recreation Trails Council
Tampa Port Authority*
Tampa Urban Area Metropolitan Planning Organization*
Hillsborough County Department of Development Coordination
Hillsborough County Environmental Protection Commission

Pertinent correspondence from these agencies has been included in the Appendix to the report. Comments are summarized and answered below.

Comment (Corps): The effects of construction work and roadway runoff could be significant especially around Bullfrog Creek.

Disposition:

Erosion control measures as specified Section 104 of the FDOT Standard Specifications for Road and Bridge Construction will be implemented. Roadway runoff and storm drainage will be controlled through use of drainage Because of the "state of the art" in swales. highway stormwater research, it is not possible at this time to determine the significance of the discharge on receiving waters. proposed project is not expected to have a significant impact on surface or groundwater quality.

Comment (Corps, EPA, DER, GFWFC, TBRPC): Mitigative measures to compensate for wetland disturbance, loss of wildlife habitat, and water quality deterioration should be investigated and encouraged.

^{*}Agencies who responded to A-95 notification.

There are no practical alternatives to construction in wetlands. All reasonable measures will be used to reduce harm to wetlands. Two of the freshwater marshes which exist because of roadway impounding will be lost due to construction of the proposed action. ble wetland systems will remain at all other sites either due to reestablishment of wetland vegetation after construction or because impacts are restricted to the periphery of larger wetlands. Mitigation for the loss of wetland and floodplain values which include wildlife habitate and water quality considerations is a viable option and will be discussed during the permitting process.

Comment (GFWFC):

Significant native wetlands should be bridged if possible, as opposed to culverted causeway construction. Where culverts are necessary, their size and distribution should not restrict normal water flow, cause further channelization of drainage patterns, or lower groundwater tables through overdrainage. In previously drained wetlands, proper placement of culverts may permit increased retention of surface waters, thereby encouraging the recovery of impacted areas.

Disposition:

The existing bridges will be widened, if feasible, at Big and Little Bullfrog Creek and at wetland site #10. Existing drainage patterns will be maintained wherever possible when culverts are necessary.

Comments (DER):

We recommend that wetland and floodplain involvement be lessened by reduction in the size of the project (e.g., 2 additional lanes instead of 4).

The proposed design concept is a six-lane divided rural roadway which is the minimum required to serve projected demands.

Comment (TBRPC):

This area may be a habitat for southern bald eagles, ospreys, woodstorks, and peregrine falcons as well as various endangered or Coordination with the threatened reptiles. Fish and Wildlife Service to protect the habitats of these species is recommended if evidence of their existence is discovered. Counspecial protective cil policy encourages efforts for the preservation of rare, endangered and threatened species and their habitat and requires that any development activities which may degrade, destroy, or severely impact productive wildlife areas should assess means for abating these impacts.

Disposition:

Since the proposed multi- laning of U.S. 301 only additional 18 requires an right-of-way for a portion of the project and since it follows the existing alignment there will be no significant impacts on any of the endangered or threatened species known or suspected of occurring within the project area. If any nesting or breeding areas or any individuals encountered, coordination are efforts with the Fish and Wildlife Service and Florida Game and Fresh Water Commission will be initiated.

Comment (Dept. of State): We have reviewed the results of an historical sites survey and an archaeological field survey and it is the determination of this office that this project will have no effect on any such resources.

Comment noted.

Comment (NMF, Coast Guard, DNR, TPA) These agencies have advised that they have no involvement with the project.

Disposition:

Comment noted.

Comment (SWFWMD):

We have determined that the District will require that a permit be obtained for stream crossing site #12 as identified within the Coordination Report. SWFWMD is scheduled to receive delegation of the DER stormwater regulation under Ch. 17-25 FAC by March 1, 1984.

Disposition:

All applicable permits will be obtained prior to construction activity.

A copy of the conceptual plans were furnished to SWFWMD in December, 1985, with a letter asking that they be reviewed for conceptual approval and permitibility; as of February 1, 1986, no response has been received.

The public involvement process implemented with this study has been conducted in accordance with Council on Environmental Quality regulations, Federal Highway Administration regulations, and Florida Statutes.

During the process of developing alternatives for the multi-laning of U.S. 301, a public informational workshop was held on Thursday, July 12, 1984 from 2:00 p.m. - 7:00 p.m. in the Riverview Community Center.

Publicity for the meeting was accomplished with mailed notices sent to local elected and appointed officials and to all property owners in the immediate project area. The notices encouraged public input at that stage in the engineering and environmental study process. A news release was prepared and released to local newspapers.

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Approximately 50 persons attended the public informational workshop to view the proposed design alternates and other graphics depicting elements of the study process, as well as to discuss the project. Representatives of the Florida Department of Transportation explained the proposed design alternatives, the study process, and the engineering and environmental data gathered to date. The following comments were received from individuals in attendance. Dispositions are provided in response to each generalized comment.

1. Comment: Many persons were interested in the timing of the proposed improvement and the timing of right-of-way acquisition.

Disposition: The proposed improvements are not included in the FDOT's five-year plan.

2. Comment: Several persons expressed concern with the proposed alignment because it generally places impacts on one side of the roadway and does not distribute the impact to both sides.

Disposition: Project development studies involving analysis of alternative alignments have determined that environmental impacts and costs could be minimized by only acquiring right-of-way on one side of the roadway.

