Federal Highway
Administration
Region Four

STATE PROJECT NOS. 10150-1505, 15070-1507
FEDERAL AID PROJECT NOS. F-212-1(3)/M-1498(1)
B. I. NUMBERS 113132 and 116591

STATE ROAD 580

from
ALT. U.S. 19 (S.R. 595) in Pinellas Co., Florida
to
S.R. S-589 (Memorial Hwy.) in Hillsborough Co., Florida

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

and

Florida Department of Transportation

Submitted pursuant to
42 U.S.C. 4332 (2) (c) and 23 U.S.C. 128(a)

1-18-79
Date

C. J. P. Monts De Oca
District Engineer
Florida Department of Transportation

1/25/79
Date

Jay W. Brown
Director
Division of Road Operations
Florida Department of Transportation

3/5/79
Date

P. E. Carpenter
Division Administrator
Federal Highway Administration

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I. SUMMARY

Federal Highway Administration

Administrative Action Negative Declaration

( ) Draft (x) Final
( ) Section 4(f) Statement attached

This proposed project is located in the northern area of Pinellas County and the northwestern region of Hillsborough County, in the State of Florida. The improvements proposed involve the upgrading of the existing State Road 580 highway from a two-lane undivided facility into a four-lane urban highway divided by a painted median for about 1 mile, and from a two-lane undivided facility into a six-lane urban divided highway for the remaining 13 miles. The project limits are from Alt. U.S. 19 (State Road 595) on the west to State Road S-589 (Memorial Highway) on the east, with Pinehurst Road in the City of Dunedin being the general dividing point between the proposed four-lane and six-lane typical section.

The State Road 580 facility traverses the cities of Dunedin and Clearwater, the towns of Safety Harbor and Oldsmar, and unincorporated areas of both Pinellas and Hillsborough Counties. In both Oldsmar and Dunedin, State Road 580 is considered the major state highway providing regional transportation service. The improvement of State Road 580 plays an integral role in the recommended transportation networks established by the Pinellas Area Transportation Study (PATS) and the Tampa Urban Area Transportation Study (TUATS). In addition, the improvement of the facility has been identified in the comprehensive land use plans for both counties as an essential element for their implementation.

The improved State Road 580 highway will cause minimal adverse environmental effects. The Florida Department of Transportation, in consultation with the Federal Highway Administration, has determined that the proposed project constitutes a major action, however, the effects upon the quality of the environment will not be significant. Thus, this negative declaration has been prepared in accordance with the provisions of the National Environmental Policy Act.

An existing bridge over the uppermost part of Tampa Bay, commonly known as Safety Harbor, provides service for State Road 580. This bridge is over 50 years old and is substandard in width. In order for this major highway facility to continue to provide adequate transportation service, it is necessary that the harbor be crossed with a new bridge. As defined by Section

72-664, Laws of Florida, the submerged land of Safety Harbor, as well as all submerged lands in Pinellas County has been established as an Aquatic Preserve. However, Chapter 74-588 amending Section 72-664 permits minimum dredging and filling within the Preserve for public transportation projects. The proposed crossing, as planned, will not have an adverse impact upon these lands since the proposed State Road 580 bridge will span the entire harbor limits requiring little or no fill forward of the established bulkhead lines.

Major corridor alternatives considered for the improvement of the State Road 580 facility included a northern corridor, the existing corridor, a southern corridor and the no improvement option. Evaluation of the social, economic and environmental effects of each alternative, as well as engineering and traffic service features, resulted in the existing corridor being recommended for the improvement.

Conceptual designs considered within the existing corridor consisted of urban highway typical sections on various alignment alternatives. In Dunedin, four feasible alternatives were considered. These included the existing alignment, bypass routes and one-way pair configurations. In the West Safety Harbor Area existing and bypass alternate alignments were considered, and in Oldsmar two bypass alternatives were considered. From Oldsmar to the eastern terminus of the project (State Road S-589 in Hillsborough County) the existing alignment is considered the only viable alternative. Evaluation of the design options resulted in the recommendation of utilizing Skinner Boulevard in downtown Dunedin, an alignment adjacent to and south of the Seaboard Coastline Railroad in the town of Oldsmar, the existing alignment in the West Safety Harbor area, a major bridge crossing over Safety Harbor and the Seaboard Coastline Railroad and accommodation for a future interchange at U.S. 19.

No significant adverse environmental impacts are expected from the proposed project. Noise pollution may cause minor impacts in certain areas with major noise-sensitive sites (other than residences) in the project area being the Mease Hospital in Dunedin and the Oldsmar Elementary School. These properties, and those used for residential purposes affected by highway noise levels in the project area, were investigated and evaluated regarding possible noise abatement measures. No adverse impacts are expected to result with respect to water quality. With respect to air quality, the Department of Transportation has determined that the proposed action is consistent with the State Air Implementation Plan.

No known properties falling under the classification set forth in Section 4(f) of the U.S. Department of Transportation Act of 1968, or Section 106 of the Historic Preservation Act, will be affected by the proposed highway improvement.

The proposed action will not jeopardize the continued existence of any endangered or threatened species, nor will the action result in the destruction or modification of habitat of species determined to be critical.

In accordance with Executive Order 11990, the proposed project was surveyed with respect to impacts upon wetlands. Some minor impacts have been identified and it has been determined that there is no feasible alternative to the wetland involvement. All practicable measures to mitigate harm to the wetlands will be taken into consideration during final design and construction.

In order to assure that the most effective and efficient interagency coordination takes place in the process of obtaining the appropriate dredge/fill/water quality permits, those agencies having permit and permit review responsibilities have been contacted concerning the proposed action to solicit their comments relative to the viability of obtaining the appropriate permits. At this time, the Department does not anticipate that any difficulty will be encountered in obtaining such permits.

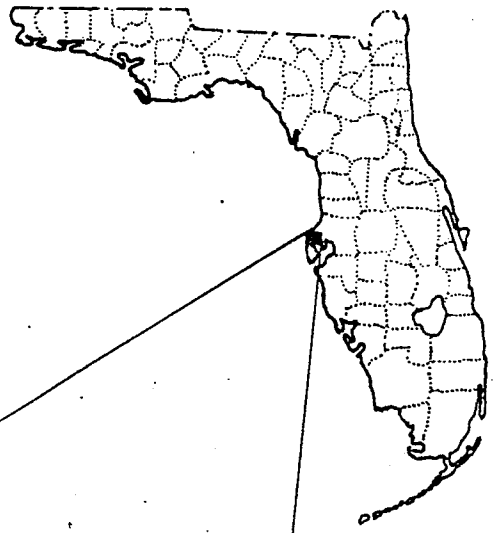
During the evaluation of alternatives for the proposed improvement, meetings were held with the public and local governmental agencies to incorporate their concerns into the planning process. No adverse comments were received concerning the improvement itself, although many ideas, suggestions, and both favorable and unfavorable comments were offered. A total of four public information meetings were held, along with several meetings between Florida DOT, local planning agencies and consultants to synthesize proposed highway locations with community planning goals and objectives. During all such meetings constructive ideas and suggestions were encouraged, and obtained.

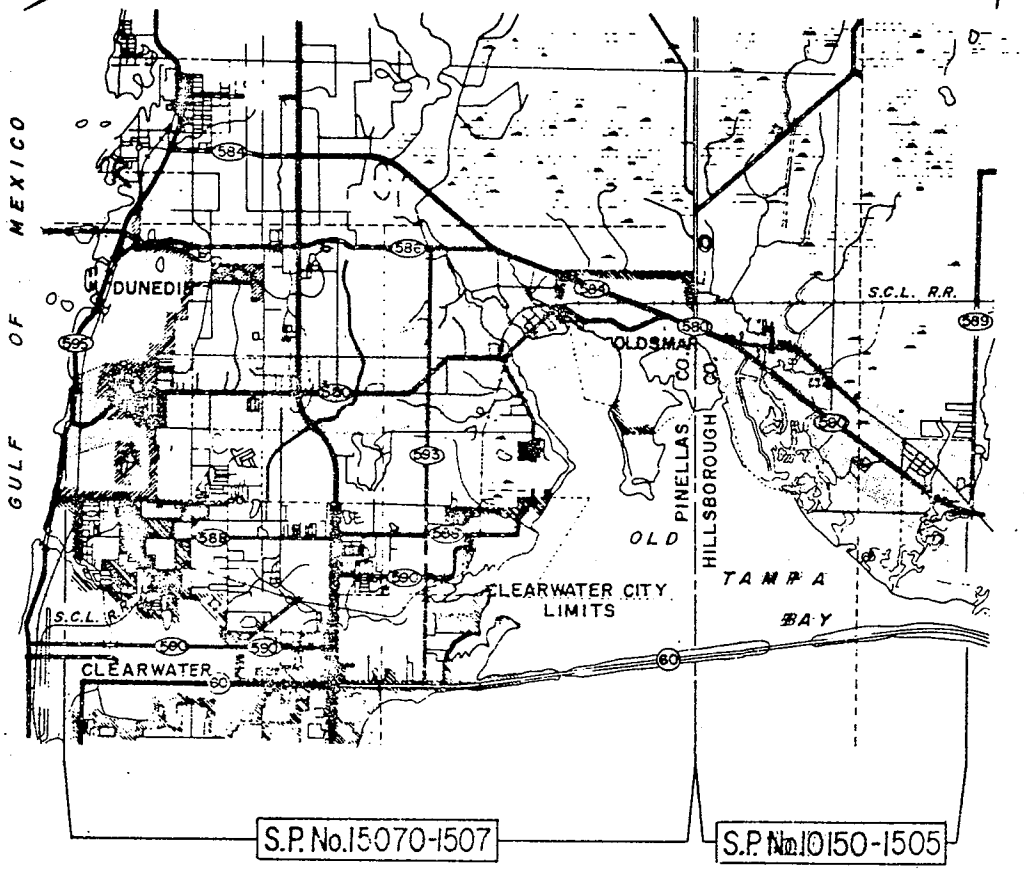
The project Public Hearing was held on July 13, 1978 at the Dunedin Community Center. In general, full endorsement of the improvement was given by several agencies; however, alternative arguments were presented concerning the West Safety Harbor area. The recommended alignment in this area is considered to be responsive to those arguments.

STATE PROJECT NUMBERS

15070-1507 . PINELLAS COUNTY

10150-1505 . HILLSBOROUGH COUNTY





580

PROJECT LOCATION MAP

EXHIBIT No. 1

II. LOCATION AND DESCRIPTION OF PROPOSED ACTION

The proposed project is located in the northern portion of Pinellas County and the extreme western portion of Hillsborough County, Florida. State Road 580 is a major east-west arterial traversing the entire 9.2 mile wide mainland of Pinellas County. Approximately 4.8 miles of State Road 580 run on a northwesterly-southeasterly alignment within Hillsborough County. This 14 mile long segment of State Road 580 is one of the major arterial highways in the Tampa Bay region, crossing the northernmost portion of Tampa Bay known as Safety Harbor. The proposed project involves the improvement of the existing two-lane roadway through the municipalities of Dunedin, Safety Harbor and Oldsmar, as well as unincorporated areas of both Pinellas and Hillsborough Counties. Project limits are State Road 595 (Alt. U.S. 19) on the west coast of Florida and State Road S-589 (Memorial Highway) on the east, where the new facility will tie into a six-lane municipal section presently under construction.

Land development throughout the entire project corridor has been proceeding at an alarming rate in the past decade. Single family residential communities have been the predominant type of development. Each development has a few designated, controlled entrance roads to the existing State Road 580. In most such developments, developers have provided set-backs of 20 to 50 feet from the existing right-of-way lines of State Road 580 in anticipation of the future widening of the highway facility. Although these developments have obviously shown a significant dependence upon State Road 580 and the transportation service it provides, many have severely restricted the consideration of other potential corridor alignments for an improved facility. For this reason, along with other social, economic and environmental effects, the proposed improvement will be constructed along the existing State Road 580 corridor. Existing right-of-way widths for State Road 580 between Alt. U.S. 19 and U.S. 19 (State Road 55) vary from 40 feet to 100 feet. Right-of-way widths between U.S. 19 and State Road S-589 vary from 66 feet to 100 feet.

The improvements to be made to State Road 580 generally involve upgrading the existing two-lane roadway to a six-lane divided facility in order to accommodate design year (2000) traffic. (See Exhibit 26, Projected Traffic Volumes, in the Appendix). With traffic expected to increase at a fairly steady rate over the next 20 years, it is feasible for a "staged construction" program to be implemented. Under such a program four lanes would be constructed initially, and two lanes added in the median at some later date. Decisions regarding such a program will be made prior to final design.

Due to the character of existing and future development in the State Road 580 study area, an urban highway design concept is proposed. The recommended alignment within the existing corridor begins in Dunedin at the intersection of Tilden Street and State Road 595 (Alt. U.S. 19), where State Road 580 will be relocated along the existing Skinner Blvd. alignment. This section, up to the point where Skinner Blvd. now ties to existing State Road 580, and beyond to Pinehurst Road, will be constructed as a four-lane facility with a painted median for left turns. A minimum of 86 feet is required for right-of-way in this section. The alignment then follows the existing right-of-way of State Road 580, requiring additional land principally on the north side, through the intersection at U.S. 19 for the six-lane divided facility. This roadway section requires a minimum of 120 feet of right-of-way. The recommended alignment continues eastward on the existing alignment requiring right-of-way on both sides of existing State Road 580, flattening the three existing dangerous curves, approaching the bridge over Safety Harbor. The bridge will be constructed just north of, and generally parallel to the existing, also overpassing the Seaboard Coastline Railroad. From the harbor it continues on the existing alignment to a point near the Seaboard Coastline Railroad where the recommended alignment parallels the railroad, on the south side, bypassing the center of the town of Oldsmar. The alignment meets with the existing State Road 580 back on the east side of Oldsmar and follows the existing facility to the eastern project terminus (State Road S-589).

Specific design features associated with the highway improvement include: the development of multi-lane roadways, bridges, and culverts; highway lighting; intersection revision and signalization; the construction of a compatible highway connection at U.S. 19 (State Road 55) to allow for the future development of an interchange. The geometric and structural design of the highway improvement will conform to the Department's accepted design standards for highway construction. The final type of median separation (raised or depressed) and the specific type of drainage system for specific areas will be determined in final design. Drainage considerations include the necessary replacement or widening of existing bridges and other drainage structures.

The design features that are depicted by the Typical Sections are conceptual in character, representative of the type of improvement that is to be provided. As more detailed information becomes available during the preparation of the final highway construction plans, specific design

features of these representative typical sections may be modified in response to the more detailed survey information and possible changes in Departmental design criteria for bridge and highway construction.

III. LAND USE PLANNING

Pinellas County: Pinellas County has adopted a Comprehensive Land Use Plan for the purpose of implementing a systems approach to the provisions of both vital and desirable support services for communities. Although not intended as a regulatory device, it is to be supportive in developing regulations and decisions on a county-wide basis. The "major urban activity center," a concept utilized throughout the plan, calls for higher concentrations of intensive, but compatible land uses. According to the plan, the present 4,500 acres of commercial land within the county are expected to almost double to about 8,400 acres by 1990. Likewise, residential land is expected to increase from the current 37,000 acres to 65,000 acres in 1990. Other land use classifications such as manufacturing, right-of-way and utilities, and public and recreation are also expected to increase significantly by 1990. Ultimately (sometime after 1990), the 16,000 acres presently used for agricultural purposes and the 83,000 acres classified vacant, will become extinct. These estimated projections are all based upon county-wide population projections, anticipated to reach about one million people at full urbanization. Since a significant amount of land in the State Road 580 region is presently vacant or used for agricultural purposes (See Exhibits 2A and 2B, Existing Land Use), it would be safe to assume that this corridor, along with other corridors in the northern sections of the county, will experience the greatest rates of growth. (See Exhibits 3A and 3B, Proposed Land Use).

The adopted land use plan for Pinellas County also identifies transportation in general, as being a fundamental element to ensure implementation of the final plan. Proposed mass transit and highway corridors, as developed by PATS, were incorporated into the County' comprehensive plan. Mass transit facilities proposed in the project study area are north-south links in the Alt. U.S. 19 and U.S. 19 corridors, both crossing State Road 580. The 1985 Recommended Principal Street and Highway Plan, also incorporated into the Land Use Plan, identifies State Road 580 as a four-lane divided highway throughout its entire length. In an effort to alleviate the problem inherent in the over-abundance of vehicular traffic that uses the present highway networks, the plan in general, also called for more applications of limited access highways.

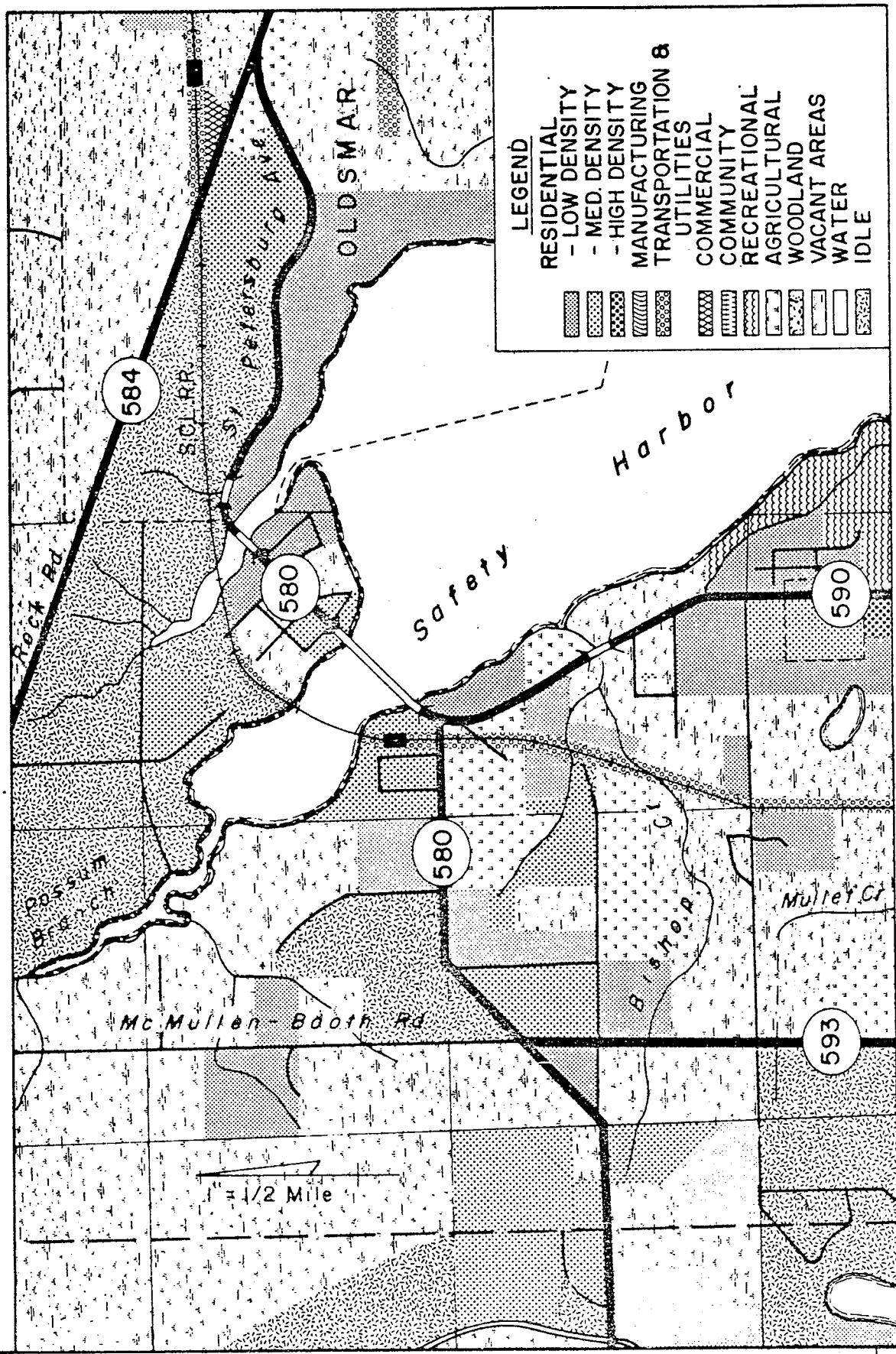
Hillsborough County: Hillsborough County has also adopted a Generalized Land Use Plan for 1990. The 1990 Plan of Development for Hillsborough County places significant emphasis upon the transportation needs of the county. It recognized some areas with existing traffic

bottlenecks that must be resolved before any long range goals and objectives of these areas can be achieved. One of these bottleneck areas is the "Town and Country" area of State Road 580, the section immediately east of the project limits. State Road 580 in this area is currently under construction as a six-lane divided highway.