3. Comment: One person requested that a traffic light be installed at U.S. 301 and Symmes Road.

Disposition: Intersection signalization will be reviewed during final design.

4. Comment: Several persons expressed concern about right-of- way acquisition near their mobile home park located on the east side of the existing roadway north of Symmes Road.

The proposed design concept for this section of the project is for a six-lane divided rural roadway within the existing right-of-way. No additional right-of-way, therefore, is proposed to be taken.

References

- 1. Tampa Urban Area Transportation Study, Year 2000 Plan. Prepared by Hillsborough County Planning Commission for the Metropolition Planning Organization.
- 2. Hillsborough County City County Planning Commission, Population and Housing Estimates April 1, 1970 April 1, 1980.
- 3. Federal Highway Administration Finding of No Significant Impact for Six Laning of State Road 674 from the Vicinity of U.S. 41 to U.S. 301 in Hillsborough County, Florida. 1981.
- 4. State of Florida Department of Transportation; Standard Specifications for Road and Bridge Construction.
- 5. U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Volume 6, Chapter 7, Section 3, Subsection 2, "Location and Hydraulic Design of Encroachments on Flood Plains." November 15, 1979.
- 6. Prichard, Peter C.H., <u>Rare and Endangered Biota of Florida</u>
 Volumes I-V. Florida Game and Fresh-water Fish Commission.
 1978.
- 7. U.S. Environmental Protection Agency, Mobile 2: Mobile Source Emission Model. 1981.
- 8. California Department of Transportation, Report No. FHWA/CA/TL- 79/23, CALINE 3 A Versatile Dispersion Model for Predicting Air Pollutant Levels Near Highways and Arterial Streets, November 1979.
- 9. Reagan, Jerry A. <u>Traffic Noise Impact/Mitigation Criteria</u>, presented at the 1982 Annual Meeting of the Transportation Research Board, Washington, DC, 1982.

APPENDIX



DEPARTMENT OF THE ARM JACKSONVILLE DISTRICT, CORPS OF ENGINEERS P. O. BOX 4970 JACKSONVILLE, FLORIDA 32232 January 26, 1984

REPLY TO

Regulatory Division Permits Branch

Mr. Raymond L. Nottingham Florida Department of Transportation Post Office Box 1249 Bartow, Florida 33830

Dear Mr. Nottingham:

Reference is made to your letter dated November 7, 1983, concerning the proposed multilaning of U.S. 301 (State Project Number 10010-1530) from Bishop Road to Gibsonton Drive in Hillsboro County. A time extension to the comment period was granted to the Corps by Mr. James Kennedy of your District Office.

The following comments are made after field inspection and review of DOT coordination report for U.S. 301:

- (1) Sites 6 and 8 which involve Bullfrog and Little Bullfrog Creek respectively, will involve individual permits. The remaining sites, namely 15, 14, 13, 12, 11, 10, 9, 8A, 7, 5, 4, 3, 2, 1A, and 1 will all fall under, and in accordance with the Nationwide Permit 330.4(a)(1).
- (2) The effects of construction work and roadway runoff could be significant especially around Bullfrog Creek.
- (3) Mitigation is encouraged around sites 7 and 8 and also site 8A, wherein an emergent wetland exists with no waterway crossing.

Should you have any question concerning the above comments, please contact Osvaldo Collazo at the letterhead address, or by telephone (904) 791-1667.

Sincerely,

James E. Boone, Jr.

Chief, Structures Section



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET ATLANTA, GEORGIA 30365

4PM-EA/CJD

Mr. Raymond L. Nottingham Environmental Specialist Florida Department of Transportation 605 Suwannee Street Tallahassee, Florida 32301-8064

Dear Mr. Nottingham:

We have reviewed the Permit Coordination Report and preliminary plans for the proposed multi-laning of US 301(SR43) from Bishop Road to Gibsonton Drive, Hillsborough County, Florida. We offer the following comments:

A Section 10/404 permit will be required for this project. During the 404 Review, we will recommend complete bridging at sites 6, 8, 12, and 13, and adequate box culverts as they are at present.

In addition, we will recommend that any proposed filling of wetlands be mitigated through wetland creation, or other means, so that ecological functions of present wetlands are maintained.

Sincerely yours,

Sheppard N. Moore, Chief Environmental Review Section Environmental Assessment Branch



UNITED STATES CARTMENT OF COMMERCE National Oceanic and Atmospheric Administration NATIONAL MARINE FISHERIES SERVICE Southeast Region 9450 Koger Boulevard St. Petersburg, FL 33702

November 18, 1983 F/SER11/SP 813-893-3503

Mr. Raymond L. Nottingham Environmental Specialist Florida Department of Transportation P.O. Box 1249 Bartow, FL 33830

Dear Mr. Nottingham:

As requested in your November 7, 1983, letter, we have reviewed the proposal for multi-laning of US 301 (SR 43) from Bishop Road to Gibsonton Drive, Hillsborough County, Project No. 10010-1530.

We anticipate that any adverse effects that might occur on marine and anadromous fishery resources would be minimal and, therefore, do not object to the proposed work. However, it appears that these resources may be of concern to the U.S. Fish and Wildlife Service (FWS). Accordingly, we refer you to FWS for their analysis and recommendations.