A majority of the State Road 580 corridor in Hillsborough County to be improved by this proposed project is within areas designated by the 1990 Plan as the Urban Area and the Transition Area. The Urban Area includes land that was suburban in character in 1973 but is anticipated to become almost fully developed with a variety of residential development projects and strip commercial support services. The Transition Area includes the area that was basically rural as of 1973, but is expected to become semi-urbanized by 1990. Lower density residential subdivisions with self-provided water and sewer systems are characteristic of the Transition Area. Thus, as urbanization has proceeded from the City of Tampa, along State Road 580 into the "Town and Country" area, it is expected that the trend will continue westward along the corridor. The presence of new major residential developments presently identifiable on aerial photography and in recent field surveys along State Road 580, serve as supportive evidence for the expected full implementation of the 1990 Plan of Development. (See Exhibits 2C and 3C, Existing Land Use and Proposed Land Use).

In summary, both Pinellas and Hillsborough Counties have developed land use plans to be utilized as tools for ensuring the compatibility of adjacent land use activities, while maximizing to the extent practical the resourcefulness of such land. Both plans have tentatively adopted their respective urban area transportation studies (PATS & TUATS) to play major functional roles in the implementation process.

580
EXISTING LAND USE - PINELLAS COUNTY
EXHIBIT No. 21
LEGEND
RESIDENTIAL
- LOW DENSITY
- MED. DENSITY
- HIGH DENSITY
MANUFACTURING
TRANSPORTATION & UTILITIES
COMMERCIAL
COMMUNITY
RECREATIONAL
AGRICULTURAL
WOODLAND
VACANT AREAS
WATER
IDLE
DUNEDIN
SAND KEYS
Curlew Cr.
Brooker
Brooch
Jerry Lake
1" = 1/2 Mile
595
ALT 19
19
580
55
GULF OF MEXICO

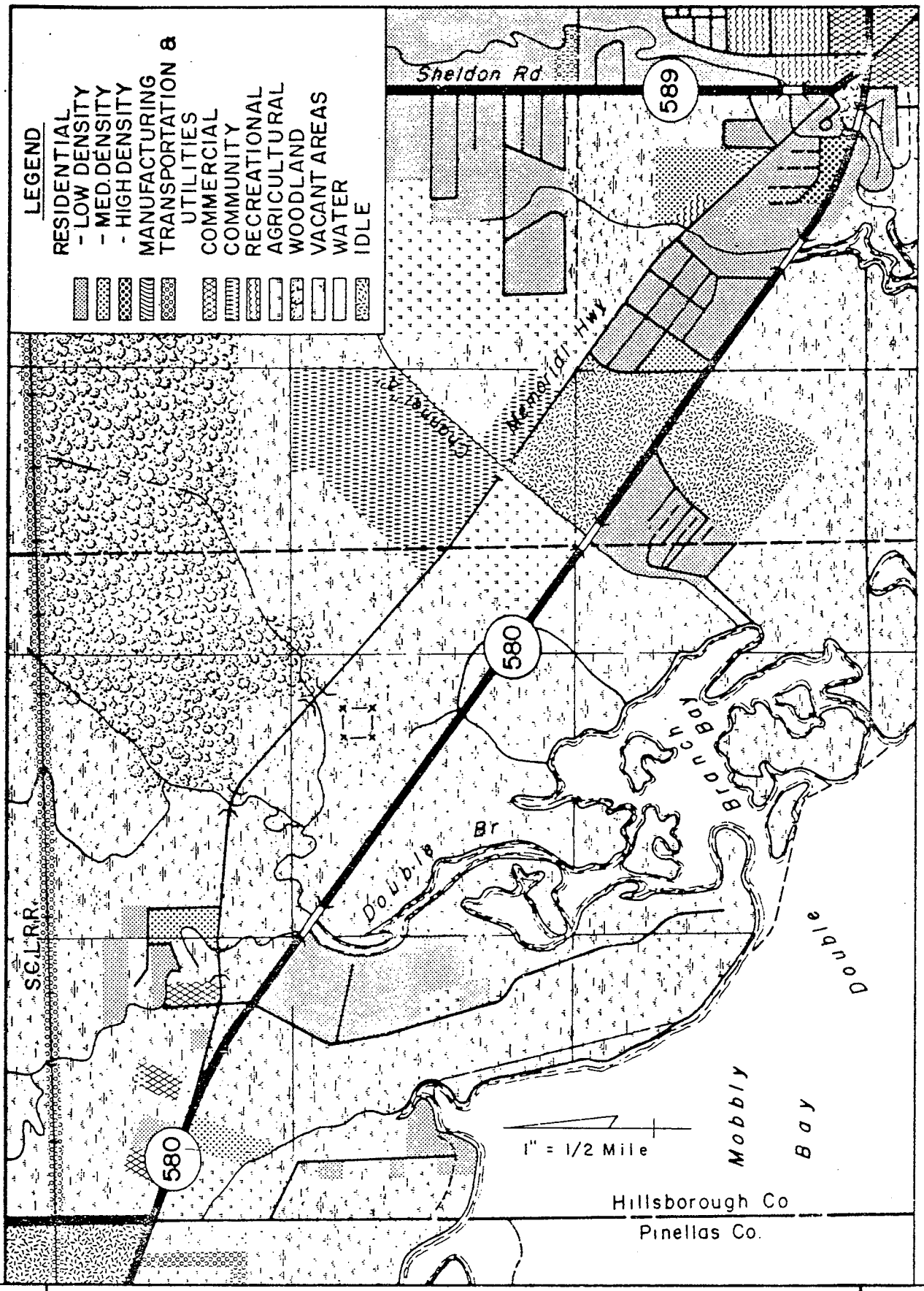


580

EXISTING LAND USE - PINELLAS COUNTY

EXHIBIT No.

2B



580

EXISTING LAND USE-HILLSBOROUGH COUNTY

EXHIBIT No.

2C

580
PROPOSED LAND USE - PINELLAS COUNTY
EXHIBIT NO. 31
DUNEDIN
SAND KEYS
Curlew Cr.
Jerry Branch
Jerry Lake
SCL RR
GULF OF MEXICO
1" = 1/2 Mile
595
ALT 19
580
19
55
LEGEND
RESIDENTIAL
- LOW DENSITY
- MED. DENSITY
- HIGH DENSITY
MANUFACTURING
TRANSPORTATION & UTILITIES
COMMERCIAL
COMMUNITY
RECREATIONAL
AGRICULTURAL
WOODLAND
VACANT AREAS
WATER
IDLE
SOURCE: Pinellas Co. Comprehensive Land Use Plan

PROPOSED LAND USE - PINELLAS COUNTY

EXHIBIT No. 38

PROPOSED LAND USE-HILLSBOROUGH COUNTY

EXHIBIT NO. 3

IV. ALTERNATIVES

Several alternatives for the proposed project were considered and evaluated with respect to their functional, social, economic and environmental effects. These alternatives included the no improvement option and alternative improvement strategies, along with alternative corridors and design concepts within the recommended corridor.

No Improvement

With this alternative the existing two-lane roadway would remain virtually unimproved from downtown Dunedin to Memorial Highway (S.R. S-589). In some areas of the existing facility, pavement widening has been made within the existing right-of-way limits to allow for left-turn storage lanes, and/or provide sufficient width for through vehicles to pass turning vehicles. Such arrangements were made primarily at high volume intersections and at entrances to large planned residential communities. If this alternate is implemented, it would be necessary to continue to provide these localized improvements at many more locations throughout the 14 mile corridor. As previously mentioned in the land use discussion, new residential developments are being constructed at numerous locations adjacent to State Road 580. Most of the entrances to these developments should also be provided with left-turn storage lanes.

Operational and geometric features of the existing facility that would continue providing service with this alternate include the following:

- Average running speeds during non-peak hours of 30 mph in the city of Dunedin, 40 mph in the West Safety Harbor area, 30 mph in the town of Oldsmar, and 50 mph in the unincorporated Hillsborough County section.
- Lane widths of 10 to 11 feet in portions of downtown Dunedin and Oldsmar, and 12 feet in other areas.
- The use of roadside ditches for the drainage of stormwater along most of the highway length, except for downtown Dunedin where curb and gutter is provided to guide runoff into sewers. Many of these ditches have become cluttered with debris and some have eroded considerably.
- Two "dangerous curves" in the West Safety Harbor area with speed warning signs posted.

- An existing bridge over Safety Harbor that has outlived its useful service life. Its width is substandard (approximately 20 feet of paved area) and the pavement has deteriorated considerably, requiring frequent maintenance.

- Little or no paved or graded shoulders adjacent to the travel lane for emergency stopping.

- Two at-grade railroad crossings, one located in downtown Dunedin, and the other in the vicinity of Safety Harbor.

- Congested traffic conditions at the intersection of U.S. 19 and State Road 580.

Estimated traffic volumes for 1980 range from 10,000 vehicles per day (ADT) in the town of Oldsmar, to a high of 22,000 in the city of Dunedin. Design year (2000) traffic projections indicate that these figures will increase to 27,000 vehicles per day in Oldsmar and 60,000 in Dunedin (See Exhibits 26A through 26D, Projected Traffic Data, in the Appendix). The level of service to be provided by the existing facility will be significantly lowered once these projections become reality. Traffic capacity analyses performed for various locations of the facility indicate that the existing State Road 580 will not be able to carry the 1980 ADT volumes in Dunedin, nor the 1985 ADT volumes in Oldsmar and other less dense areas of the corridor.

Present operational deficiencies that would increase and/or remain with the "No Improvement" alternative include the following:

- Insufficient passing sight distance at various locations,

- Unsafe horizontal curves currently designated with "Dangerous Curve" signs for motorists,

- Interference of both right and left turn movements with through traffic, and

- Insufficient capacity at certain signalized intersections (predominantly in the Dunedin area).

These deficiencies currently result in low travel speeds, lengthy queues, especially at major intersections, and generally impaired traffic flow. With these conditions, the facility, operating at capacity, would not provide effective nor efficient access to adjacent properties, both residential

and commercial. It would continue to cause a detrimental impact upon the living conditions of local residents and severely affect the economic stability of commercial and business properties.

Once the above-defined operating deficiencies become a reality for local residents, businessmen and tourists, motorists will be faced with the dilemma of choosing another route to gain access to their destination. A route re-assignment, as such, would create increased loading of vehicles onto other east-west roadways designed to carry local and residential traffic. These route re-assignments would lower the levels of service provided on other routes, create higher highway maintenance costs through accelerated rates of existing pavement deterioration, and increase travel times for those normally using these routes. This would subsequently result in greater highway user costs and increases in energy consumption.

In summary, State Road 580 is the only major highway serving the Dunedin and Oldsmar communities directly by providing a bridge crossing over Safety Harbor, the uppermost part of Tampa Bay. Both PATS and TUATS have identified the need for improving State Road 580 to a minimum of four traffic lanes in order to relieve congestion, decrease road user costs and adequately serve a growing community.

Alternative Corridors

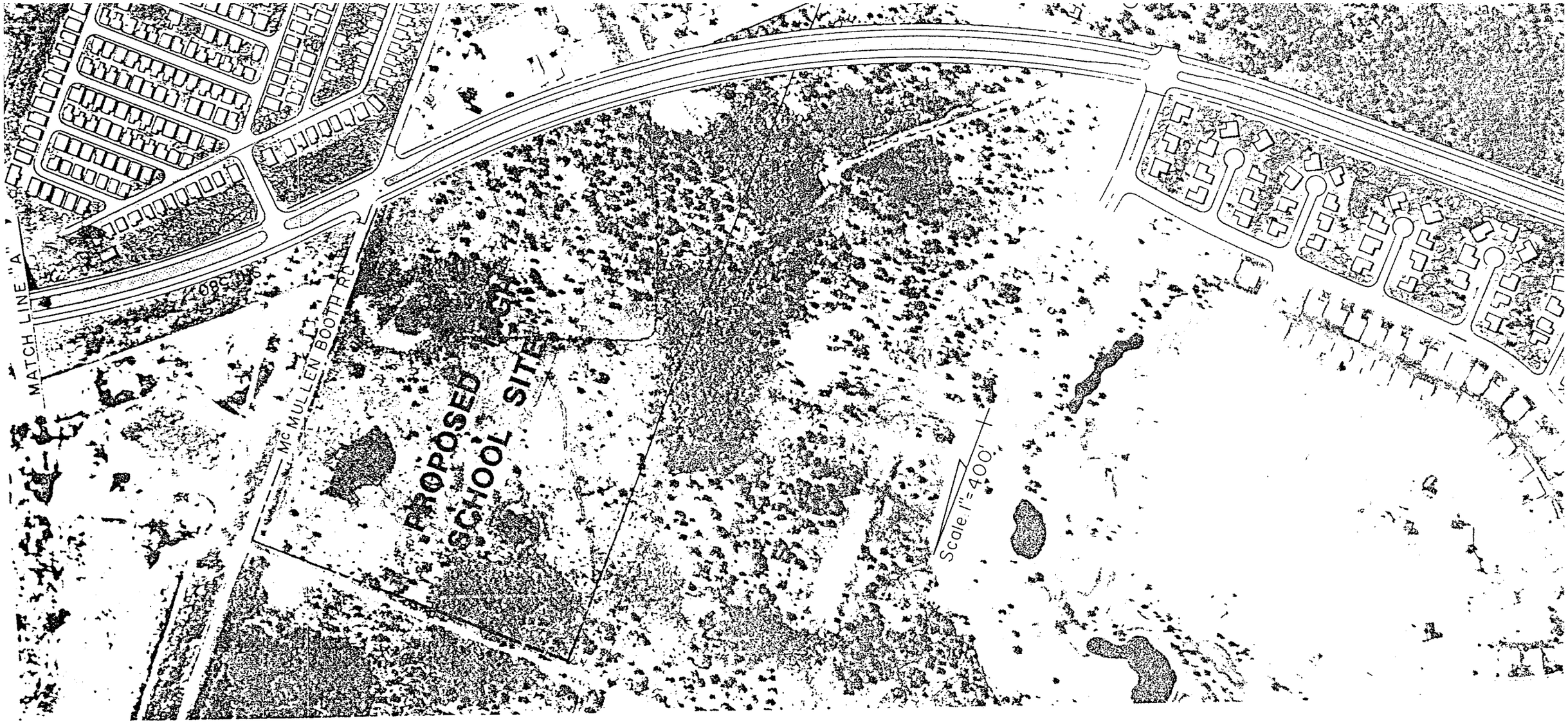
Three general corridors for the improvement of State Road 580 were considered. These three corridors are: 1) improving the existing alignment, 2) constructing a new northern alignment, and 3) constructing a new southern alignment (See Exhibit 4, Corridor Location Map). All three corridors exhibit a number of characteristics that are common to each. These include the following:

- Two railroad crossings must be provided, one in downtown Dunedin, and the other in the vicinity of Safety Harbor.
- Each of the three corridors must cross Safety Harbor. Two alignments, the northern and existing, have the same relative bridge length, while the southerly alignment is about five times longer than the others.
- There are many drainage canals and unnavigable waterways throughout the project area. Numerous culverts and other drainage structures would be required for any of

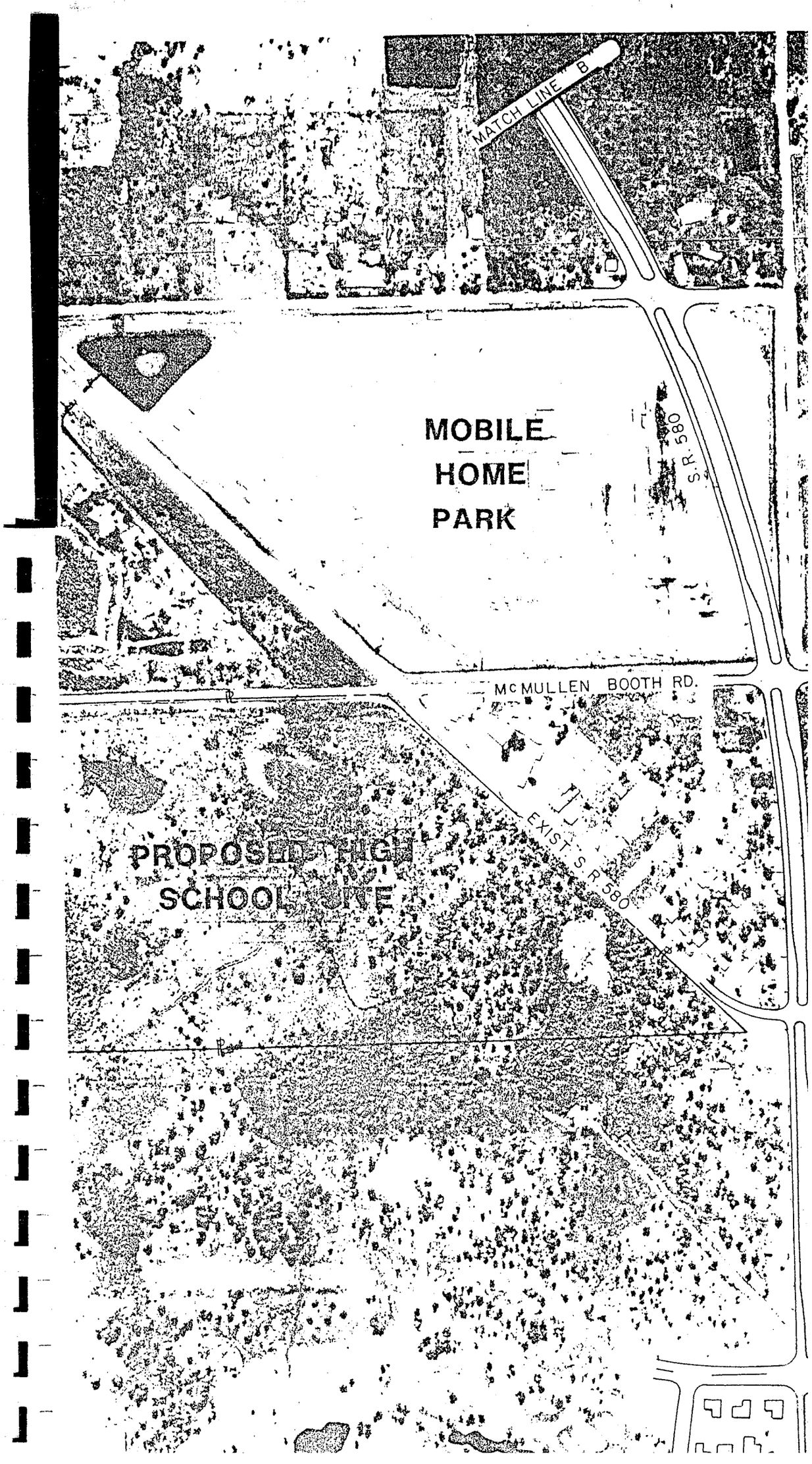
EXHIBIT NO. 4

CORRIDOR LOCATION MAP

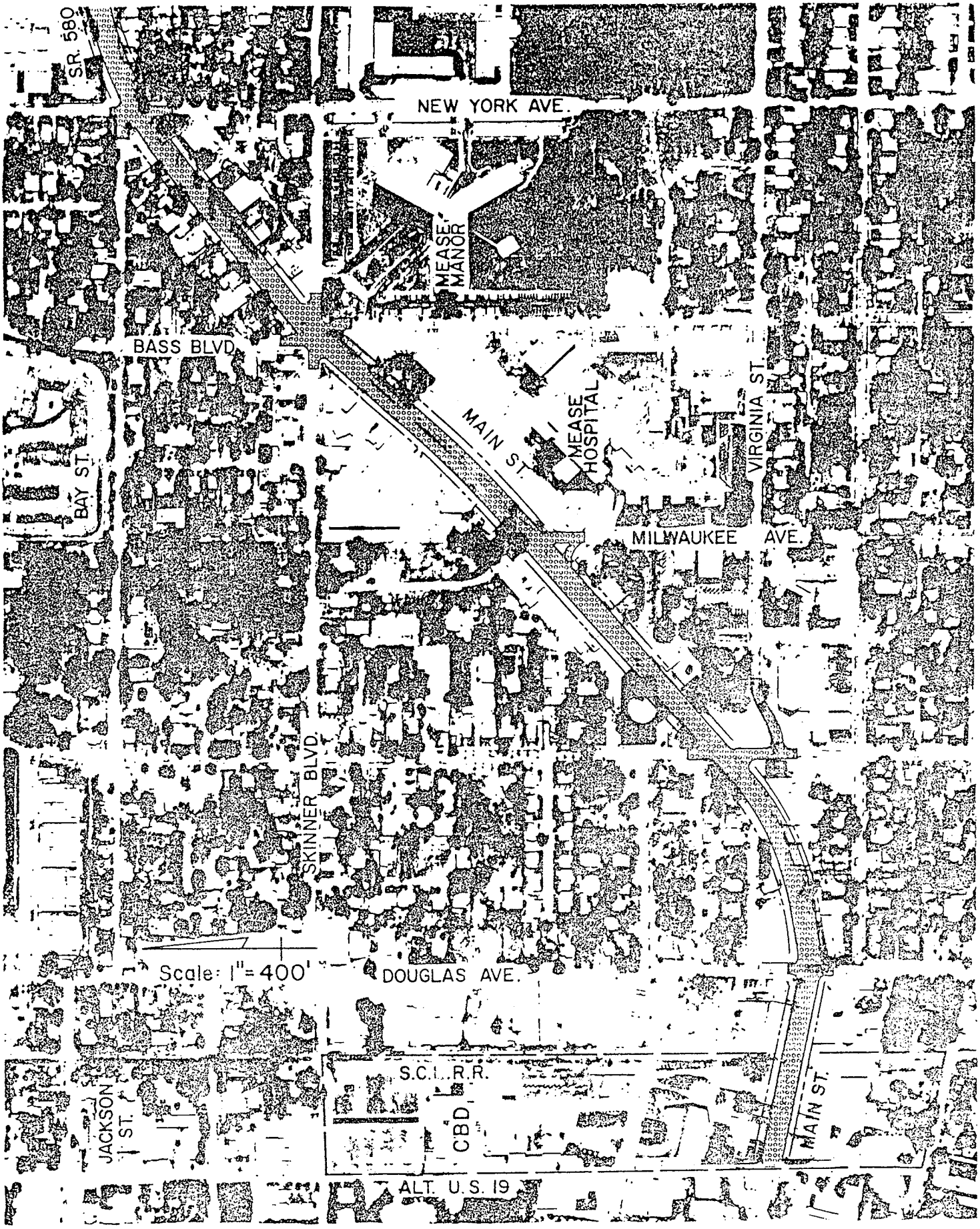
S.R. 580
S.R. 580
PINEHURST AVE.
PATRICIA AVE.
BAY ST
SKINNER BLVD.
MEASE MANOR
NEW YORK AVE.
MILWAUKEE AVE.