Sincerely yours,

Richard J. Hoogland

Chief, Environmental Assessment

Branch





(oan) 350-4108

16591/FLA Serial: 050

Mr. C. L. Irwin
Administrator, Environmental Impact Review
Floride Department of Transportation
Hayden Burns Building
Tellahassee, FL 32201-8064

SEP 2 0 1983

Dear Mr. Irwin:

This is in response to the advance notification package for read improvements to State Road 43 from Bishop Road to Gibsorton Drive, Hillsborough County, Florica, (State Project Number 10010-1530) Federal Aid Project Number F-311-1(16).

Please be advised that there is no Coast Guard involvement within the project corridor.

Sincerely,

R. W. BATSON
Lieutenant, U.S. Coast Guard
Chief, Aids to Navigation Branch Acting
Seventh Coast Guard District
By direction of the District Commander

Copy: Florida Department of Transportation, Tallahassee, FL
Attn: Mr. J. C. Kraft
Florida Department of Transportation, Bartow, FL
Attn: Mr. Jim Wilt
Florida Highway Administration, Tallahassee, FL
Attn: Mr. Carpenter



U.S. Department of Transportation
United States
Coast Guard

Commander Seventh Coast Guard District Federal Building 51 SW 1ST Averse Miami, FL 33130 Staff Symbol (08n) Phone (305) 350-5621

PECSIVI

NOV 30 LOOM

16591/FLA Serial: 1051

NOV 2 8 1834

Florida Department of Transportation Attn: Mr. C. L. Irwin Haydon Burn Building 605 Suwannee Street Tallahassee, FL 32301-8064

PROPOSED CONSTRUCTION AND MODIFICATION OF BRIDGES ON SR 43 (US 301) ACROSS BIG AND LITTLE BULLFROG CREEKS, HILLSBOROUGH COUNTY, FLORIDA (STATE PROJECT #10010-1530)

This responds to your letter of 7 November 1984 concerning this project.

Big and Little Bullfrog Creeks, are not considered navigable waters of the United States for purposes of Coast Guard bridge permitting jurisdiction. Therefore, a Coast Guard permit will not be required for the proposed work.

Sincerely,

A. CATTALINI

Captain, U. S. Coast Guard Chief, Aids to Navigation Branch

Seventh Coest Guard District

By direction of the District Commander.

Copy: Federal Highway Administration, Attn: Mr. Andy Hughes (Fed. Aid #F-311-1(16))

A - 5



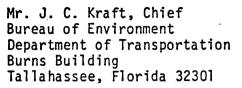
BOB GRAHAM GOVERNOR

Office of the Governor

THE CAPITOL

TALLAHASSEE 32304

November 10, 1983





RE: State Project #10010-1530 - BI # 113711 - Hillsborough County

SAI: FL8309090302C

Dear Mr. Kraft:

The State Clearinghouse in compliance with Presidential Executive Order #12372, (supersedes OMB Circular A-95), the Governor's Executive Order 85-150, the Coastal Zone Management Act, and the National Environmental Policy Act has coordinated a review of your notification of intent to apply for federal assistance in the amount of \$21,000,000.

During the review process we submitted the project to the Departments of Community Affairs, Environmental Regulation, Natural Resources, State, and Game and Fresh Water Fish Commission. The Department of Community Affairs and Department of Natural Resources have no objection to the project. The Game and Fresh Water Fish Commission expressed concern that the project will impact several marshes, a cypress head, a riverine hardwood swamp, and several smaller creeks. Significant native wetlands should be bridged if possible, right-of-way width should be reduced to the practicable minimum, and mitigatory measures which may be utilized as compensation for wetland disturbance include design of borrow pits and roadside retention area to provide suitable habitat for fish and wildlife should all be considered. The Department of State indicates that no archaeological or historic sites are recorded within the project area, however, the lack of sites is not considered significant because the area has never been subjected to a systematic, professional survey to locate such sites. It is their opinion that there is a reasonable probability of project activities impacting archaeological or historic sites and properties potentially eligible for listing on the National Register of Historic Places. It is their recommendation that, prior to initiating any land clearing or ground disturbing activities, the project tract should be subjected to a systematic, professional archaeological and historical survey. The Department of Environmental Regulation states major wetland impacts would occur as a result of the proposed project. The widening of U. S. 301 will eliminate welands associates with Bullfrog Creek, Little Bullfrog Creek, an unnamed stream, a cypress swamp, and four marshes. Such expansion will facilitate the commercialization and urbanization of the remaining natural areas. It is Department of Environmental Regulation's responsibility to conserve, protect, and improve the quality of waters of the State. Therefore, they recommend that wetland and floodplain involvement be lessened by reduction in the size of the (See attached letters.) project.

Mr. J. C. Kraft Page two

The project will be in accord with State plans, programs, procedures, and objectives when action have been taken and consideration given to the comments and concerns expressed by our reviewing agencies.

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

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

Please append a copy of this letter to your application, and on items 3a of the SF424 form insert the above referenced State Application Identifier (SAI) number. Completion of these requirements will assure the federal agency of your compliance with the provisions of Florida's Intergovernmental Coordination and Review Process, and will assist the federal agency in preparing the Notification of Grant-In-Aid Action in accordance with Federal Assistance Award Data System (FAADS). Accommodating this request will reduce the chance of unnecessary delays in processing your application.

Thank you for your cooperation.

Sincerely.

Ron Fahs, Director

Intergovernmental Coordination

RF/mt Enclosure CC: DER

GFWFC

DOS

Wendy Giesy

Department of Transportation

P.O. Box 1249

Bartow, Florida 33830



FLORIDA DEPARTMENT OF STATE TO THE PROPERTY COOLS.

Secretary of State

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Panning and Michaeling

DIVISION OF ARCHIVES.

October 21, 1983 HISTORY AND RECORDS MANAGEMENT

The Capitol, Tallahassee, Florida 32301.8020 In Reply Refer To:

(904) 488-1480

Mr. Frederick P. Gaske Historic Sites Specialist (904) 487-2333

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

Your Letter of September 9, 1983 Cultural Resource Assessment Request SAI FL8309090302C; State Project No. 10010-1530; Proposed Improvements to U.S. Highway 301/State Road 43 from Bishop Road to Gibsonton Drive, Hillsborough County, Florida

Dear Mr. Fahs:

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

A review of the Florida Master Site File indicates that there are no archaeological or historic sites recorded within the project area. However, the lack of sites is not considered significant because the area has never been subjected to a systematic, professional survey to locate such sites. Data from environmentally similar areas in Hillsborough County indicate that archaeological and historic sites, especially the former, are likely to occur within the subject tract. It is, therefore, the opinion of this office that there is a reasonable probability of project activities

Mr. Ron Fahs October 21, 1983 Page Two

impacting archaeological and historic sites and properties potentially eligible for listing on the <u>National Register of Historic Places</u>, of otherwise of national, state or local significance.

Since potentially significant archaeological and historic sites may be present, it is our recommendation that, prior to initiating any land clearing or ground disturbing activities, the project tract should be subjected to a systematic, professional archaeological and historical survey. The purpose of this survey will be to locate and assess the significance of cultural resources present. The resultant survey report should be forwarded to this agency in order to complete the process of reviewing the impact of this project on archaeological and historic resources.

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

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

Sincerely,

George A. Percy

State Historic

Preservation Officer

GWP: Geb

cc: J. C. Kraft



FLORIDA DEPARTMENT OF STATE

George Firestone Secretary of State

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



April 18, 1984

In Reply Refer to:

Mr. Frederick P. Gaske Historic Sites Specialist (904) 487-2333

Mr. J.C. Kraft, Chief Bureau of Environment Department of Transportation 605 Suwannee Street, Burns Building Tallahassee, Florida 32301

RE: Cultural Resource Assessment Review Request State Project No. 10010-1530; Federal Aid Project No. F-311-1(16); Work Program No. 1113711; Proposed Improvements to U.S. Highway 301/State Road 43 from Bishop Road to Gibsonton Drive, Hillsborough County, Florida

Dear Mr. Kraft:

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

We have reviewed the results of an historical sites field survey of the above referenced project, performed by Ms. Mary Anne Peters, an historic sites specialist employed by the Florida Department of Transportation. No historical sites listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state or local significance were encountered during the survey. Therefore, it is the determination of this office that this project will have no effect on any such resources.

Mr. J.C. Kraft April 18, 1984 Page Two

We look forward to reviewing the results of a separate archaeological site assessment survey report for the above referenced project which is to be provided by your office at a later date.

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

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

Sincerely,

George W Percy

State Historic

Preservation Officer

GWP/Gkp

cc: P.E. Carpenter

C.W. Monts de Oca

J.G. Kennedy



JUN 7 ISLE CHOCKENT

FLORIDA DEPARTMENT OF STATE

George Firestone Secretary of State

DIVISION OF ARCHIVES,

HISTORY AND RECORDS MANAGEMENT The Capitol, Tallahassee, Florida 32301-8020

(904) 488-1480

May 31, 1984

In Reply Refer to:

Mr. Frederick P. Gaske Historic Sites Specialist (904) 487-2333

Mr. J. C. Kraft
Chief
Bureau of Environment
Dept. of Transportation
605 Suwannee St., Burns Bldg.
Tallahassee, Florida 32301

10010 -1530

Re: Cultural Resource Assessment Review Request State Project No. 11010-1503; Federal Aid Project No. F-311-1(16); Work Program No. 113711; Proposed Multilaning of State Road 43/U.S. Highway 301 from Bishop Road North to Gibsonton Drive, Hillsborough County, Florida

Dear Mr. Kraft:

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

We have reviewed the results of an archaeological field survey of the above referenced project, performed by Mr. William Browning, an archaeologist employed by the Florida Department of Transportation. No archaeological sites listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state or local significance were encountered during the survey. Therefore, it is the determination of this office that this project will have no effect on any such resources.