MATCH LINE "A"
Mc MULLEN BOOTH RD.
PROPOSED HIGH SCHOOL SITE
Scale 1"=400'

NORTH
BAY
HILLS
S.R. 580
EXIST. S.R. 580
MOBILE HOME PARK
SCALE: 1"=400'
S.C.L.R.R.


MATCH LINE B
MOBILE
HOME
PARK
S.R. 580
McMULLEN BOOTH RD.
EXIST S.R. 580
PROPOSED HIGH
SCHOOL SITE

EXIST. SR 580
MOBILE HOME PARK
SAFETY HARBOR
SCALE 1"=400'
S.C.L.R.R.
NORTH BAY HILLS
S.R. 580
NORTH



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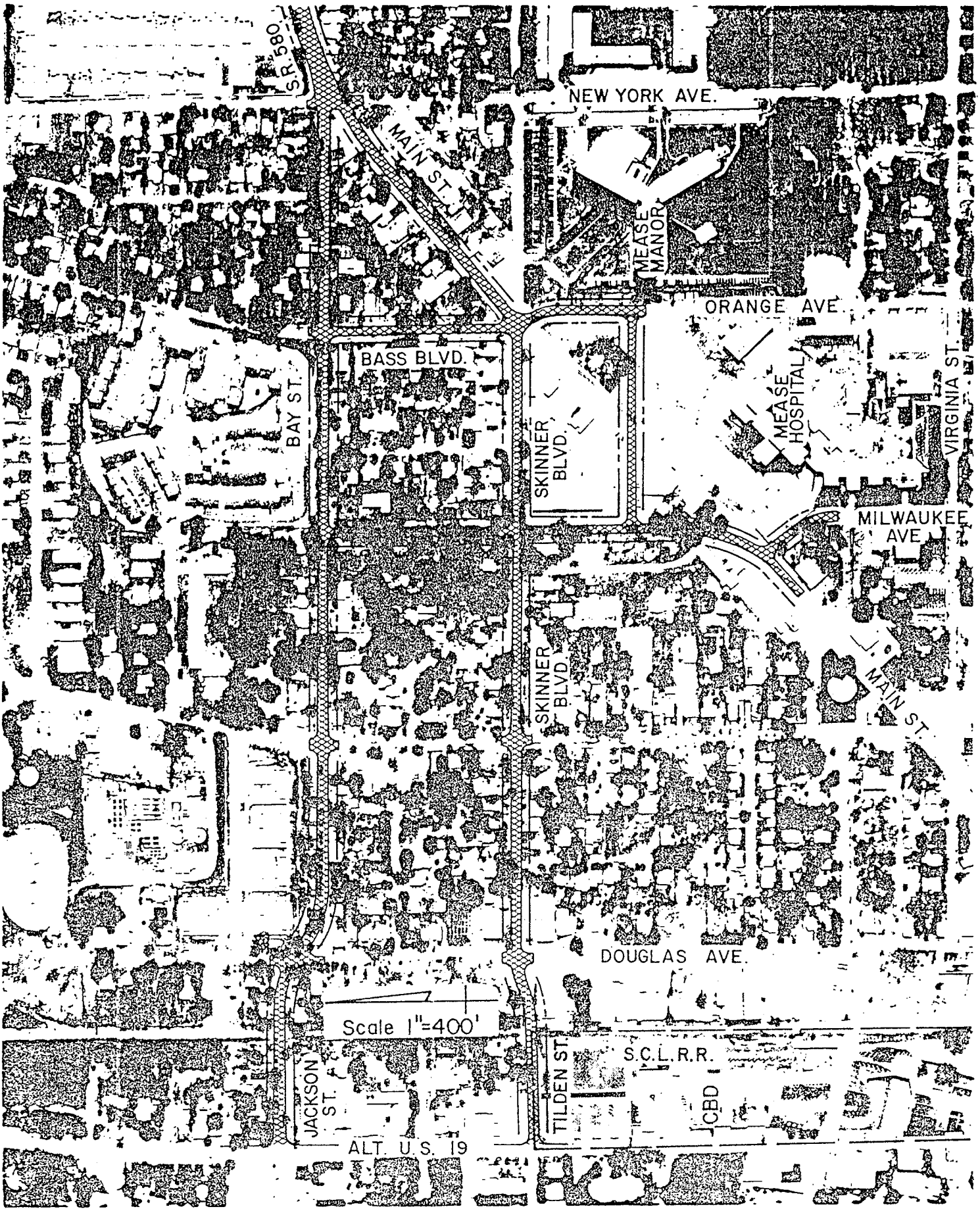
AREA "A"-DUNEDIN ALTERNATES
MAIN STREET

EXHIBIT No.

7D

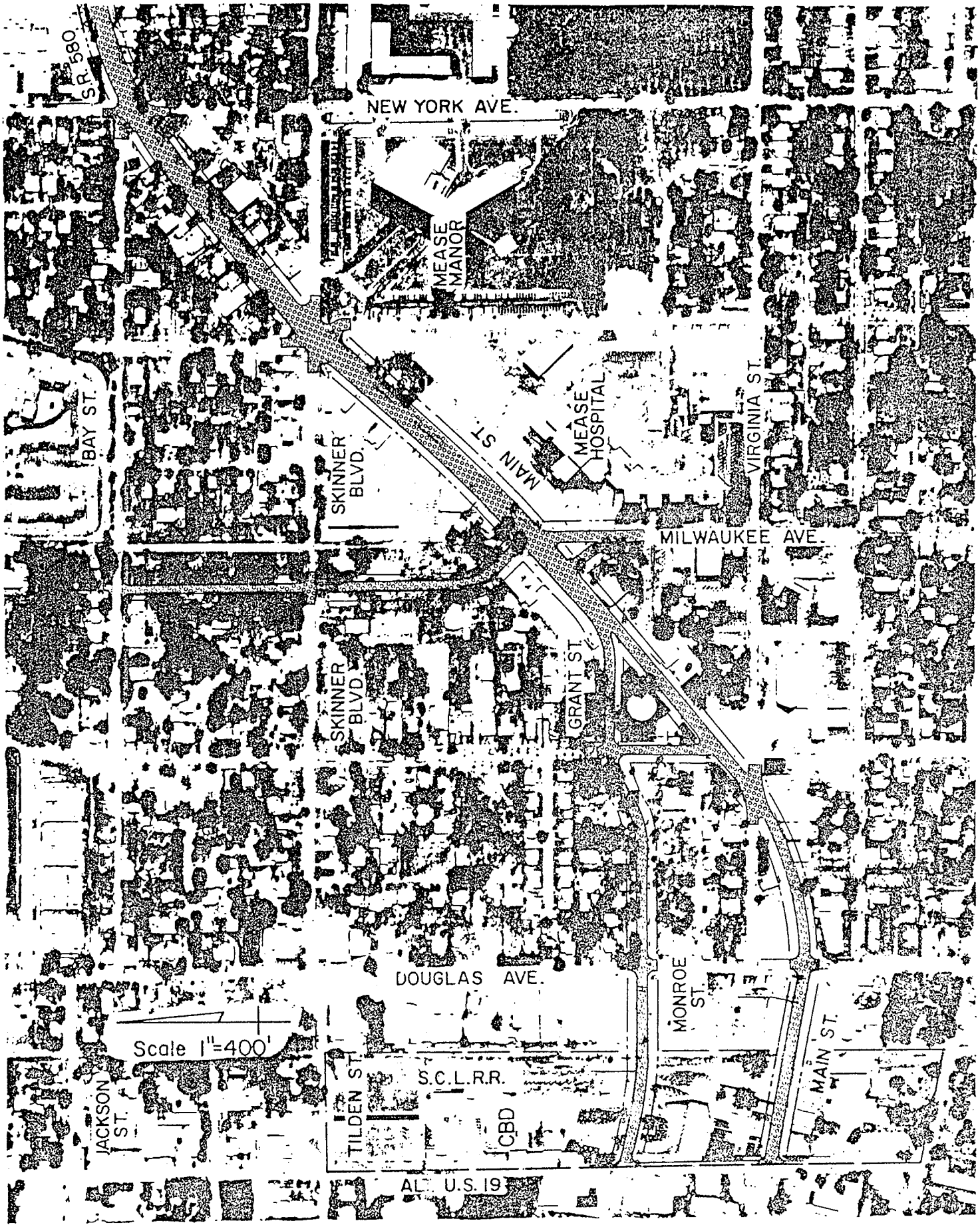


580

AREA "A"–DUNEDIN ALTERNATES
ONE WAY PAIR BAY ST.- SKINNER BLVD.

EXHIBIT No.

7C



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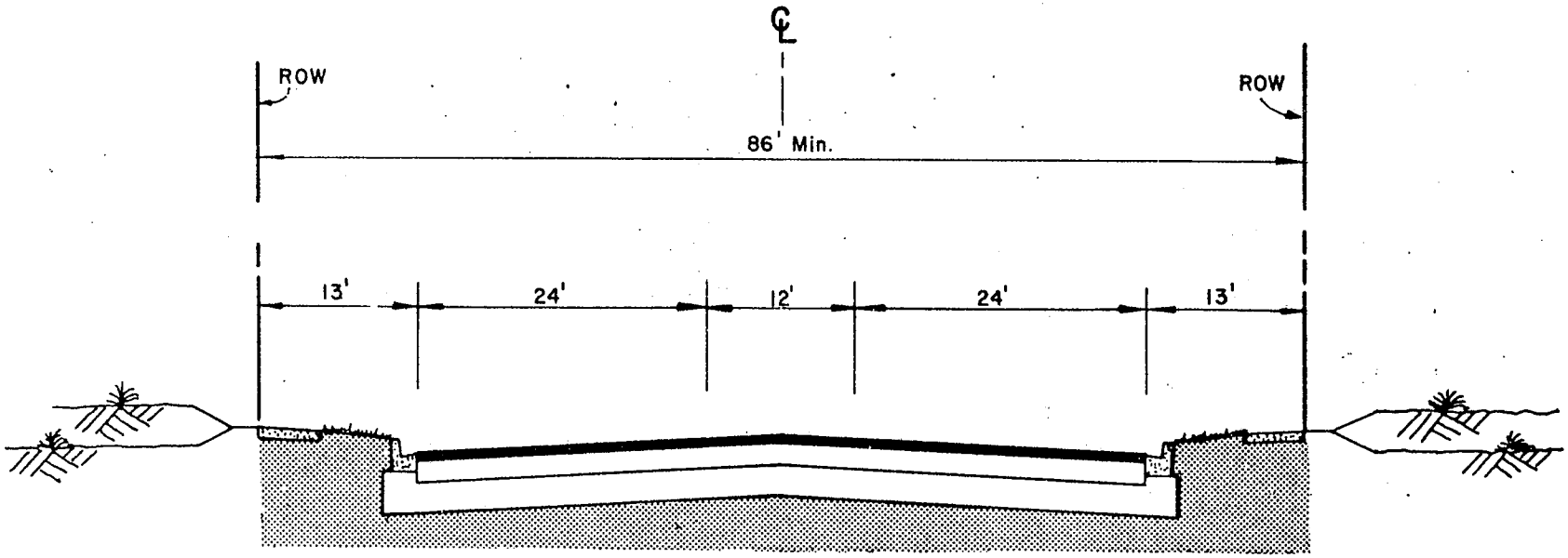
AREA "A"-DUNEDIN ALTERNATES ONE WAY PAIR CBD

EXHIBIT No.

7D

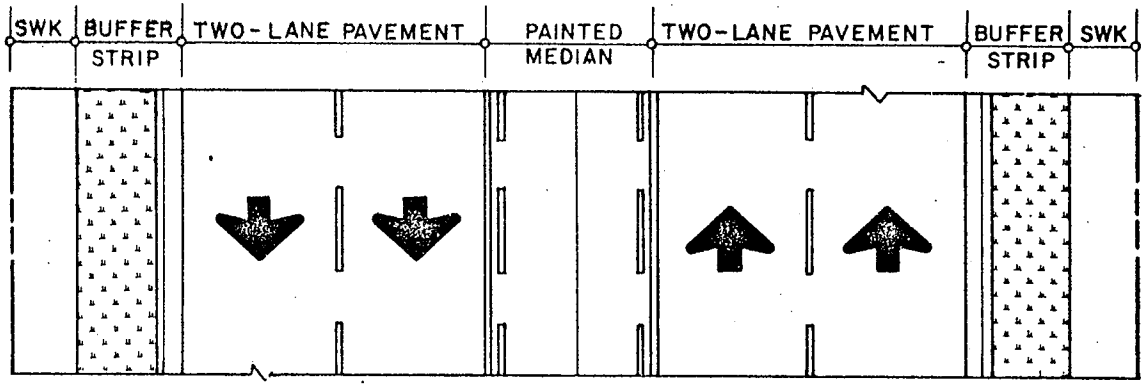
PROPOSED TYPICAL SECTION

4-LANE URBAN (PAINTED MEDIAN)



TYPICAL SECTION: 4-LANE URBAN (12'-PAINTED MEDIAN)
DESIGN SPEED: 40 MPH

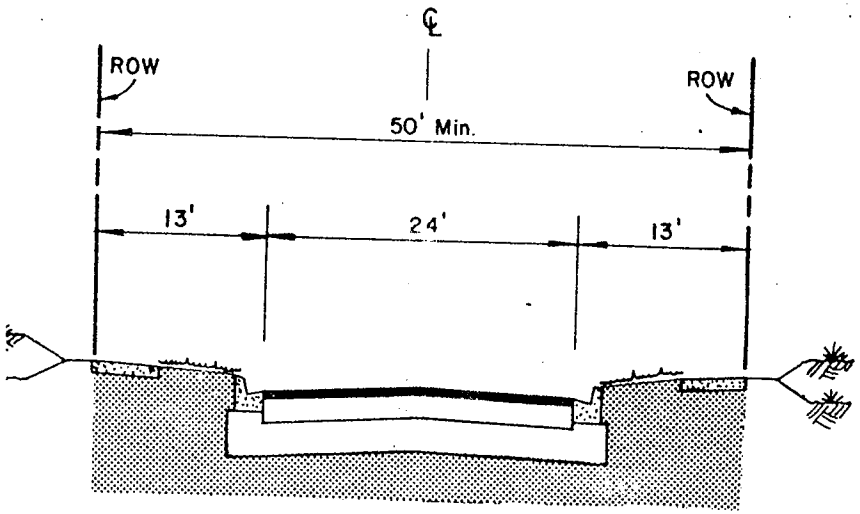
Note: Dimensions subject to revision during final design.

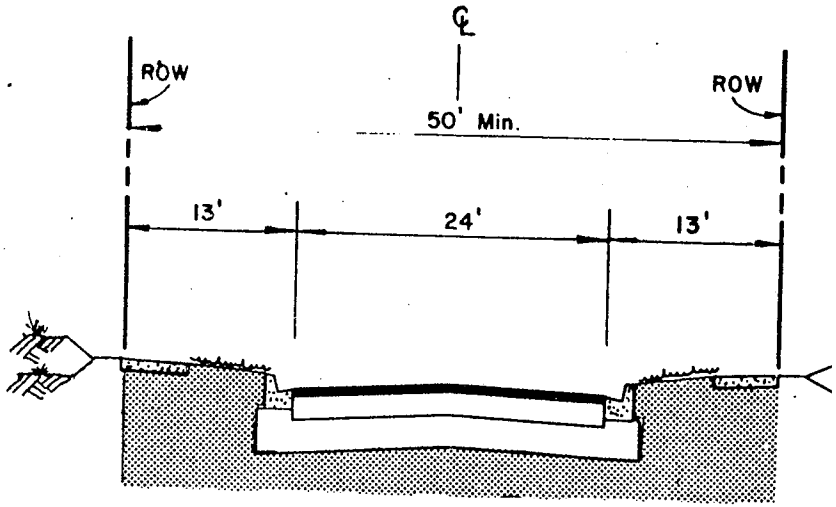


ROADWAY SECTION: ALT. U.S. 19 TO PINEHURST RD.

580

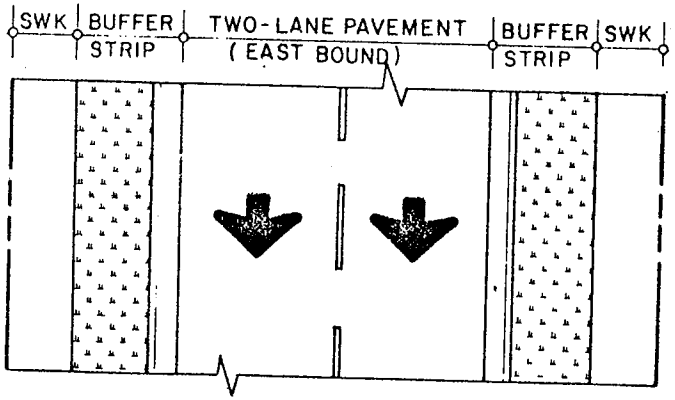
PROPOSED TYPICAL SECTION
ONE-WAY PAIR ALIGNMENT

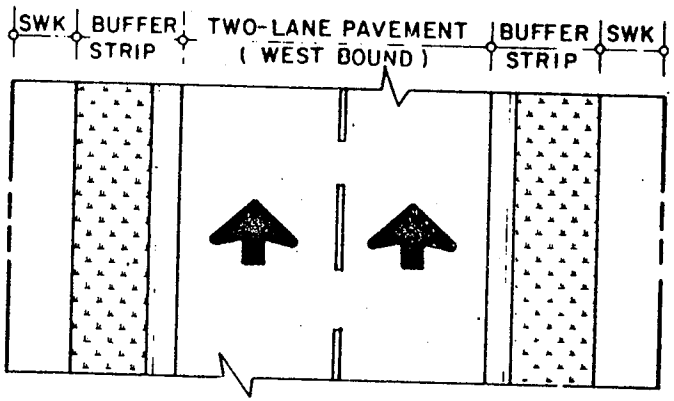




TYPICAL SECTION: ONE-WAY PAIR ALIGNMENT
DESIGN SPEED: 40 MPH

Note: Dimensions subject to revision during final design.