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

Mr. J. C. Kraft Page Two May 31, 1984

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

Sincerely,

George W. Percy State Historic
Preservation Officer

GWP:Gsb

cc:

P.E. Carpenter C.W. Monts De Oca

J.G. Kennedy

STATE OF FLORIDA

DEPARTMENT OF ENVIRONMENTAL REGULATION

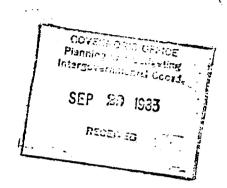
TWIN TOWERS OFFICE BUILDING 2600 BLAIR STONE ROAD TALLAHASSEE, FLORIDA 32301-8241



BÖB GRAHA M GOVERNOR VICTORIA J. TSCHINKEL SECFIETARY

Septmeber 26, 1983

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



Dear Mr. Fahs:

Re: Department of Transportation, Advance Notification of Intent to Apply for Federal Assistance for State Project Number 10010-1530, U.S. 301, Hillsborough County, Florida, SAI No. FL8309090302C

The Department of Transportation proposes to upgrade 11.5 miles of U.S. 301 from a two-lane highway to a multi-lane divided highway. This construction will occur from the vicinity of Bishop Road to Gibsonton Drive. The Department of Environmental Regulation has reviewed the referenced advance notification and submits the following comments.

The biological and wetland assessments included in the advance not ification described major wetland impacts which would occur as a result of the proposed project. The widening of U.S. 301 will eliminate wetlands associated with Bullfrog Creek, Little Bullfrog Creek, an unnamed stream, a cypress swamp, and four marshes. Such expansion will facilitate the commercialization and urbanization of the remaining natural areas. Under Chapters 403, F.S., and 17-3 and 17-25, F.A.C., it is DER's responsibility to conserve, protect, and improve the quality of waters of the State. Therefore we recommend that wetland and floodplain involvement be lessened by reduction in the size of the project (e.g. 2 additional lanes instead of 4), channelization of traffic to nearby parallel facilities (e.g. I-75), bridging of wetlands and/or wetland mitigation. Conceptual stormwater management for the roadway expansion should also be discussed in future environmental documentation.

The department is hesitant to find the project consistent with our statutory authorities in Florida's Coastal Management Program due to the

Mr. Ron Fahs Page Two September 26, 1983

anticipated wetland and floodplain involvement. Nonetheless, we feel that by following our recommendations to reduce environmental impacts that some roadway improvements can be accommodated. Therefore, we find the funding of this project to be consistent with DER's statutory authorities in the Florida CMP. A reevaluation of the project will be conducted during the environmental documentation stage of highway planning for the project's continued consistency with the FCMP.

The proposed construction will require permits from the department pursuant to Chapters 253 and 403, Florida Statutes and under Public Law 92-500. Project plans should be closely coordinated with our Southwest Florida District Office in Tampa.

Since yely,

Stephen J. Fox, Director Division of Environmental

Permitting

SFJ/job

cc: Bill Kutash

STATE OF FLORIDA

DEPARTMENT OF ENVIRONMENTAL REGULATION



7601 HIGHWAY 301 NORTH TAMPA, FLORIDA 33610-9544



BOB GRAHAM GOVERNOR

VICTORIA J. TSCHINKEL SECRETARY

WILLIAM K. HENNESSEY DISTRICT MANAGER

September 29, 1983

Wendy J. Giesy
District Environmental Coordinator
Florida Department of Transportation
P. O. Box 1249
Bartow, FL 33830

Re: State Project No. 10010-1530 WPI No. 1113711

Dear Wendy:

I drove the project route this month. I only anticipate a potential permitting problem at Little Bullfrog and Bullfrog Creeks.

The flood plains at these creeks especially Bullfrog is wide in the North-South direction. To prevent water quality degredation through the loss of wetlands due to fill, I suggest that DOT consider bridging as much of the wetlands of these creeks as possible.

If you have any further questions do not hesitate to call.

poortie.

Sincerely,

Rosanne G. Clementi Environmental Specialist

RGC/rh



State of Florida DEPARTMENT OF NATURAL RESOUR

DR. ELTON J. GISSENDANNER Executive Director Marjory Stoneman Douglas Building 3900 Commonwealth Boulevard, Tallahassee, Florida 32303 BOB GRAHAM

Governor

GEORGE FIRESTONE

Secretary of State

JIM SMITH

Attorney General

GERALD A. LEWIS

Comptroller

BILL GUNTER

Treasurer

DOYLE CONNER

Commissioner of Agriculture

RALPH D. TURLINGTON

Commissioner of Education

October 7, 1983

Mr. Ron Fahs
Intergovernmental Coordination
Governor's Office of Planning
and Budgeting
Carlton Building
Tallahassee, Florida 32301

RE: SAI #FL8309090302C--Hillsborough County

Dear Ron:

Upon review of this project within the Bureau of State Lands Management there appears to be no Trustees' interest in this project site.

If you have any question, please advise.

Sincerely

Art Wilde Office of the

Executive Director

AW/mb

Enclosure

FLORIDA GAME AND FRESH WATER FISH COMMISSION

WILLIAM G. BOSTICK JR. Chairman, Winter Haven

CECIL C. BAILEY
Vice Chairman, Jacksonville

C. TOM RAINEY D.V.M.

W.D. (DON) BAXTER
Marianna

THOMAS L. HIRES SR. Tampa

ROBERT M. BRANTLY, Executive Director F. G. BANKS, Assistant Executive Director



FARRIS BRYANT BUILDING 620 South Meridian Street Tallahassee, Florida 32301

October 7, 1983

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

OCCUPANTION OFFICE

Service

Interaction of the Conduction

OCT II 1003

DECEMBED

Re: SAI FL830909030bc

U.S. 301 replacement Hillsborough County

Dear Mr. Fahs:

The Office of Environmental Services of the Florida Game and Fresh Water Fish Commission has reviewed the referenced "Advance Notification" and offers the following comments.