ROADWAY SECTIONS: ALT. U.S. 19 TO EXISTING
STATE ROAD 580 (IN DUNEDIN)

EXHIBIT No. 9

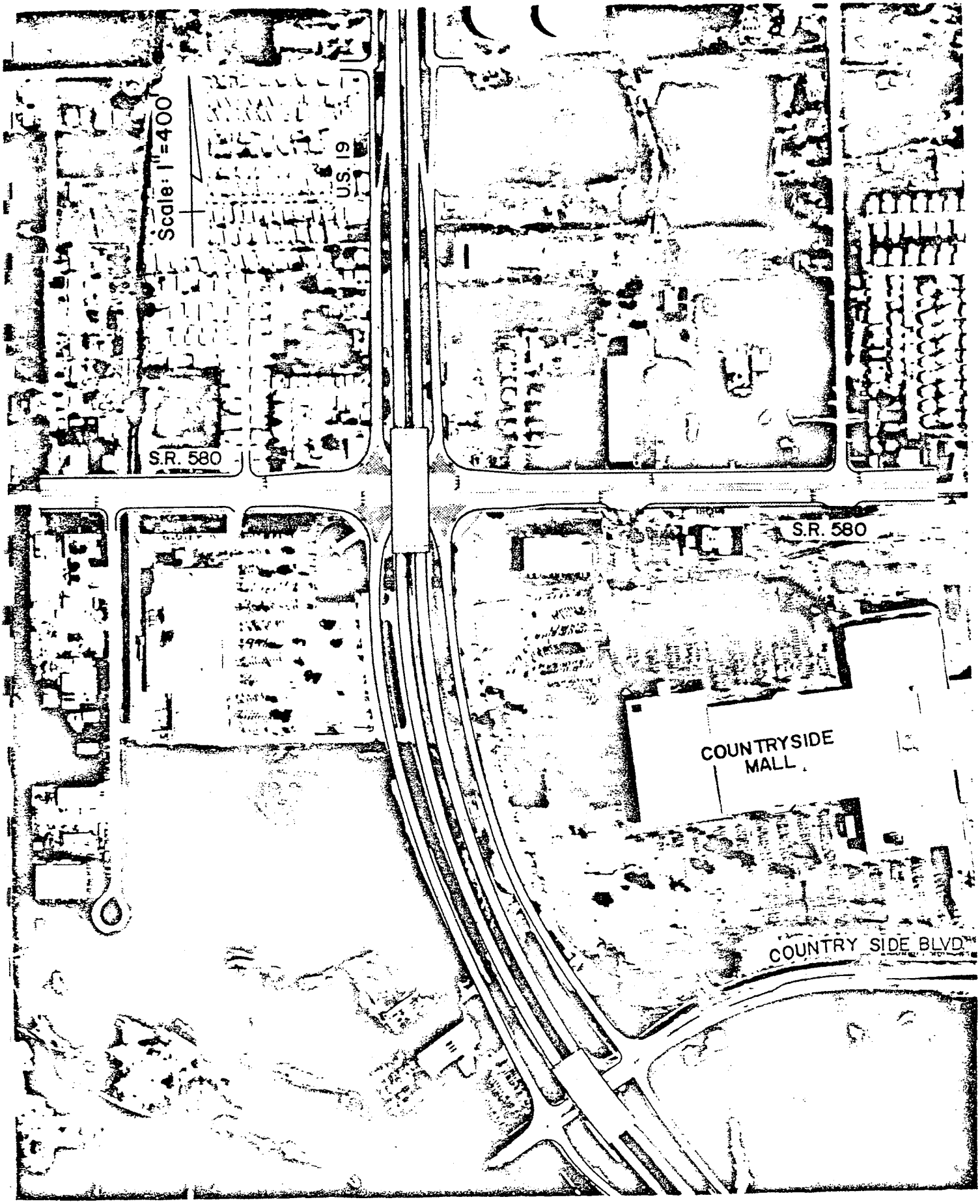
CRITERIA \ ALTERNATES	MAIN STREET	CBD PAIR	SKINNER BLVD.	SKINNER BAY PAIR
CONSTRUCTION COST	$1,025,000	$1,050,000	$ 975,000	$1,000,000
RIGHT-OF-WAY COST	$2,350,000	$1,375,000	$2,100,000	$1,325,000
TOTAL COST	− $3,375,000	+ $2,425,000	O $3,075,000	+ $2,325,000
DISPLACEMENTS — Families / Businesses / N/P Organizations / TOTAL	− 6 / 15 / 1 / 22	+ 7 / 2 / 0 / 9	O 9 / 3 / 0 / 12	− 18 / 0 / 0 / 18
GEOMETRIC/ENG. FEATURES	− 6 Leg Intersection; Forces Substandard Geometric Design	− 6 Leg Intersection; Otherwise Suitable Geometric Design	O Suitable Geometric Design	O Bay - Excellent Skinner - Suitable Geometric Design
TRAFFIC SERVICE	O Maintains Status Quo	O Maintains Status Quo	+ Separates Thru and Local Downtown Traffic	+ Separates Thru and Local Downtown Traffic Add. Capacities
SAFETY	+ Improved X-section Increases Over Existing	+ Improved X-section Increases Over Existing	+ Improved X-section Increases Over Existing	+ Improved X-section Increases Over Existing
MAINTENANCE OF TRAFFIC	− Congestion Expected	− Congestion Expected Exc. West End	O Traffic Maintained on Main Street	O Traffic Maintained on Main Street
SOCIAL & NEIGHBORHOOD IMPACT	− Disrupts Downtown Community Removes Parallel Parking	O No Significant Change Expected	O Borders Neighborhood; Not Disruptive	− Bay - Penetrates Skinner - Borders Resid. Neighborhood
ECONOMIC & EMPLOYMENT IMPACT	− Disrupts Businesses Removes Downtown Parallel Parking	O Maintains Status Quo	+ Economic Growth Close to Downtown	− Large Amount of Strip Comm. But No Concentration Downtown
ACCESS TO MEASE HOSPITAL	O Same as Existing	O Same as Existing	O Very Little Change from Existing	− Longer Distance; More Turns & Intersections
FUNCTIONAL REL. W/TRANS. NETW.	O Maintains Status Quo	O Very Little Change from Existing	+ Separates Downtown Local Traffic from Regional Traffic	+ Separates Downtown Local Traffic from Regional Traffic
AIR POLLUTION	O No Problems Expected	O No Problems Expected	O No Problems Expected.	O No Problems Expected
WATER POLLUTION	O No Problems Expected	O No Problems Expected	O No Problems Expected	O No Problems Expected
NOISE POLLUTION	O Urban Area No Problem	O Urban Area No Problem	O Away from Hospital; Near Residences	O Away from Hospital; Near Residences
TERRESTRIAL ECOLOGY	O Urban Area No Problem	O Urban Area No Problem	O Developed Area No Problem	O Developed Area No Problem
AQUATIC ECOLOGY	O No Aquatic Areas Involved	O No Aquatic Areas Involved	O No Aquatic Areas Involved	O No Aquatic Areas Involved
AESTHETICS	O No Value Downtown Disrupts Buildings	O Little Value Downtown	+ Removes Some Very Old Undesirable Buildings	+ Removes Some Old, Undesirable Buildings
LAND USE/URBAN GEOGRAPHY	− Disruptive to Downtown Community	O Maintains Status Quo	+ Creates Potential Stronghold for Business Community	− Creates too Much Area for Strip Comm. Devel. Isolates Residential Sec.

+ : Generally favorable effects; O : Little resultant effect; − : Generally unfavorable effects.

580

AREA "A" - DUNEDIN ALTERNATIVES EVALUATION MATRIX

EXHIBIT No. 10



580

AREA "B" - U.S. 19 - S.R. 580 INTERCHANGE
CONCEPT II; U.S. 19 FEASIBILITY STUDY

EXHIBIT No.
11

Having been presented at the project public hearing, the proposed southern alternative is a revised alignment from that proposed in the Draft Negative Declaration. This revised alignment involves a shift in the horizontal geometry, varying from 15 feet to 100 feet northward, at the western end of the alignment, where it ties back into right-of-way of the existing two-lane highway. This shift in alignment is predicated on the fact that the original southern alignment, developed prior to any residential development in this area, directly impacts approximately fifteen new, expensive homes in the Northwood Estates development. The revised alignment, instead, bypasses and abuts all of the previously impacted homes, and requires the relocation of five older homes located east of the existing State Road 580. It is estimated that this revised alignment would result in as many as thirteen fewer relocations and about $1 million less in right-of-way cost than the originally proposed southern alternative.

A comparative evaluation of this revised southern alternative and the existing alternative is presented on Exhibit 13, West Safety Harbor Alternatives, Evaluation Matrix. This matrix provides an overview of project impacts for each alternative. Distinguishing features of the evaluation include geometric and engineering features, social, neighborhood and community impacts, and environmental design and land use impacts. A more detailed description of these impacts follows:

Existing Alignment: Geometric and engineering features of this alternative are considered adequate for this type of urban multi-lane highway. However, the series of three curves presently existing, will remain with improvement in their horizontal curvature. Although the construction of the improved facility itself will provide for a substantially safer highway, its proximity to the new, proposed Countryside High School could create hazardous driving and pedestrian circulation conditions at certain times. It is anticipated that a pedestrian traffic signal, in addition to the traffic signal at McMullen-Booth Road (S.R. 593), will be required to provide a safe crossing of State Road 580 for school children. Additionally, the peaking characteristics of school-bound traffic, including buses, will cause some congestion, thereby adversely affecting any positive safety attributes provided by the improvement, especially during construction of the project when traffic service must be adequately maintained in the corridor.

Social and neighborhood impacts of this alternative are considered minimal since the alignment avoids significant direct impacts or relocations within any large established neighborhoods. The estimated nine families to be displaced are located, either fronting on the existing

CRITERIA \ ALTERNATES		EXISTING ALIGNMENT	SOUTHERN ALIGNMENT
COST	Construction Right-of-Way TOTAL	$1,999,800 1,591,600 $3,591,400	$2,014,100 2,053,100 $4,067,200
DISPLACEMENTS	Families Businesses N/P Organ. TOTAL	9 0 1 10 —	13 0 0 13 —
GEOMETRIC/ENG. FEATURES		Suitable Geometric Characteristics; however, has dual reverse curves. O	Excellent Geometric Characteristics; +
TRAFFIC SERVICE		All existing service maintained; No access severed. O	All existing service maintained; No access severed. O
SAFETY		Substantially improved facility; Offset by location near proposed high school and skewed intersection at S.R. 593. O	Substantially improved facility +
MAINTENANCE OF TRAFFIC		Some interference during construction. O	Existing alignment will provide service during construction. +
SOCIAL & NEIGHBORHOOD IMPACT		Avoids direct impact of communities; Requires relocation of social center. O	One neighborhood divided; One neighborhood bordered. —
ECONOMIC & EMPLOYMENT IMPACT		No significant short-term impact; Improved access will stimulate long-term growth. +	Minimal impact on existing businesses. Improved access will stimulate long-term growth. +
FUNCTIONAL RELATIONSHIP W/TRANSPORTATION NETWORK		Requires minor modification to street system. O	Requires minor modification to street system. O
AIR POLLUTION		No significant impact. O	No significant impact. O
WATER POLLUTION		No long-term significant impact. O	No long-term significant impact. O
NOISE POLLUTION		No receptors over criteria. O	Only one receptor over criteria. O
TERRESTRIAL ECOLOGY		No significant impact on threatened or endangered species. O	Some undeveloped areas impacted. However, no significant impact on threatened or endangered species. O
AQUATIC ECOLOGY		No significant impact on wetlands or aquatic organisms. O	Insignificant impact on sparse wetland area. O
ENVIRONMENTAL DESIGN		No disruption of natural or ambient environment; Improved aesthetics of the road and for the driver. +	Ambient environment is disrupted near residential areas; Some aesthetic improvement for driver. —
LAND USE/URBAN GEOGRAPHY		Compatible with existing & proposed land use. +	Impacts residential areas; Will stimulate commercial growth in undeveloped area. —

+ Generally favorable effects; O Little resultant effect; — Generally unfavorable effects.

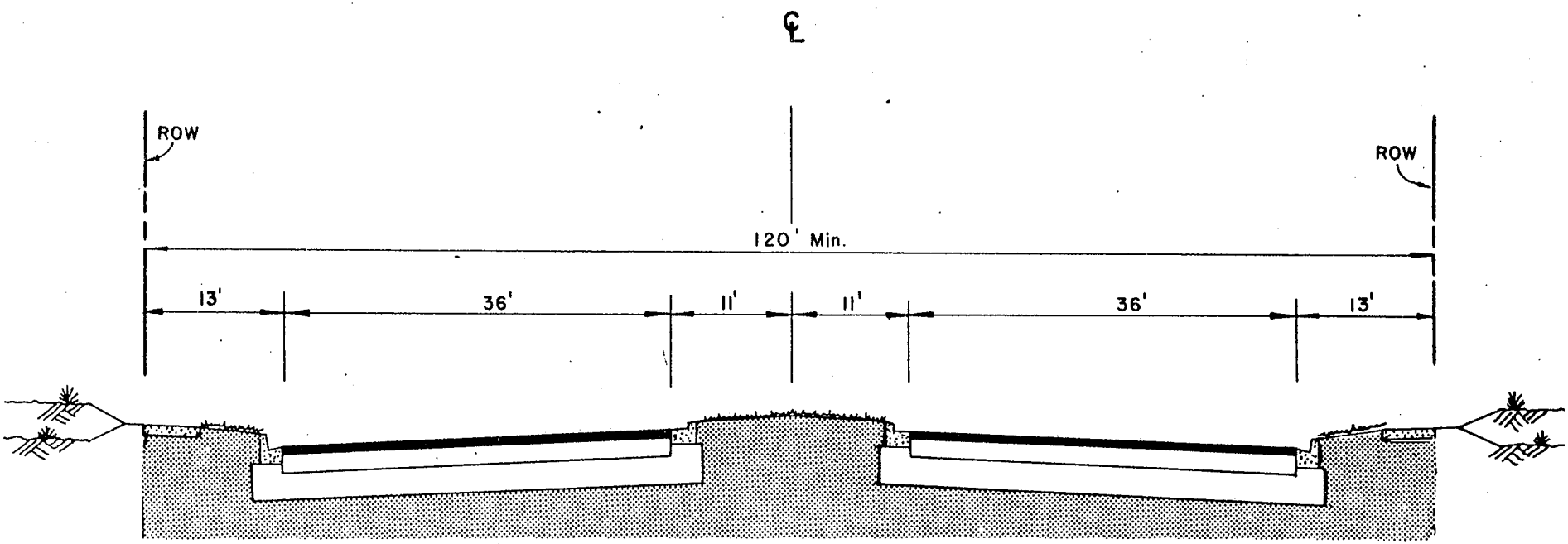
WEST SAFETY HARBOR ALTERNATIVES EVALUATION MATRIX

EXHIBIT No. 13

580

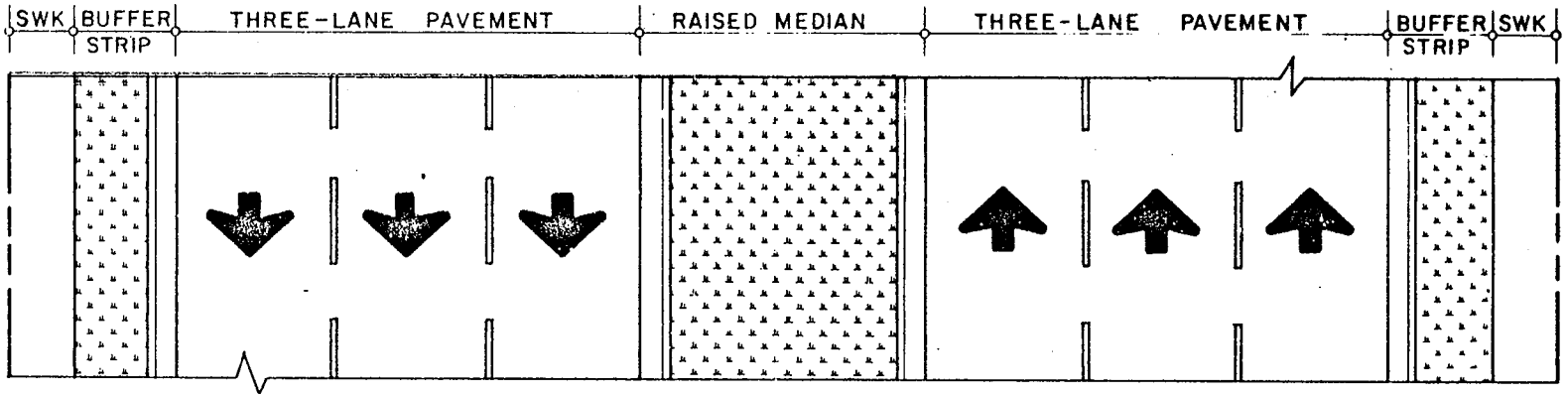
PROPOSED TYPICAL SECTION

6-LANE URBAN (RAISED MEDIAN)



TYPICAL SECTION : 6-LANE URBAN (22'-RAISED MEDIAN)
DESIGN SPEED : 45 MPH

Note: Dimensions subject to revision during final design.



ROADWAY SECTION: PINEHURST RD. (IN DUNEDIN) TO
STATE ROAD S-589

EXHIBIT NO. 14

State Road 580, or on adjacent side streets. The one non-profit organization affected is the social center for a mobile home park fronting directly on the existing facility. Socio-economic characteristics of those families affected by either relocation, or proximity to the new highway, predominantly include upper middle-aged people with the minimum of a high school education. Most are earning strictly middle class incomes and living in homes valued between $30,000 and $75,000. No significant impacts are expected regarding air or noise pollution to the remaining homes adjacent to the improved facility. Free, uncontrolled access will continue to be provided for these residents, with the only pedestrian access problem expected as described above for the proposed high school. One additional community impact will be the acquisition of land to be used by the proposed high school for vehicle parking. An estimated 230 parking spaces will be lost by the school which will probably be replaced in some other vacant areas around the building proper. This, in turn, would result in the loss of some sports activity areas.

Environmental design of the proposed project on this alignment would be considered improved, as aesthetic effects for both the driver and viewers of the highway would be enhanced by the wide right-of-way and smooth, curved alignment opening some new vistas. Meanwhile little disruption of the natural or ambient environment would occur with this alternative.

Southern Alignment: The geometric and engineering features provided by this alternative are considered the best available, since the three sharp curves of the existing facility are replaced by one, long, continuous curve. Construction of this alternative would not result in any adverse impacts upon the proposed Countryside High School. Traffic service to the new school would be provided via the old State Road 580 (existing), where traffic volumes would be minimal. Through traffic on State Road 580 would not encounter any congestion resulting from entering or exiting school buses and school zone speed restrictions, thereby resulting in little potential for hazardous driving conditions.

Adverse impacts for this alternative principally involve social and neighborhood effects where an estimated thirteen families must be relocated and additional proximity effects will be adverse for two major residential developments. These residential developments are the North Bay Hills and Northwood Estates Subdivisions, which are new developments, started within the past three years. The North Bay Hills development is located south of existing State Road 580. None of the homes in this development are affected in any way by the existing facility. The

Northwood Estates development is located just south of the existing facility near its western-most curve, with one row of fifteen homes having backyards on the existing right-of-way line. These homes, as well as others further south into the development, and those in North Bay Hills, will be adversely affected by the proposed project on this alignment.

The majority of people to be affected by either direct relocation or proximity effects are middle-aged, with relatively high educational backgrounds, and in upper middle income levels. Housing values range from a low in the mid $30,000 level to as much as $100,000, with the majority of homes valued around $75,000. None of the homes in either development front on the existing State Road 580, but are provided with good vehicular access via connecting local roads. Although air and noise pollution levels will be significantly increased, relative to national standards none of the residents will be adversely affected. However, when viewed in terms of ambient conditions, in the North Bay Hills area, air pollution levels will be considerably increased and noise levels will increase by nearly 20 dBA at the home nearest to the improved highway. Additionally, the alignment actually divides two sub-areas of the North Bay Hills development requiring major modification in access to each section and affecting pedestrian flow between these sub-areas. None of the remaining homes in either development would result in fronting on the new State Road 580, although the backyards of the one row of homes in Northwood Estates would remain adjacent to the proposed right-of-way.