The Florida Department of Transportation proposes to upgrade approximately 11.5 miles of U.S. 301 from a two-lane highway to a multi-lane divided highway. Although relatively little ecological information is presented with the application, this project will impact several marshes, a cypress head, a riverine hardwood swamp, and several smaller creeks. Numerous endangered or threatened species may also be affected. The applicant states that no practicable corridor alternative would reduce these anticipated impacts.

We are unable to conduct a field inspection of this project site during the commenting period, and cannot provide thorough comments until project details are submitted for our review. We do, however, offer the following general guidelines, pending receipt of the necessary permit applications. Mr. Ron Fahs Page 2

Significant native wetlands should be bridged if possible, as opposed to culverted causeway construction. Where culverts are necessary, their size and distribution should not restrict normal water flow, cause further channelization of drainage patterns, or lower groundwater tables through overdrainage. In previously drained wetlands, proper placement of culverts may permit increased retention of surface waters, thereby encouraging the recovery of impacted areas.

Right-of-way width should be reduced to the practicable minimum within wetlands via reduction or elimination of open medians, and use of guard rails or retaining walls as opposed to wide road-shoulders. Clearing within the right-of-way should be kept to a minimum, and we encourage the planting of native species for erosion control or landscaping purposes. Runoff from bridges and road surfaces should be directed through vegetated swales or other buffer vegetation prior to discharge into nearby wetlands or open water.

Mitigatory measures which may be utilized as compensation for wetland disturbance include design of borrow pits and roadside retention areas to provide suitable habitat for fish and wildlife. These areas should be less than 6 feet deep, include depressions which would provide havens for retreating aquatic organisms during the dry season, and possess gradual shoreline slopes conducive to establishment of wetland species. Native plants should be planted in appropriate locations around and within these retention basins.

Please call me if we can be of further assistance.

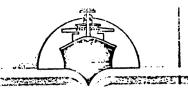
Sincerely yours,

1 12 Banks

F. G. Banks

Assistant Executive Director

FGB/RF/rs





Florida's Largest Port

November 16, 1983



Mr. Raymond L. Nottingham Florida Department of Transportation Post Office Box 1249 Bartow, Florida 33830

Reference: State Project No. 10010-1530

Federal-Aid Project No. F-311-1(16) US 301 (SR 43) from Bishop Road

to Gibsonton Drive, Hillsborough County

Work Program Item No. 1113711

Dear Mr. Nottingham:

I have reviewed the plans for the above-cited project which you have forwarded to this office for review. It appears that none of the work involved in this project involves those waters over which the Tampa Port Authority exercises regulatory jurisdiction. Therefore, it appears that no permit from this Authority will be necessary.

We thank you for the opportunity to review and comment on this project.

Sincerely,

William K. Febring. Ph.

William K. Fehring, Ph.D. Director of Environmental Affairs

WKF: bw

SOUTHWEST FLÖRIDA WATER MANAGEMENT DISTRICT



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

BRUCE A. SAMSON, Chairman, Tampa
 Wm. O. STUBBS, JR., Vice Chairman, Daile City
 JAMES H. KIMBROUGH, Secretary, Brooksville
 RONALD B. LAMBERT, Treasurer, Wauchula
 DONALD R. CRANE, JR., Assistant Secretary, St. Petershurg
 MARY A. KUMPE, Assistant Treasurer, Sarasota
 WALTER H. HARKALA, Plant City
 JACK STRAUGHN, Winter Haven
 MICHAEL ZAGORAC, JR., Belleair



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

January 10, 1984



Mr. Raymond L. Nottingham Environmental Specialist Florida Department of Transportation Post Office Box 1249 Bartow, FL 33830

Re: Permit Coordination Report: US 301 from Bishop Road to Gibsonton Drive Hillsborough County State Project No. 10010-1530 Federal Aid Project No. F-311-1(16) Work Program Item No. 1113711

Dear Mr. Nottingham:

We have determined that the District will require that a permit be obtained for stream crossing site no. 12 as identified within the Coordination Report.

The Southwest Florida Water Management District is scheduled to receive delegation of the D.E.R. stormwater regulation under F.A.C. 17-25 by March 1, 1984 and will be administering the program in the same manner as D.E.R. is now doing.

Sincerely,

OLIVER'R. DEWITT

Surface Permits Coordinator Resource Regulation Department

ORD:pz

Enclosures: Application for Permit

Instruction to Applicant

September 27, 1983

Pr. J. G. Kraft, Chief Bureau of Environment Plorida Department of Transportation 603 Suwannee Street, PS 37 Tallanassee, Florida 32304

Subject: A95 #210-83; Notification of upgrading of U.S. 301, State #10010-1530, Dillsporough County

At its September 26, 1983 meeting, the Tampa hay Regional Planning Council's Clearinghouse Review Committee adopted the enclosed comments and recommendations on the above referenced project.

Should additional clarification be necessary, please feel free to contact me. We appreciate the opportunity to review the proposal.

Sinceroly,

Sandra Eberhard Associate Planner

SE/Ik

inclosure

co: Hendy J. Glesy

A-95 #210-83; N ification of Upgrading of U.S. 71, State #10010-1530, Hillsborough Co. y

clearinghouse review

The Florida Department of Transportation has requested review and comment on the proposed widening and reconstruction of U.S. 301 from a two lane arterial to four lane facility from Gibsonton Drive south to Bishop Road. Funding for the planning study has been approved by the Tampa Urban Area Metropolitan Planning Organization (MPO). Agency: FDOT; Location: Hillsborough County.

Local Comments Requested From:

Hillsborough County Environmental Protection Commission: No comments received as of September 23, 1983

Hillsborough County Department of Development Coordination: No comments received as of September 23, 1983

Tampa Urban Area Metropolitan Planning Organization: See attached letter dated September 22, 1983

Council Comments and Recommendations:

This project has been reviewed for consistency with the Council's adopted growth policy, the <u>Future of the Region</u>. The proposal has been found to be consistent with Council policy that priority should be given to the maintenance and reconstruction of present highway facilities and that funding priority should be given to improve and increase the capacity of the existing highway system.

This project is regionally significant and without improvements the existing Level of Service C will fall to a projected Level of Service F by the year 2000. It should be noted that the Tampa Urban Area Transportation Plan shows four laning of U.S. 301 from Gibsonton Drive to S.R. 674 rather than further south to Bishop Road. Funding for the planning segment from S.R. 674 to Bishop Road will need to be determined.

The following environmental concerns have been raised during the review:

Widening of the existing U.S. 301 will encroach upon wetlands including the hardwood swamp forests associated with Bullfrog Creek and Little Bullfrog Creek, a smaller unnamed creek, a cypress swamp and four marshes. However, realignment of the roadway along any other corridor would significantly increase wetland impacts.

Since the U.S. 301 corridor traverses various wetland and drainage areas, measures should be taken in these areas to mitigate against deterioration of water quality and of natural drainage systems. Further this area may be a habitat for southern bald eagles, ospreys, woodstorks, and peregrine falcons as well as various endangered or threatened reptiles. Coordination with the Fish & Wildlife Service to protect the habitats of these species

tampa bay regional planning council

is recommended if evidence of their existence is discovered. Council policy encourages special protective efforts for the preservation of rare, endangered and threatened species and their habitat and requires that any development activities which may degrade, destroy or severly impact productive wildlife areas should assess means for abating these impacts.

It is therefore recommended that upon consideration of these concerns the project be approved. Further, it is recommended that any additional comments addressing local concerns be considered prior to approval.

Committee adopted September 26, 1983.

Councilwoman Saundra L. Rahn, Chairman

Clearinghouse Review Committee

Please note: Unless otherwise notified, action by Clearinghouse Review Committee is final. Append copy to application to indicate compliance with clearinghouse requirements. Comments constitute compliance with OMB Circular A-95 only.

September 22, 1983.

Mrs. Sandy Eberhard, A-95 Coordinator Tampa Bay Regional Planning Council 9455 Koger Boulevard St. Petersburg, FL 33702

Dear Sandy:

This letter is in regard to the upgrading of US #301, TBRPC A-95 Review Number 210-83. At the request of the Florida Department of Transportation, the Metropolitan Planning Organization staff reviewed the need for a four lane section on US #301 from SR #674 to CR #672. We felt the four-laning was justified and recommended this to the MPO. The MPO adopted this plan amendment at their meeting August 1, 1983 (see enclosed minutes and map). Thus, US 301 is shown on the TUATS 2000 Principal Street and Highway Plan as four lanes divided from SR #674 north to Gibsonton Road, and six lanes divided to the north from that point. The A-95 review states that the Florida Department of Transportation intends to multi-lane US #301 from Bishop Road north to Gibsonton Drive. The portion of US #301 . between SR #674 and Bishop Road is currently shown on our plan as two lanes. Thus, this portion of the project is not in conformance with our long range transportation plan.

However, it should be noted that we will be initiating an effort to update the long range plan later on this year. We will be investigating the need for multi-laning this facility at this time.

If you need any additional information, please give me a call.

Sincerely,

John C. Martin, Principal Planner

JCM: 1f

Enclosure

cc: Ron Fahs

Wayne Lasseter

ACTION ON REVISIONS TO THE 1983-84 UNIFIED PLANNING WORK PROGRAM (PACKET C)

Mr. Hoster stated that the revision constitutes a minor change to the 1983-84 Unified Planning Work Program (UPWP) which became effective July 1, 1983. The staff is asking the MPO to transfer \$4,000 out of the Census Validation Task to the County Ultimate Thoroughfare Plan Task which was in the 1982-83 UPWP. They anticipated completion by June 30th but were unable to do so. All the information needed was submitted to the Florida DOT to run the computer model on but have not received the results back.

Commissioner Jetton made a motion to approve the staff request of transfering \$4,000 from the Census Validation Task to the County Ultimate Thoroughfare Plan Task; the motion was seconded by Councilwoman Poe and carried.

ACTION ON REVISIONS TO THE LONG RANGE TRANSPORTATION PLAN

Mr. Hoster stated that this involves a segment of US 301 between Big Bend Road and Ruskin Poad. When the Long Range Plan was developed, the models were recalibrated several times in the process. In the initial adoption of the Plan, traffic volumes did not show to be significant enough to require the four laning of this segment. However, under the final model calibration traffic volumes are such now that the staff is looking at a Level of Service "F" condition. The staff is recommending to the MPO that the roadway be redesignated as a 4 lane divided roadway.