Environmental design of the project with this alternative is considered improved only regarding aesthetic impacts for the driver. When viewed in terms of the ambient environment and the "view of the road" for area residents, this alternative alignment is considered poor in its environmental design. Additionally, in terms of its general effect upon existing and proposed land use, the alignment directly impacts newly constructed residential areas, and at the same time divides some large parcels of vacant and agricultural land. Once the proposed project is constructed, significant changes in the use of this land would occur with the anticipated attraction of commercial activities.

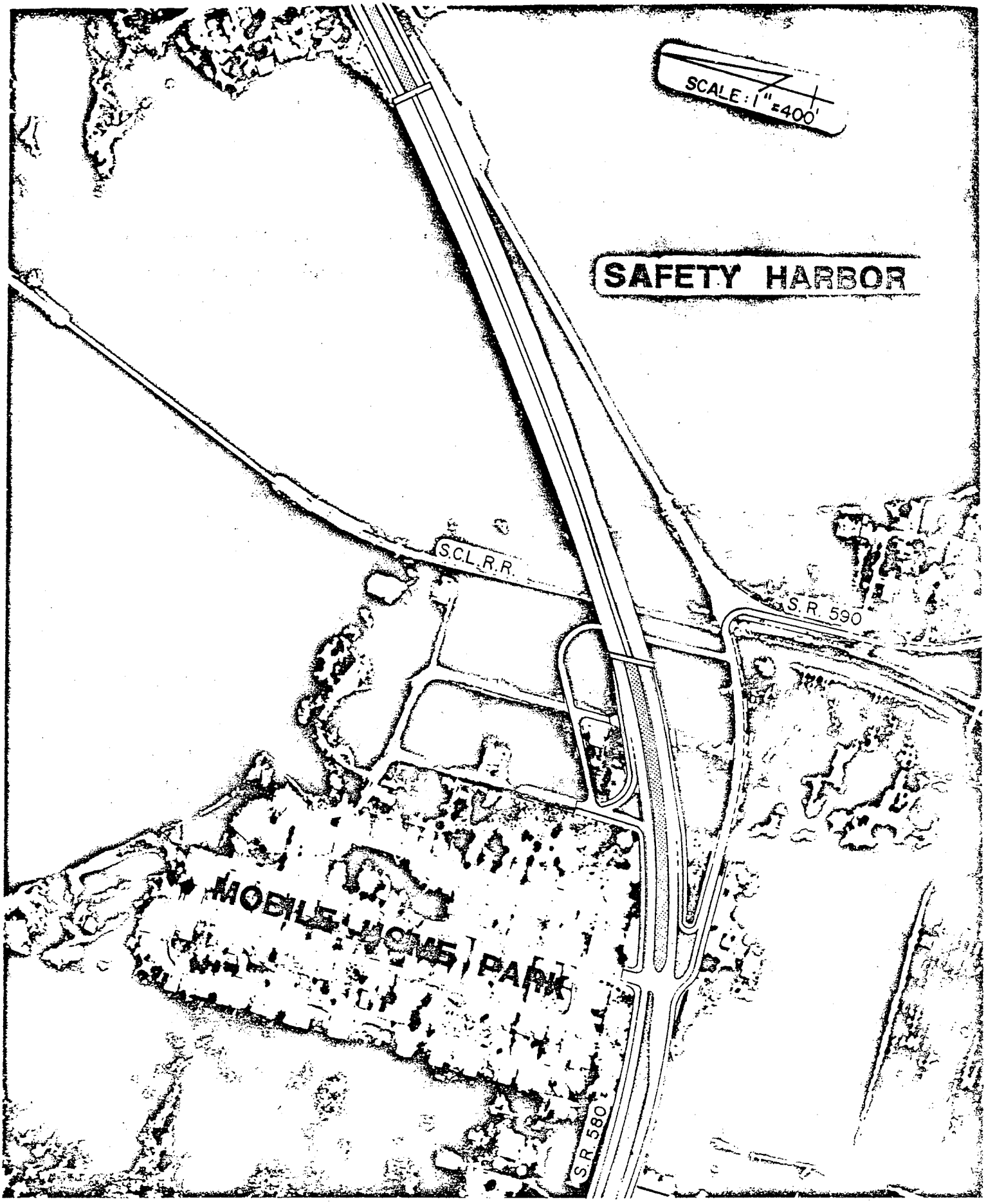
Recommended Alternative: Although the Draft Negative Declaration identified the southern alignment as preferred, it must be noted that this alternative was developed, evaluated, and its preference identified, prior to the construction of the new, considerably expensive homes in Northwood Estates and North Bay Hills. Subsequent to informal public meetings and the official public hearing, it is considered that the adverse social and neighborhood impacts imposed

upon these new developments outweigh, by far, any geometric and safety advantages over the existing alignment. It is also considered that the existing alignment's principle disadvantages of physical and safety impacts to the new Countryside High School are surmountable. Loss of acreage to the site will result in a reduced sports activity area and measures to minimize the adverse safety impact can be mitigated through the provision of high-type pedestrian signals and other traffic operational features. When viewed with these above facts, the construction of the improved six-lane State Road 580 along the existing alignment will result in the most socially, economically and environmentally responsible alternative in this area. The existing alignment is thus recommended for implementation.

Bridge over Safety Harbor: In addition to the above mentioned alternatives for the horizontal alignment of State Road 580 in Area "C," alternative configurations for the vertical geometry of the crossing of Safety Harbor and the crossing of the Seaboard Coastline Railroad facility were considered. One alternative provides for an at-grade crossing of the railroad facility, while the other provides for the crossing of Safety Harbor and the railroad overpass with one continuous structure. An evaluation of the two alternates indicates that the advantages regarding safety and the frequency of train traffic outweighs the economic disadvantages of any additional structural costs. Thus, the overpass configuration is considered superior and is recommended for implementation.

Design approval of the railroad overpass will be obtained through coordination with the Seaboard Coastline Railroad during final design to ensure adequate horizontal and vertical clearances. Permitting for the bridge will be obtained from the appropriate agencies prior to commencement of construction. Exhibit 15 illustrates the horizontal geometry for the crossing of Safety Harbor and the railroad overpass. Exhibit 16 illustrates a conceptual typical section of the proposed bridge.

Area "D": In the town of Oldsmar three alternative alignments for the proposed facility were considered. One alternative utilizes the existing alignment of State Road 580, St. Petersburg Avenue, through the center of the residential section of the town. The other two alternatives utilize land adjacent to the existing Seaboard Coastline Railroad, north of the existing facility, and north of the populated areas within the Oldsmar community. One locates State Road 580 on the south side of the railroad tracks near the eastern city limits, linking up with the existing alignment about ¼ mile east of the Safety Harbor bridge crossing in the West Oldsmar area. The



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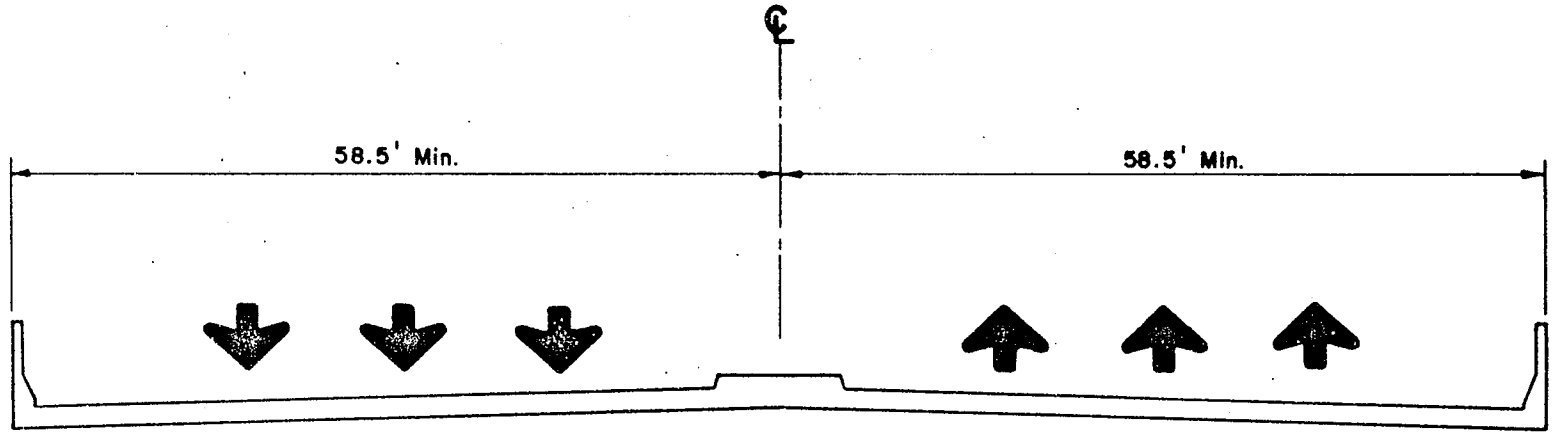
AREA "C" - BRIDGE ALTERNATES
RAILROAD OVERPASS

EXHIBIT No.
15

580

PROPOSED TYPICAL SECTION
BRIDGE OVER SAFETY HARBOR

EXHIBIT No. 16



TYPICAL SECTION: 6 - LANE STRUCTURE

NOTE: Dimensions subject to revision during final design

other alternative crosses the railroad facility at the present location of State Road 584 on the eastern end of town, and continues westerly, north of, and adjacent to, the railroad facility. This alignment would require construction of the bridge over Safety Harbor approximately 1000 feet north of the existing facility, tying back into the existing State Road 580 alignment in Area "C," about ¼ mile east of McMullen-Booth Road (State Road 593). The three alternative alignments are illustrated on Exhibits 17A through 17E.

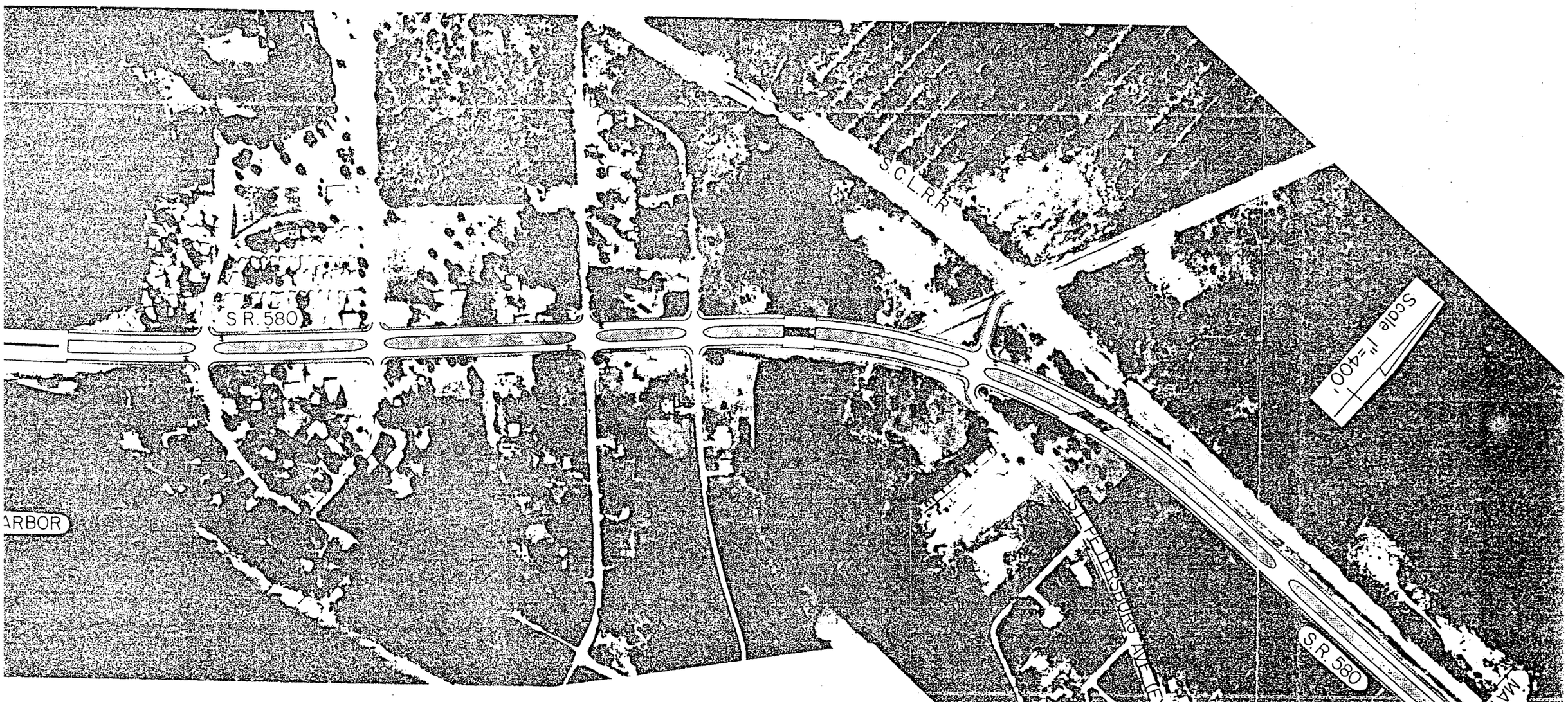
Through public informational meetings in the town of Oldsmar, it was learned that residents and community leaders preferred that State Road 580 be constructed on an alignment other than the existing. From an engineering standpoint the existing alternate alignment does have some serious disadvantages over the two other alternates considered. These disadvantages include:

- As many as five considerably sharp curves required to accommodate the new six-lane facility.
- A considerable number of relocations and an additional 20 feet of right-of-way through the center of town.
- The presence of the Oldsmar Elementary School, located on the north side of the existing State Road 580 in the center of town. Many children walk to the school from area residences and would have to cross the new six-lane divided highway.

Based upon these serious disadvantages of the existing alignment in Area "D," the existing State Road 580 alignment was considered a non-viable alternative and eliminated from detailed evaluation.

The two remaining alternatives, as already discussed, both utilize land adjacent to the Seaboard Coastline Railroad. Based upon input received at the aforementioned public informational meeting, meetings with local city officials, and a comprehensive matrix analysis (See Exhibit 18, Oldsmar Alternatives, Evaluation Matrix), the southerly alignment is the recommended concept for the following reasons:

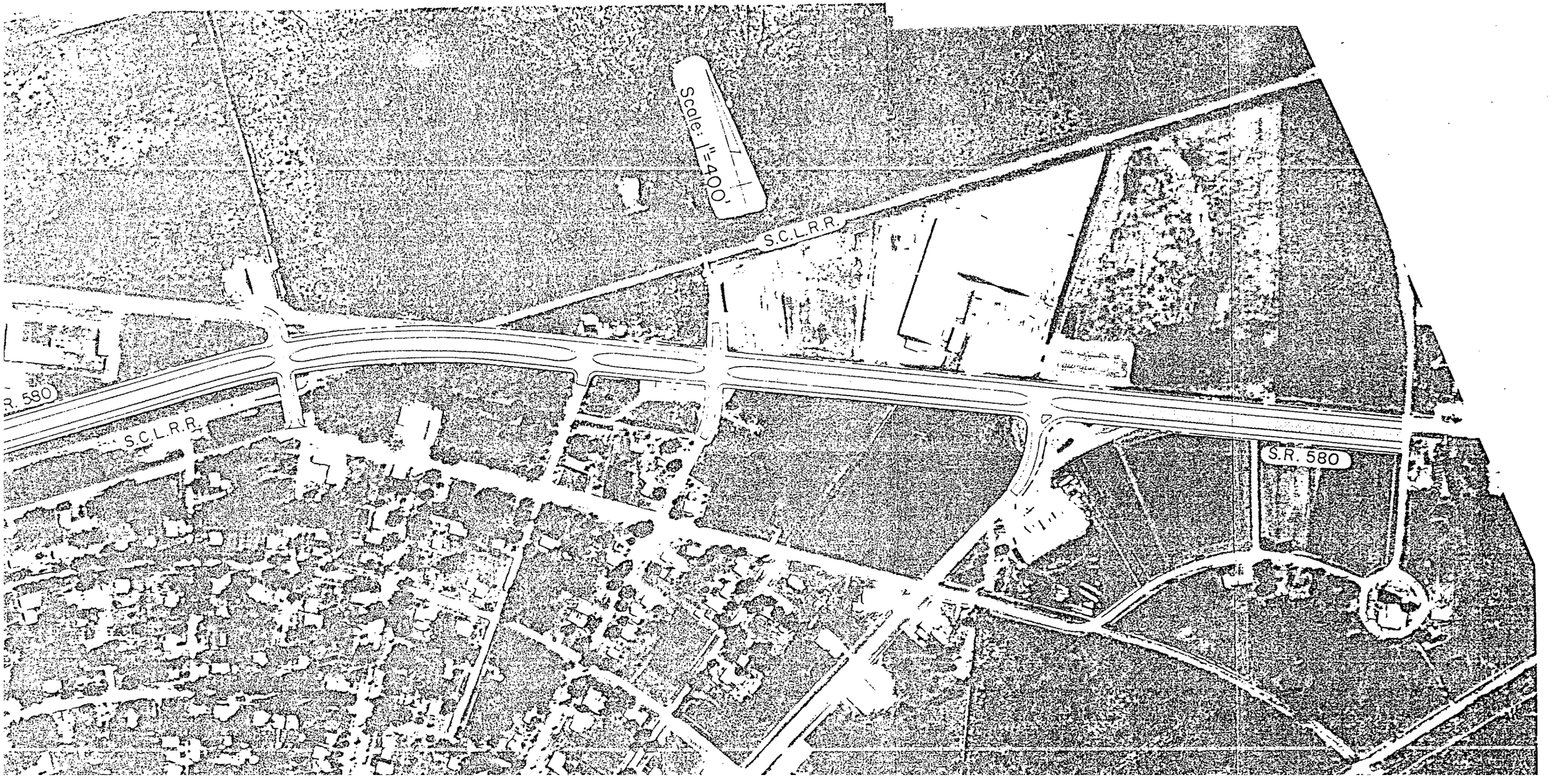
- Excellent traffic service is provided to the town of Oldsmar.
- The existing bridge over Safety Harbor must be maintained for local access should the northern alignment be constructed.


S.C.L.R.R.
S R 580
Scale 1"=400'
S R 580
ARBOR

S.R. 5
S.C.L. R.R.
Scale: 1"=400'
S.R. 584
S.C.L. R.R.


SR 580
EXISTING SR 580
POSSUM BRANCH
Scale 1"=400'

S.R.
S.R. 584
Scale: 1"=400'
SCL R.R.
ST. PETERSBURG AVE. (EXIST. S.R. 580)
MOCCASSIN RIVER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S.C.L.R.R.
S.C.L.R.R.
S.R. 580
S.R. 580

CRITERIA \ ALTERNATES	R.R. - SOUTH ALIGNMENT	R.R. - NORTH ALIGNMENT
COST* (Construction / Right-of-Way / TOTAL)	$ 9,300,000 $ 4,150,000 $13,450,000 — O	$10,075,000 $ 3,200,000 $13,275,000 — O
DISPLACEMENTS* (Families / Businesses / N/P Organ. / TOTAL)	24 2 1 27 —	0 6 0 6 — O
GEOMETRIC/ENG. FEATURES	Suitable Geom. Characteristics — O	Suitable Geom. Characteristics Skew R.R. Crossing — O
TRAFFIC SERVICE	Serves Growing Area of Town Effectively — +	Separated from Town by R.R. Access Impeded — O
SAFETY	Intersections Near R.R. — O	Intersections Near R.R; all Oldsmar Traffic Must Cross R.R. — —
MAINTENANCE OF TRAFFIC	Some Congestion & Interference in West Oldsmar Area — O	Existing Alignment will Continue to Function — +
SOCIAL & NEIGHBORHOOD IMPACT	Borders Neighborhoods; Not Disruptive — O	No Relocations, Allows all Community to Remain Intact — +
ECONOMIC & EMPLOYMENT IMPACT	Borders Growing Economic Area Encourages Growth — +	Industrial Relocation Could Seriously Hurt Employment — —
FUNC. RELAT. W/TRANSP. NETW.	Separates Local Traffic from Regional — +	Separates Local Traffic from Regional — +
AIR POLLUTION	No Problem — O	No Problem — O
WATER POLLUTION	No Problem — O	No Problem — O
NOISE POLLUTION	Few Problem Sites Expected — O	Few Problem Sites Expected — O
TERRESTRIAL ECOLOGY	Little or No Effect — O	Large Areas Undeveloped Traversed — —
AQUATIC ECOLOGY	No Problem — O	No Problem — O
AESTHETICS	Improvement Over Existing Conditions — +	Improvement Over Existing Conditions — +
LAND USE/URBAN GEOGR.	Borders Commerc. Growth Area Avoids Res. Area; Buffers R.R. from Residential Area — +	Avoids Resident Area; Does Not Buffer R.R. from Res. Area — O

*Includes crossing of Safety Harbor w/at-grade railroad crossing and area west of Safety Harbor, for purposes of insuring an equitable comparison of each alternative.

+ : Generally favorable effects; O : Little resultant effect; — : Generally unfavorable effects.

580

AREA "D"-OLDSMAR ALTERNATIVES EVALUATION MATRIX

EXHIBIT No. 18

- The relocation of five industrial facilities for the northern alignment would be severely detrimental to the economy and employment characteristics of the town.
- The southerly alignment would cause fewer adverse environmental effects.

Although a purely quanitifiable comparison of the two alternates indicates that the northern alignment may have fewer relocations, it is considered that the favorable socio-economic, environmental and general traffic carrying characteristics of the southern alternate outweigh these disadvantages and contribute to the long-term welfare of the community in a more effective manner.

Alternative Improvement Strategies

In the past, the provision for transportation service in the Tampa Bay Region, and more specifically the State Road 580 corridor, has centered around the automobile. The comfort, convenience and efficiency of automobile travel has severely impacted the utilization of other public transportation modes including railroads, buses, and even bicycles. It is very evident that the automobile will continue to be the primary mode of transportation for many more decades, especially for residents and businessmen in the State Road 580 corridor. At the present, there are no plans to alter this condition through the provision of major mass transportation improvements in the corridor. Planning agencies in the Tampa Bay Region have developed an implementation program for mass transit service, however they do not identify the State Road 580 corridor as a route for future facilities or major service improvements. Therefore, increased travel demands in the corridor must be met by providing highway improvements to satisfy automobile traffic requirements. Very little, if any, shift in modal choice can be expected in the corridor based on existing public transportation plans and programs.

Public transportation in the form of bus service is presently provided in the corridor by Pinellas County into Dunedin, Oldsmar and the Countryside Mall at U.S. 19. It is possible that full urbanization and ultimate development of the project area could warrant the provision of special public transportation services, such as exclusive busways or preferential treatment for multipassenger vehicles. The proposed typical section could accommodate such an improvement in the long-range future. For the present, however, the diffuse nature of residential development, coupled with the lack of concentrated employment centers in the corridor, makes any such transit preference program unfeasible, and such a program is not recommended for immediate implementation.

Postponing the improvement of State Road 580 would not be consistent with the proposed land use plans of either Pinellas or Hillsborough County, nor with PATS and TUATS. But more importantly, the proposed project has been developed at this time to solve the present congestion problems in and around Dunedin, and those expected to occur with increased traffic in other sections of the corridor. Any delay in the implementation of this project would only serve to aggravate current congested conditions, and create additional capacity deficiencies in the near-term. In addition, the postponement of this action would increase user costs, capital costs, and have greater impact upon the social and economic structure of the adjacent communities. In short, the postponement strategy offers no significant advantages, environmentally, socially or from the standpoint of economics, and is not considered a feasible and prudent alternative.

Another strategy that could be considered involves implementing an improvement that offers a lower level of service, compared to the improvement as proposed here. Such a strategy could, conceivably reduce capital costs, and reduce some of the effects of the proposed action on the environment. In this case, the provision of a substandard typical section or fewer lanes could also reduce right-of-way costs and displacements. However, in analyzing such an alternative, these short-term advantages must be weighed against corresponding short-term disadvantages, and long-range consequences.

Providing for the traffic volumes of the future is a major objective of the general transportation planning process. The proposed typical roadway sections and plan layouts presented here represent the results of that planning process for State Road 580. To implement a plan providing either a lower level of service, or a reduction in number of lanes or design criteria for this project, would not be consistent with the transportation objectives of the local communities. Short-term disadvantages would include a higher accident rate, increased traveltime, and higher user costs. Ultimately, long-term transportation investments required would be higher, due to escalating costs and future needs to improve the facility once again. The long-term effects on the social and economic structures of the community would also be negative, compared to immediate implementation of a high-type facility. The effect on the area's growth rate would only be minimal and would not contribute to the achievement of the area's comprehensive goals to the degree desired. Since these disadvantages far outweigh the limited short-term advantages, this strategy is also considered to be unfeasible.

Implementation Program

The proposed project has been divided into several sections for the purpose of executing design and construction contracts. The five year work program for the Florida Department of Transportation has identified two sections of the project for right-of-way acquisition and construction. These are:

	Fiscal Year
Bridge over Safety Harbor	
Right-of-Way Acquisition	1979 - 1980
Construction	1981 - 1982
Alt. U.S. 19 to U.S. 19	
Right-of-Way Acquisition	1980 - 1981
Construction	1982 - 1983

The remaining portions of the proposed project have yet to be programmed for Right-of-Way or Construction. It is expected, however, that the section from U.S. 19 to the Safety Harbor Bridge (West Safety Harbor area) will immediately follow these two sections in the program. The remainder of the project, from the Safety Harbor Bridge to State Road S-589, will most likely be programmed in subsequent years.

For the first section programmed, the Bridge over Safety Harbor and the S.C.L. Railroad, it will be necessary to develop temporary roadway connections to the existing State Road 580 on both sides of the harbor. It will be required, however, to provide the ultimate connection to State Road 590 as part of this first construction project, since no further improvements will be programmed for State Road 590 in the near future, and modification of this connection would be performed most economically at an early date.

For the second section, Alt. U.S. 19 to U.S. 19 in Dunedin, it is proposed that improvements begin at the State Road 580 and U.S. 19 intersection. Priority of this particular improvement is necessary due to existing congestion on both facilities which presently provide insufficient approach widths. It is further proposed that construction of the six-lane facility would continue from this point, westward, to the Pinehurst Road intersection, where friction of turning vehicles causes unsafe operation and severely restricted vehicular capacities. Priority three of this section would be the westernmost segment, from Pinehurst Road to Alt. U.S. 19.

V. SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS

Regional and Community Growth

All of the communities and unincorporated areas within the State Road 580 corridor are experiencing an astronomical rate of growth. On a regional basis (the entire Tampa Bay Region), the land in and around the State Road 580 corridor in the last ten years has played an integral part in the transition of the region from rural to urban land use characteristics. Due to the peninsular shape of land, and the presence of Tampa Bay on the south, growth vectors for the region are directed northward out of the St. Petersburg and Tampa urban areas toward the Dunedin, Safety Harbor and Oldsmar communities. Other major east-west arterials serving both Tampa and St. Petersburg to the south, such as State Road 60, have almost reached a saturation point for commercial development and adjacent residential and industrial uses. Thus, being restricted by the waters of Tampa Bay and Gulf of Mexico, the only other major east-west regional arterial remaining to be fully developed is the State Road 580 corridor.

Within the past ten years, the population in Dunedin and unincorporated Pinellas and Hillsborough County areas has nearly doubled. The major reason for this is due to the investments of major land developers for building large single and multi-family residential communities, many with recreational facilities and shopping areas on both the north and south sides of existing State Road 580. These new developments have been, and are still, attracting literally thousands of families to purchase new homes, making this region their permanent place of residence. Based upon the adopted land use plans for both counties, these migratory effects are expected to continue until such time when all land in this uppermost part of Tampa Bay is utilized to its fullest capability. Improvement of State Road 580 along the existing corridor, as recommended, will generally provide for this growth in a more effective manner than any other corridor considered for the improvement.

Conservation and Preservation

The submerged land of Safety Harbor, as well as all publicly owned submerged land within Pinellas County, has been designated an Aquatic Preserve. However, Chapter 74-588 of Section 72-664, Laws of Florida, permits minimum dredging and filling within the Preserve for

public transportation purposes. The State Road 580 crossing of Safety Harbor will be constructed according to state specifications for bridge construction, which assist in minimizing adverse impacts upon the aquatic environment.

Recreational facilities within the project area include municipally owned parks within the cities of Dunedin, Safety Harbor and Oldsmar. In Dunedin, a municipal park and marina is located at the western terminus of the existing State Road 580 facility. The recreational areas in Safety Harbor and Oldsmar are both located on the shores of Safety Harbor and are used primarily for swimming and fishing activities. The proposed State Road 580 facility will not in any way detrimentally affect the operation or function of any of these three parks. In fact, the new State Road 580 facility will provide much more efficient access to all of the three facilities by providing fast, safe and efficient transportation for the motoring public. No parks or other publicly owned recreational facilities will be acquired for rights-of-way, and there will be no involvement of 4(f) lands of any kind for the proposed improvement.

During the conduct of studies for the location of State Road 580, the project area was surveyed by Florida's State Historic Preservation Officer (SHPO). After reviewing the National Register for Historic Properties and completing an on-site survey, it was determined that there are no acquired properties within, or eligible for inclusion in, the National Register for Historic Properties. If any such evidence is discovered during the construction phase of the proposed project, the project engineer will be obligated to report any findings to the Division of Archives and History, and immediately terminate construction in any such area until an inspection is completed.

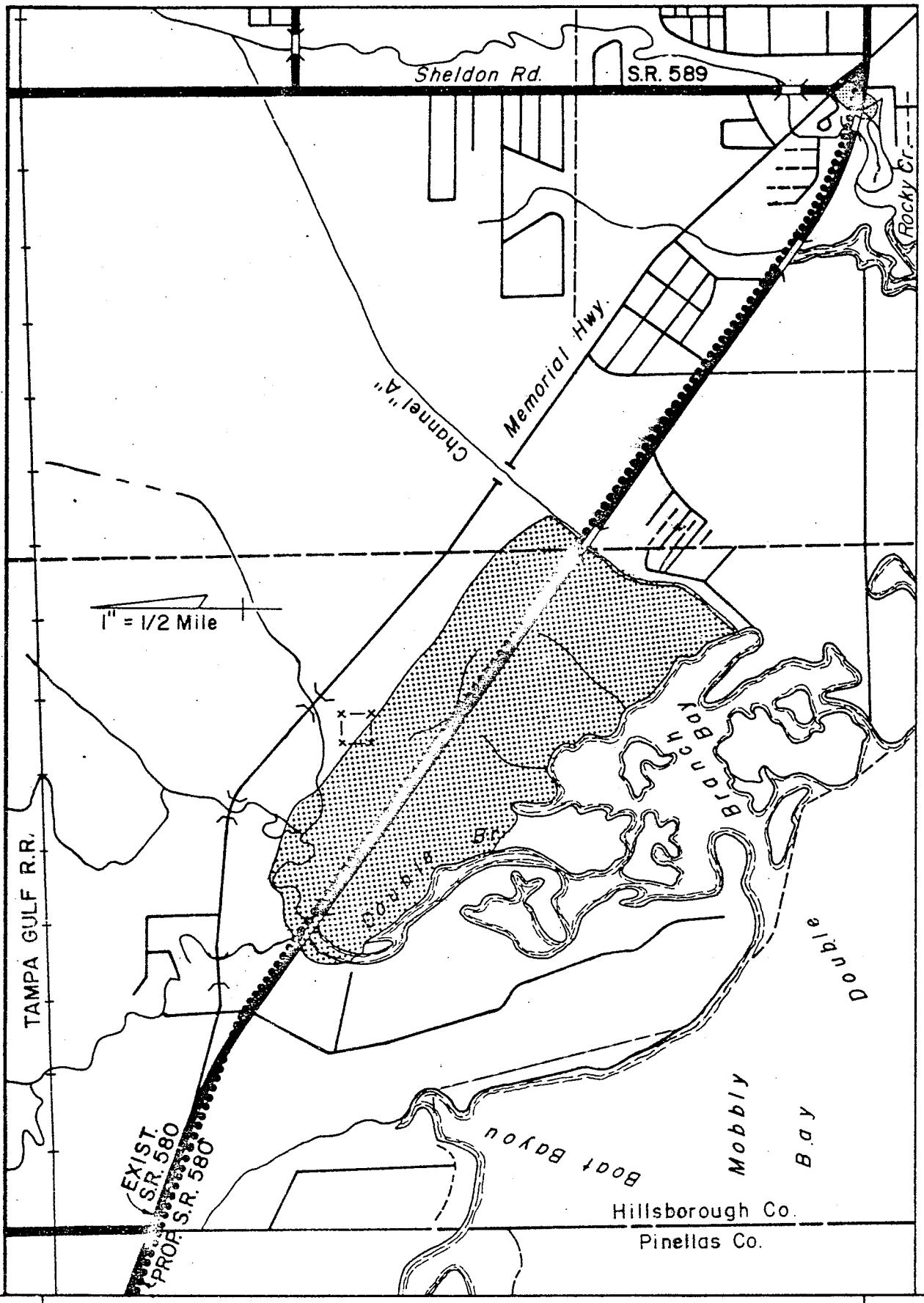
Wetlands: In compliance with Executive Order 11990, the project was reviewed by a qualified Department Biologist, whereby all wetlands near the proposed State Road 580 were identified and assessed with respect to their potential for being impacted by the improved highway facility. Two categories of wetlands, identified as sparse and dense wetlands, were found to exist near the proposed project. These wetlands are shown on Exhibits 19A and 19B.

The sparse wetlands represent scattered pockets of water in areas of low elevation. None of the sparse wetlands were found to support a prevalent amount of native vegetation or aquatic life, but all have an abundance of exotic species. Also, these wetland areas appear to be in a transitional stage to dry land as a result of natural processes and/or other man-made influences.

WETLAND LOCATIONS

EXHIBIT No.

19



580

WETLAND LOCATIONS

EXHIBIT No.

19R

The dense wetlands consist of salt marshes and mud flats, and are influenced primarily by tidal fluctuations of Old Tampa Bay. Of the dense wetlands only the areas adjacent to Safety Harbor and Double Branch were found to be supporting a prevalence of the type of vegetative and aquatic life which require saturated or seasonally saturated soil conditions for growth and reproduction.

It has been determined that there is no prudent alternative to the crossing of the identified wetlands. However, it is expected that the proposed improvement will have minimal impacts on any and all wetlands in the project area. At Safety Harbor and Double Branch, the wetland areas will be completely bridged by the new construction, thereby mitigating, to a practical extent, the disruption of any native habitat. The proposed bridging at Moccasin Creek and Rocky Creek will also help sustain the preservation of those wetland areas. The section of highway from Double Branch, east, to Channel "A" (in Hillsborough County) will traverse through some sparse wetland areas which primarily consist of pockets of salt water which has infiltrated north from Double Branch Bay. In this area, the recommended alignment for State Road 580 will follow and utilize right-of-way of the existing alignment. Approximately 20 additional feet from either the north or south side of the existing facility will be acquired. Considering the fact that this wetted region does not visibly appear to be vital to the support and reproduction of native vegetation and aquatic life, and that the additional amount of required right-of-way is small relative to the total wetlands in this area, any impact created by the highway improvement is expected to be minimal.

Some unavoidable, short-term impacts will probably occur due to construction activities primarily resulting from the presence of construction debris and the construction of bridge piers in, or near, the wetland areas. However, these construction impacts will be minimized to the extent practical in compliance with the procedures set forth in Section 104 of the Florida Department of Transportation Standards and Specifications for Road and Bridge Construction, 1977 edition.

Endangered Species: With the utilization of approximately 90% of the existing alignment for the proposed State Road 580 alignment, it is not expected that there will be any adverse effects on wildlife. Although, there are eagles' nests located within the region, none are close enough to the proposed State Road 580 facility to be adversely affected. Confirmation of this

has been obtained through the Florida Game and Fresh Water Fish Commission and the U.S. Fish and Wildlife Service. No construction activities within 2,000 feet of any eagles'nest will be started during the nesting season. Should any question concerning the proximity and nesting season arise from the contractor, the Department of Transportation's District Environmental Specialist shall be contacted.

Other endangered species that could be in the project area include the Florida manatee, brown pelican, American alligator ("threatened"), peregrine falcon, red-cockaded woodpecker, Atlantic Ridley and leatherback sea turtles, and the Bachman's warbler. However, none of these are known to have permanent nesting or breeding areas near the proposed project. Nonetheless, care must be exercised during construction to avoid harming any such species if observed at that time. It should be noted that the Florida manatee has recently been observed at some locations in Safety Harbor and it could be expected to be found in Rocky Creek as well. Construction activities in the area of these bridges should appropriately be conducted to minimize adverse impact upon these species, if observed. For any sighting of one of these endangered species during construction, the Florida Department of Transportation's District Environmental Specialist will be contacted.

Public Facilities and Services

The proposed project will cause some minor inconveniences to the motoring public and other public services during its construction. In general, through traffic, as well as local traffic to properties adjacent to the existing highway, will be maintained to the greatest degree possible. Other public services such as telephone, water, and gas service may be interrupted for short periods, however, this is not expected to cause any serious difficulties for the customers of these services. A positive effect from the construction of this project will be the opportunity afforded for utility owners to increase their service capabilities during such time when relocations of their respective facilities is necessary for State Road 580.

One new major service to be provided for the residents within the project area will be the storm sewers to be constructed along the proposed State Road alignment. The new sewer system will provide for the drainage of all stormwater runoff on the new highway. Thus, all of the existing open drainage facilities along the highway will be eliminated, and the drainage of stormwater improved significantly.

The new proposed Countryside High School in West Safety Harbor will be impacted by the proposed improvement along the existing alignment. Approximately 230 parking spaces will be lost by the school in order to accommodate the required right-of-way. This, in turn, will result in the loss of some sports activity areas. This adverse impact could be mitigated to some degree if additional land can be made available for acquisition by the school board.

Some hazardous driving and pedestrian conditions could result at certain times near the proposed Countryside High School. This impact would occur, however, with or without the proposed improvement. A pedestrian traffic signal has been recommended in order to provide a safe crossing of State Road 580 for school children. Adequate signing and reduced speed limits within the school area will also help to provide for safe auto and pedestrian traffic interface.

With the improvement of State Road 580 in the existing corridor, service provided by local police and fire departments, as well as ambulatory service, especially to the Mease Hospital in Dunedin, will be greatly improved. None of the local fire or police departments will be relocated due to this project. Thus, service provided by these important agencies will not be interrupted in any way.

During construction activities of the proposed project, the contractor performing such duties will be responsible for the maintenance of traffic in order to insure that traffic continues to function smoothly and all emergency vehicles are able to reach their destinations quickly. Access to existing residences, businesses and other properties adjacent to the proposed project will also be maintained. Although the project may be constructed in several segments, construction time in one single area should not exceed a period of 18 months.

Community Cohesion

Throughout the entire length of the recommended alignment no communities are divided nor disrupted. The displacements of families and businesses presented under the alternate location discussion for the existing corridor are not expected to seriously affect the character of any existing communities. In fact, it is expected that the "by-pass" route recommended in the populated area of the town of Oldsmar, will play a significant role in solidifying this predominantly residential community. The same is true in the urban area of Dunedin where utilization of the Skinner Blvd. alignment will allow the business community to develop a "stronghold" south

of the proposed State Road 580, while the residential areas remain north of the proposed highway.

Construction of the proposed project along the recommended alignment is not expected to cause any significant changes in land use patterns. However, the northern or southern corridor would result in some changes in commercial development patterns. The proposed improvements along the recommended alignment are expected to attract more businesses and strip commercial development. Urbanization of the entire region, as discussed under the land use planning section of this report, plays an even greater role in determining this consequential effect. In other words, as long as residential developments continue to grow within the region, State Road 580 will become a commercial strip corridor regardless of this proposed improvement.

Displacements of People, Businesses and Farms

The number of displacements of families, businesses, and non-profit organizations for each of the alternative corridors considered are shown on Exhibit 5 in Chapter IV. A refinement of displacement estimates for the recommended alignment is shown here:

RELOCATIONS ALONG RECOMMENDED ALIGNMENT

Individuals	222
Families	86
Businesses	23
Outdoor Signs	11
Farms	0
Non-Profit Organizations	2

A report prepared by the Department's District Right-of-Way Administrator concerning the relocations required for this particular project, indicates that there will be no difficulty in finding satisfactory housing and business space for those displaced. Many different types of properties listed in daily local newspapers for sale and/or rent are cited as evidence of this fact. One of the two non-profit organizations to be displaced is the facility used by the Boy Scouts of America in Oldsmar. This building is quite old and in need of many repairs. Suitable structures for this relocation are available in many areas through Oldsmar. The other is a community center utilized exclusively by a mobile home park in the West Safety Harbor area.