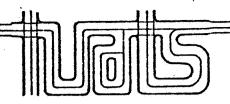
Councilwoman Poe made a motion to approve the staff's recommendation, the motion was seconded by Councilman Perry Harvey and carried.

STATUS REPORT ON HIMES/I-275 ACCESS RAMPS

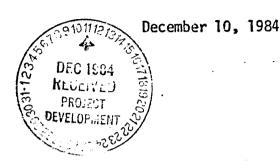
Mr. Hoster stated that this involves the addition of access ramps to I-275 from Himes Avenues easterly. This would fit within the existing right-of-way availability and would provide access coming from I-275 north on Himes and from Himes east on I-275. This would fit between the Himes overpass and where the MacDill overpass is located. This project is to be funded by the developer of Tampa Sphere and is being done with the State's standards.

OLD BUSINESS

None



Mr. Wayne Lasseter, Director Division of Planning Florida Dept. of Transportation P.O. Box 1249 Bartow, FL 33830



Dear Wayne:

The Hillsborough County Year 2000 Principal Street and Highway System was amended December 4, 1984 by the Metropolitan Planning Organization.

This revision incorporated a six lane section on US 301 from Gibsonton Road to SR 674.

I have enclosed a print of the revised plan and will forward a reproducible milar as soon as possible. If you have any questions concerning this Plan Amendment, please contact me at SUNCOM 571-5940.

Sincerely,

James P. Hoster, Deputy Director

anes P. Apoxer (If)

JPH:ES:1f

Enclosure

cc: Jim Kennedy Mike Guy MPO Minutes of December 4, 1984 Page 3

Following discussion, Councilwoman Freedman made a motion to approve the updated prioritized list of roadway projects; the motion was seconded by Councilwoman Poe, discussion was held.

Commissioner Platt then amended the motion to postpone action until the next meeting based on the County's concerns; Commissioner Jetton seconded the motion for discussion.

After discussion, the original motion to approve the updated prioritized list of roadway projects was voted on. The motion passed with Commissioners Platt, Bing and Jetton voting against it.

PRESENTATION ON 2010 PLAN UPDATE

This item was deferred.

ACTION TO AMEND THE LONG RANGE TRANSPORTATION PLAN FOR US 301 FROM BIG BEND ROAD TO GIBSONTON DRIVE

The staff asked the MPO for approval to the Long Range Transportation Plan to reflect the 6 laning of US 301 from Gibsonton Drive to SR 674.

Commissioner Jetton made a motion to approve the amendment; the motion was seconded by Mayor Martinez and carried.

REVEIW AND ACTION ON INTERNATIONAL PLAZA DRI

International Plaza is a proposed international commerce center located just south of Tampa International Airport, on the northeast corner of Westshore and Boy Scout Boulevard. The site is presently occupied by a golf and tennis complex and a 200 room hotel. The development is proposed to be constructed in three phases, with final buildout occuring in 1998. At buildout, International Plaza will contain a total of 3.1 million square feet of office space, 380,000 feet of retail space and a 750 room hotel. Phase I will include 44% of the office space, 51% of the retail area, and the hotel, and will be completed by 1990. Phase II will be constructed by 1994 and consist of half of the remaining office and retail space.

Phase I will generate approximately 22,600 external vehicle trips per day; Phase II generates 32,000 vehicle trips per day, and Phase III generates 41,800 vehicle trips per day. These volumes create a significant impact on a number of transportation links in the area.

The Town n' Country express bus currently passes the site. The developer has committed to work with HART to provide bus information, shelter, and pull-out bays to increase transit utilization.

Councilwoman Poe made a motion to approve MPO Resolution 84-17 and forward it as information, the motion was seconded by Commissioner Jetton and carried with Commissioner Platt abstaining.

403 NORTH MORGAN STREET P.O. BOX 1110 TAMPA FL 33601 (813) 272-5940 WILLIAM MERIWETHER CHAIRMAN JOSEPH J. KUBICKI ADMINISTRATOR

-M P 0 -

TAMPA URBAN AREA

METROPOLITAN PLANNING ORGANIZATION

Mr. Jim Kennedy, Deputy Director for Tampa Bay c/o HARTline 4305 E. 21st Avenue Tampa, FL 33605 JAN 07 1833

DSA GROUP, INC.

Dear Jim:

In response to your request of December 23, 1985, please be advised that the six lane conceptual design for the improvement of US 301 between Gibsonton Road and SR 674 is consistent with the current adopted MPO 2000 Long Range Plan and the final 2010 Long Range Plan alternative which is scheduled to go to public hearing in February.

It is important to note that this project, although cirtical to the long term development of transportation facilities in Hillsborough County, does not have a high priority for construction in the near term and in advance of other major road projects. We though will continue to work with you and monitor the traffic condition on US 301 in this area and will maintain the maps you provide on file for right-of-way information. We would also appreciate a copy of the Environmental Assessment Report when available.

If we can be of further assistance, please feel free to contact us.

Sincerely,

Joseph Kubicki, Staff Administrator

JK:1f

cc: Ted Links

Wayne Lassiter