Based on data by census tract, the following is a breakdown of characteristics for those families impacted by each alternate considered:

	Average of All Alternates
No. of families	77.3
Median family income	$7,994
No. of families below poverty level	7.21
No. of Negro families	2.6
Median family size	2.58
Median no. of rooms per household	4.7
No. of owner occupants	61.5
No. of tenants	15.8
Median rent per month	$94.0
Median home value	$15,186
No. of persons over 65 years old	50.5

Most family displacements are owner occupied one-story block houses and mobile homes in the Dunedin, Safety Harbor and Oldsmar areas. Only one community facility will be displaced by the project. There will not be any separation of neighborhoods from community facilities. These displacements represent a very small percentage of housing units available in the project area, especially when considering the high rate of growth and new residential construction in progress in Pinellas and Hillsborough Counties.

As estimated, twenty-three businesses will be relocated by the project. Most of these are offices, retail establishments, or light industrial units. These businesses serve the regional areas of Pinellas and Hillsborough Counties and not specific neighborhoods. Thus, relocation of these businesses should not result in any significant loss of revenue or business. Through inspection of the Multiple Listing Service, several daily editions of local newspapers and visual inspection, it has been determined that there are sufficient locations within the immediate area for all impacted businesses to relocate or rebuild immediately. These business displacements will not cause any long term adverse effects on the area's economy because of the following:

- These are just a small number of the businesses in this area and there are other businesses providing similar services as the displaced businesses within a short distance from the displacement areas.

- Most of these businesses will relocate in the same area with only a small short-term disruption of their operations.

- With the improvement of State Road 580, traffic conditions will improve the commercial property in the area by relieving traffic congestion and by making access to properties easier and safer.

The market for real estate sales and rentals for both residential and business properties remains fairly stable in this area. The St. Petersburg Multiple Listing Service for one given week listed 68 one bedroom, 1,324 two bedroom, 1,025 three bedroom and 310 four or more bedroom homes for sale. Similar activity exists on the Tampa Multiple Listing Service. Real estate experts expect this market activity to continue into the future. No special problems concerning housing or business space availability were encountered during field surveys for relocation data and none are expected in the short term future.

Relocation Assistance Program: In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute, Chapter 337.09(4), and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

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 provided advance notification and will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. This means that the affected person has either by himself obtained and has 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.

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. Relocation services and payments are provided without regard to race, color, religion, sex or national origin.

All tenants and owner occupant displacees will receive an explanation regarding options available to them, such as:

- Varying methods of claiming reimbursement for moving expenses.
- Rental of replacement housing, either private or publicly subsidized.
- Purchase of replacement housing.
- Moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Compensate the relocatee for the costs of moving from homes, businesses and farm operations acquired for a highway project.
- 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.
- Provide reimbursement of expenses such as legal fees and other closing costs incurred in buying a replacement dwelling or in selling the acquired property to the Department of Transportation.
- Make payment for any 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 down payment, including closing costs on the purchase of a replacement dwelling.

Brochures which describe in detail the Right-of-Way Acquisition Program and the Relocation Assistance and Payments Program were distributed at the project public hearings and are continually made available upon request to any interested persons.

Noise Pollution

The initial task for the analysis of noise on the proposed State Road 580 project involved a preliminary investigation of those areas which may be affected by highway noise. This investigation was directed toward the development of general noise contours for the proposed facility. For the purpose of developing the noise contours, the proposed project was divided into three sections, determined according to various land use and traffic generating characteristics throughout the corridor. The first section includes the area between Pinehurst Road and U.S. 19. The second section begins at U.S. 19 and continues to the Hillsborough County line. The third section is from the Pinellas County line to State Road S-589 (Memorial Highway).

Utilizing traffic projections from PATS and TUATS for the years 1980, 1985, 1990 and 2000 in each of the three sections of the project, along with anticipated maximum operating speeds and roadway characteristics for each section, noise projections in the form of contours were developed. From this analysis, a probable "zone of significant impact" was determined. That zone was generally interpreted to be the region adjacent to the highway where L_{10} noise levels exceeded 70 dBA since the majority of "noise sensitive" activities are controlled by this design criteria. The relationship between the projected L_{10} noise levels and the distance from pavement edge for each of the aforementioned years is shown on Exhibits 20A through 20C. From this relationship the potential impact region was determined for the year 2000 for each of the alternative corridors. Potential noise sensitive locations were later selected within the impact region for detailed analysis along the recommended corridor and its feasible design options.

Planned, Designed and Programmed Developments: Correspondence between the Florida Department of Transportation and local planning agencies in both Pinellas and Hillsborough Counties documented the existence of planned, designed and programmed developments in the State Road 580 corridor. In Pinellas County the following proposed developments were identified by local agencies:

- A Firestone tire store to be located on the north side of existing State Road 580 about ¼ mile east of U.S. 19.
- Eight planned projects within the Dunedin city limits (west of U.S. 19), of which seven primarily involve commercial uses (i.e. retail stores, restaurants, banks, etc.).

The other project is an 800,000 square foot residential development presently under construction that borders the existing and proposed State Road 580 for only about 500 lineal feet.

- One residential development in its initial construction phase borders existing and proposed State Road 580 approximately one-half mile west of McMullen-Booth Road (State Road 593). The development is adjacent to the highway for a distance of about 1,200 feet. Contacts were made with other tract land owners who indicated that they do plan to use their properties for some type of development, however, no definite site plans for construction were presented.

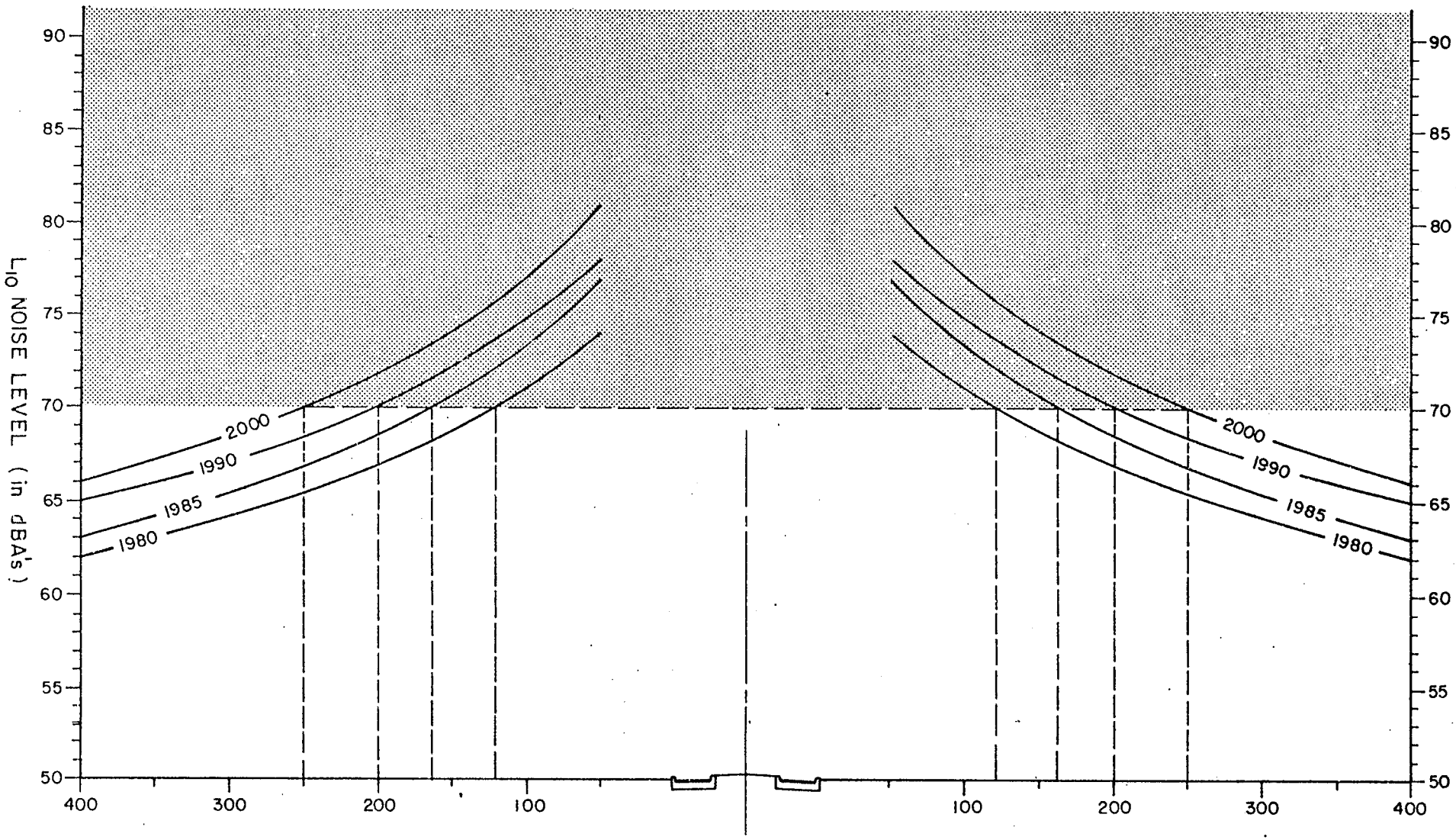
Through contacts in Hillsborough County the following proposed development was identified:

- One large development (about 2,700 acres) had been planned by Intervest, Inc., which is presently bankrupt. The project was known as Bayport which included commercial, industrial, community, residential and recreational uses. A small residential portion of the originally planned development has already been constructed and is presently occupied. The remaining property has changed ownership many times and been subject to a number of zoning changes. Currently, the general site development plan for the property has been applied for. The property is apparently in the process of changing ownership once again, and no activity has taken place at the site.

Additional developments not identified by local agencies, but discovered through other field reconnaissance and coordination with various agencies include:

- The proposed Countryside High School located at the existing State Road 580 and McMullen-Booth Road.
- An addition to the Mease Hospital in Dunedin, and
- Other housing and commercial developments along the existing State Road 580 in various locations in Dunedin, West Safety Harbor and Oldsmar.

All of the above-identified developments were considered in the site selection process for developing design noise levels and determining their resultant impacts.



Region of significant adverse impact

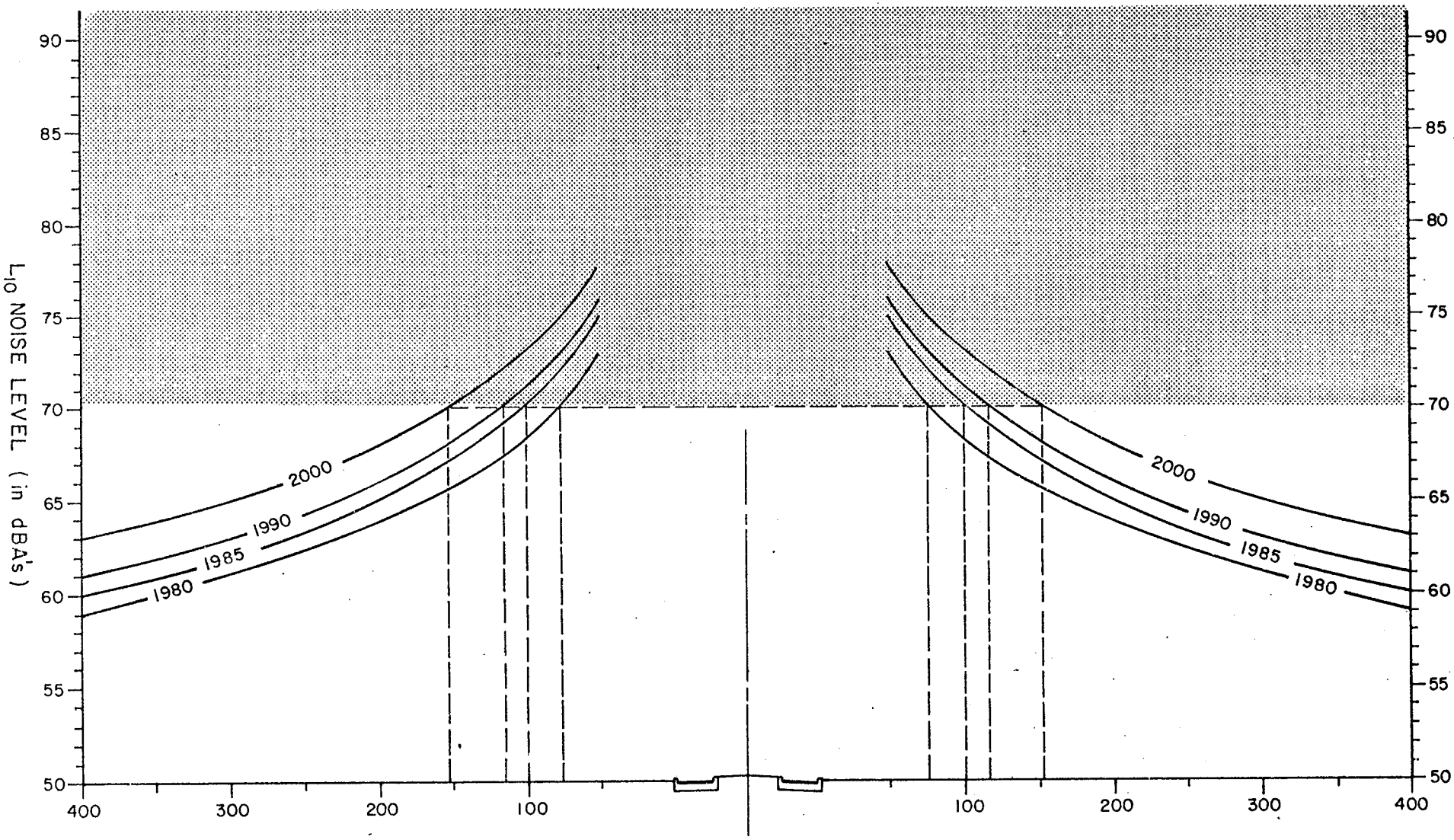
Note: No correction factors applied to computer projections

NOISE CONTOURS

EXHIBIT No. 9

EXHIBIT No. 20

NOISE CONTOURS
US 19 TO HILLSBOROUGH COUNTY LINE

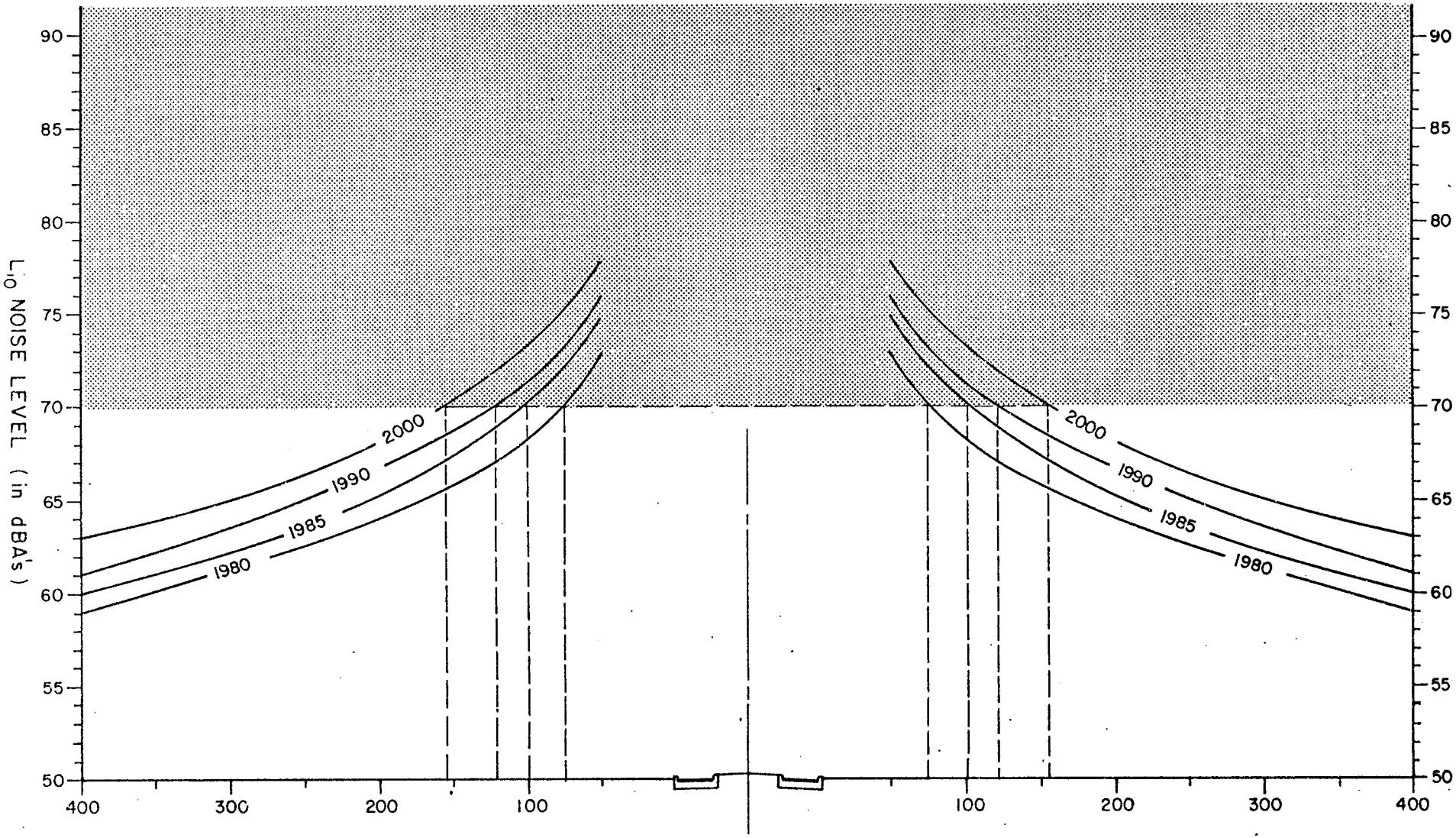


Region of significant adverse impact

Note: No correction factors applied to computer projections

EXHIBIT No. 5

NOISE CONTOURS



Region of significant adverse impact

Note: No correction factors applied to computer projections

Noise Analysis: Along the recommended alignment of State Road 580, eighty-three specific noise sensitive sites were identified and analyzed. Noise levels were predicted through the Florida Department of Transportation's computer program developed according to the guidelines presented in NCHRP reports 117 and 144. Traffic parameters used in the predictions included design hourly truck volumes combined with the maximum number of passenger cars which will allow operation at level of service "C." Traffic data used for the noise prediction analysis is shown on Exhibits 21A through 21C (Traffic Parameters for Noise Analysis). Selected sites are considered to be representative of neighboring developments with similar distances from the highway. Rows of houses, strips of commercial property and groups of sites at a large distance from the proposed highway may each be represented by a single specific site. This methodology is indicated on the table containing site location data and existing, projected and "no project" noise levels (See Table 1, Projected Noise Analysis Summary, Recommended Alignment). The locations of selected sites for the recommended alignment are shown on Exhibits 22A through 22C.

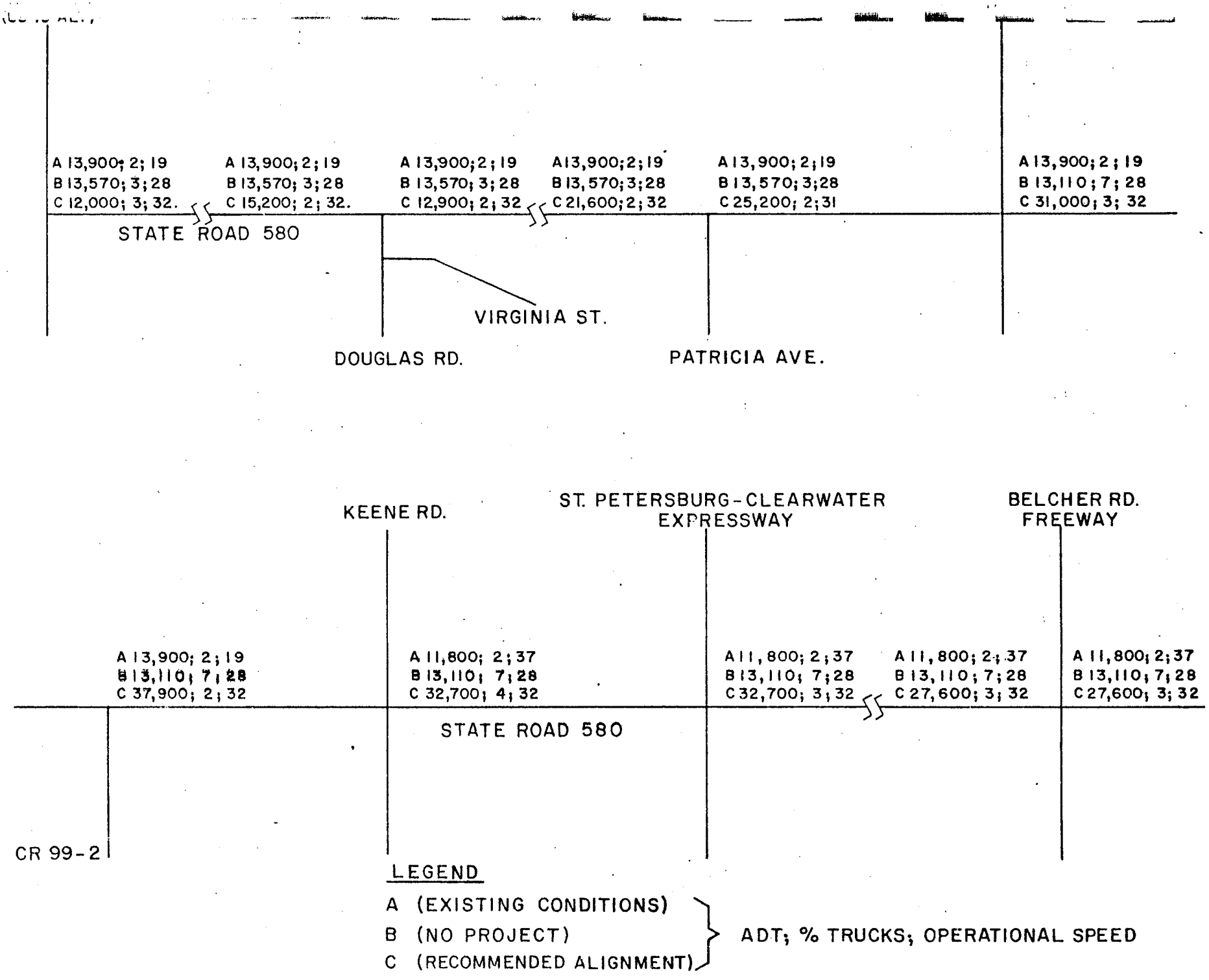
Other design alternatives presented in this report but not identified as "preferred," were also analyzed in a similar fashion with the results shown on Table 2 (Projected Noise Analysis Summary, Alternative Alignments). The location of selected sites for the alternative alignments for the State Road 580 project are shown on Exhibits 23A and 23B.

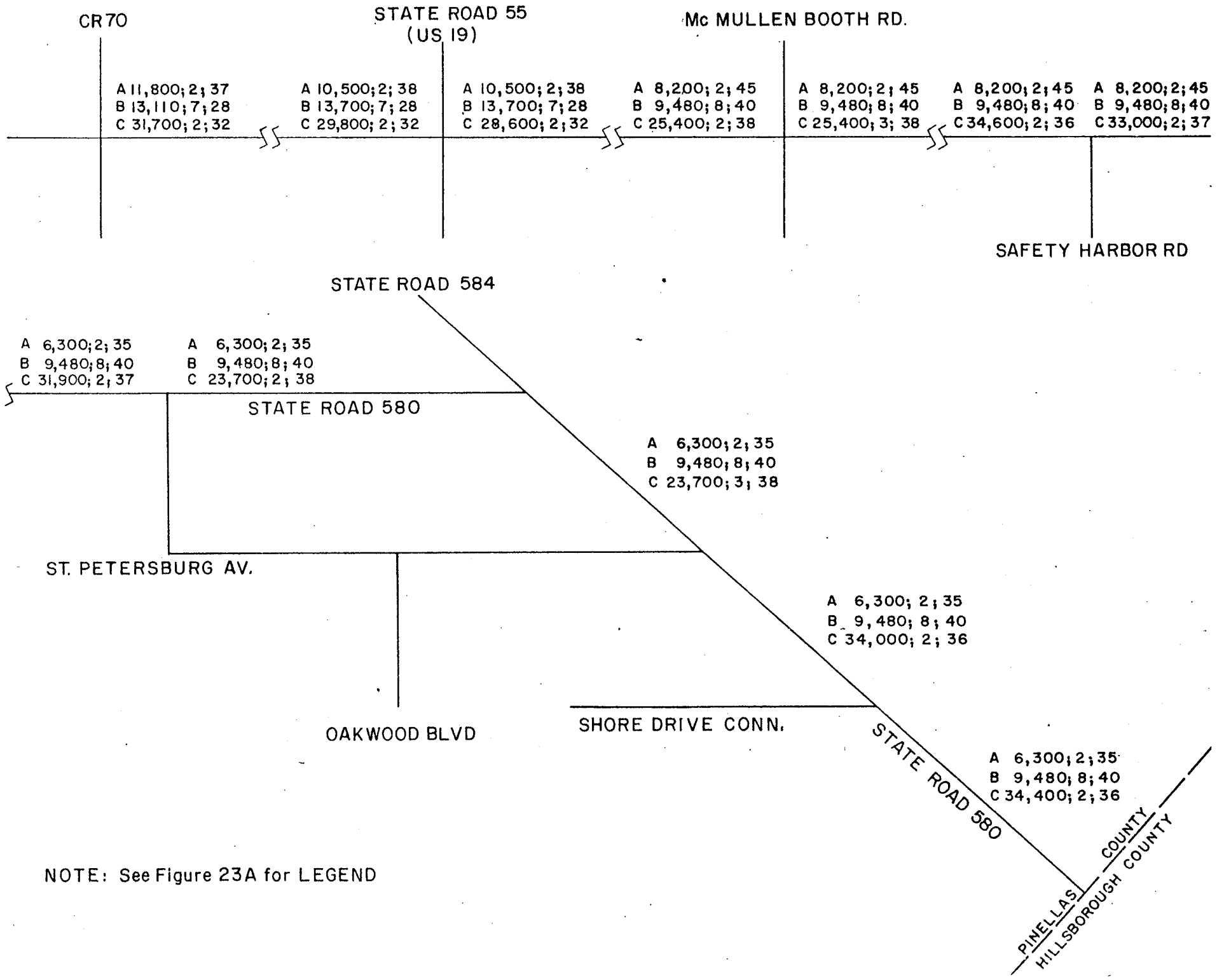
Noise levels anticipated by the "no project" alternative for each site along the recommended and alternative alignments were also predicted through computer analysis. Traffic parameters utilized for this case also represented the maximum number of vehicles the highway could accommodate at level of service "C." These parameters are shown on Exhibits 21A through 21C. Projected noise levels for the "no project" alternative are included in Tables 1 and 2 showing projections for the recommended and alternate alignments.

Based upon existing traffic counts, also represented on Exhibits 21A through 21C, computer calibration of existing noise levels are also shown on Tables 1 and 2 for each site. In Dunedin and Oldsmar, where the recommended alignment does not follow the existing State Road 580, ambient noise levels established by monitoring in the field are shown in the tables.

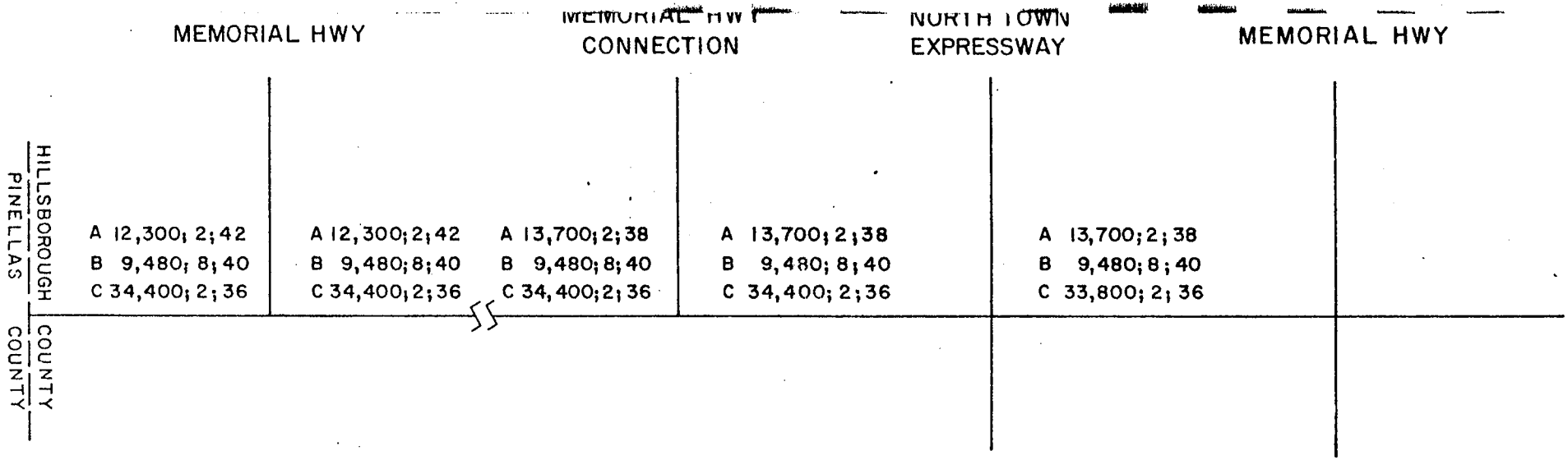
Computer Calibration: For the purpose of checking computer accuracy in the noise prediction techniques, a number of sites adjacent to the existing highway were also monitored.

TRAFFIC PARAMETERS FOR NOISE ANALYSIS



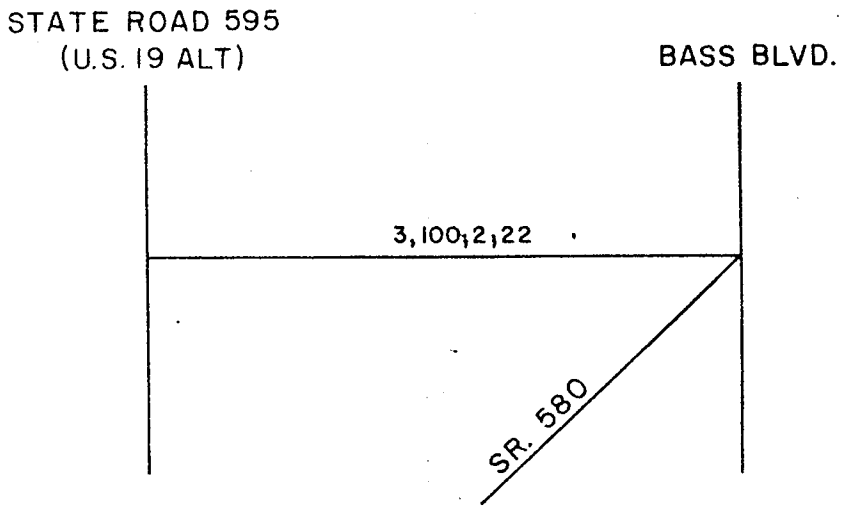


NOTE: See Figure 23A for LEGEND

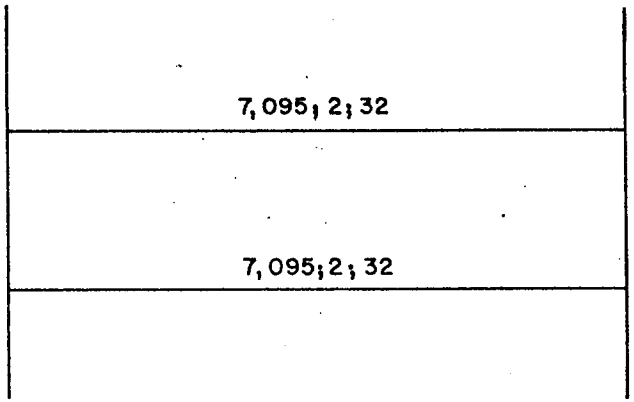


NOTE: See Figure 23A for LEGEND

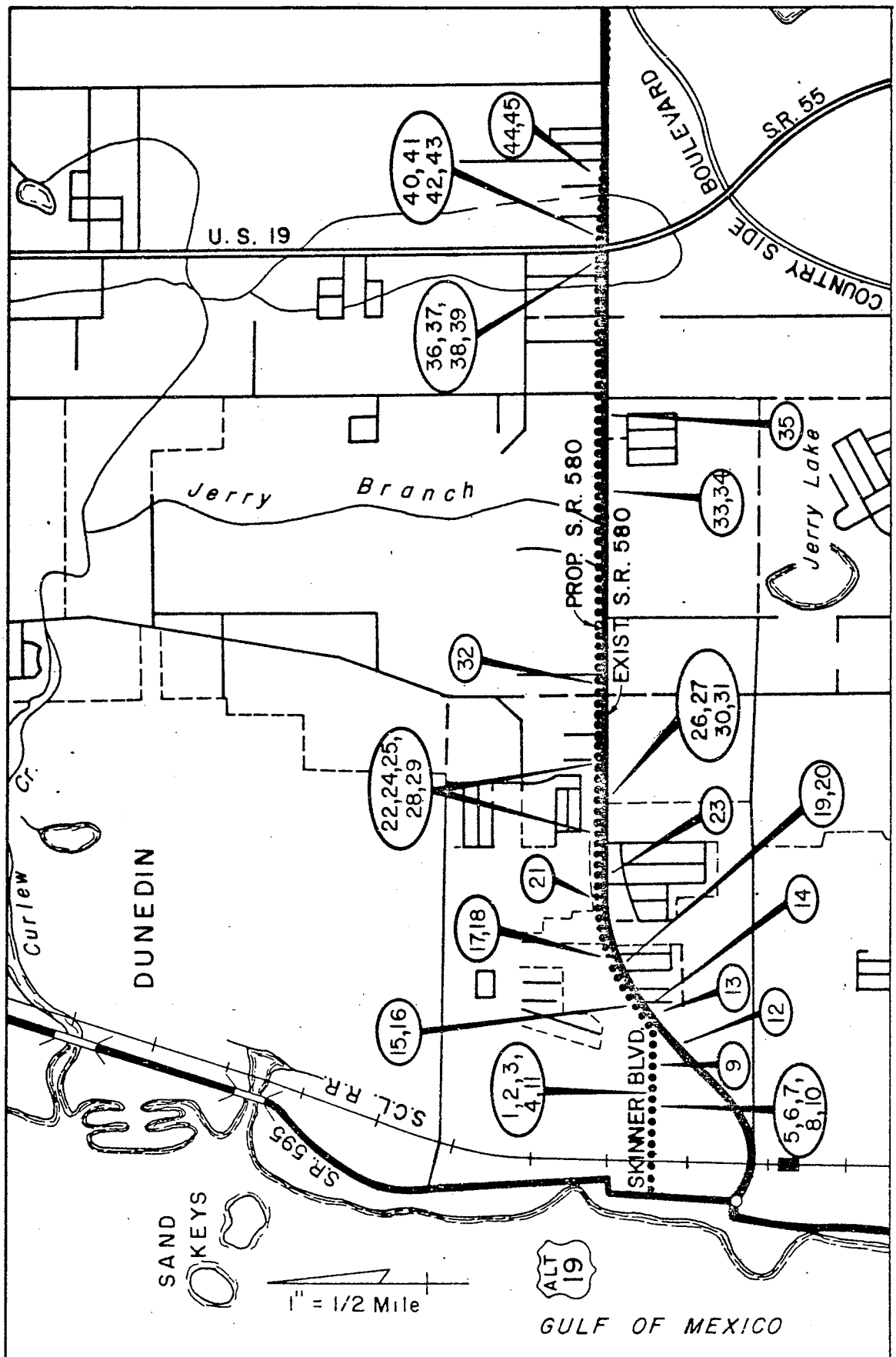
EXISTING TRAFFIC CONDITIONS SKINNER BLVD.



PROJECTED TRAFFIC CONDITIONS ONE WAY PAIR ALTERNATE



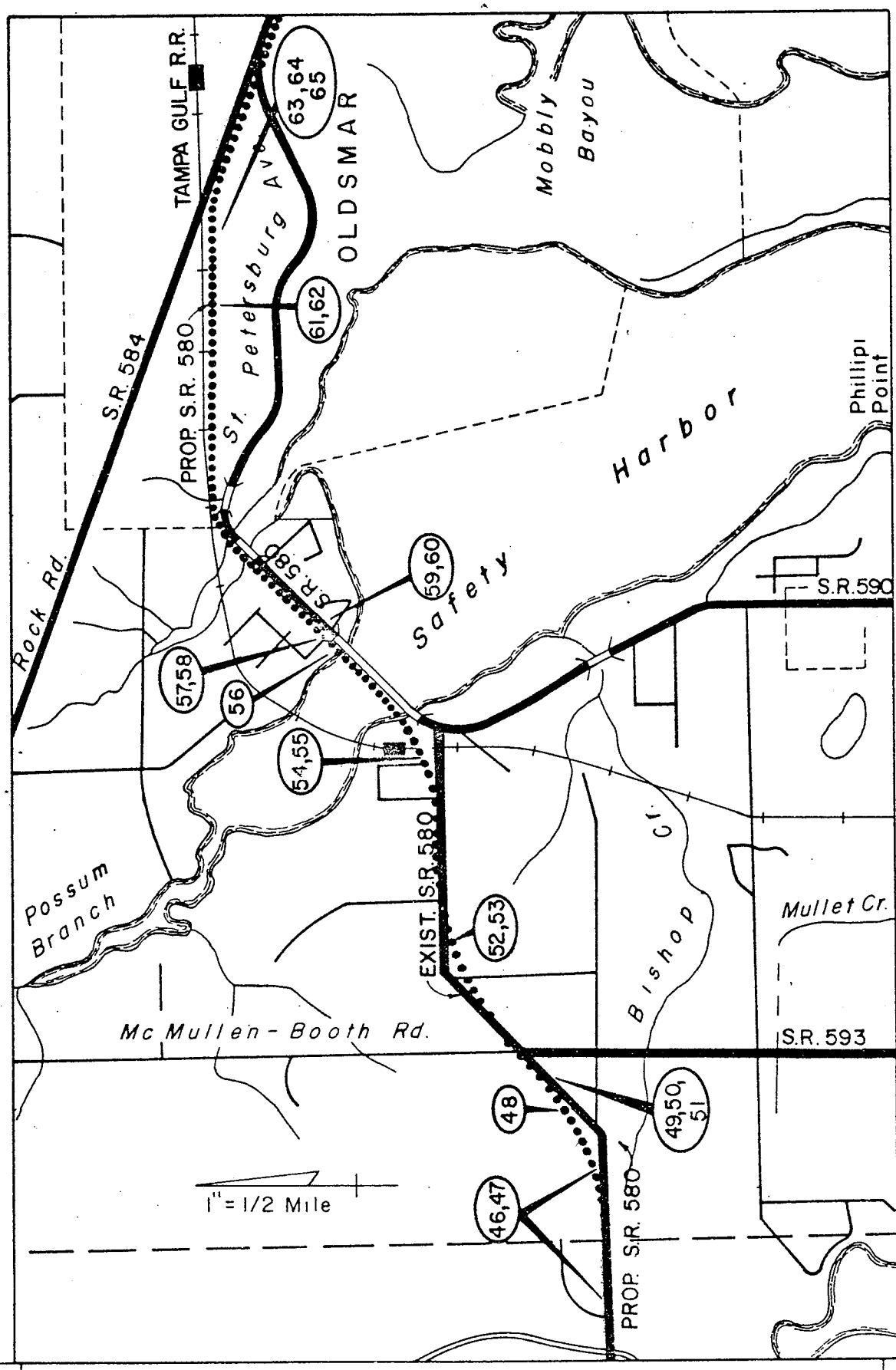
A sound level meter (Bruel and Kjaer type 2205) was used and data collected according to procedures developed by Bolt, Beranek and Newman, Inc. for the FHWA. The sound level meter was calibrated before and after each test to ensure maximum accuracy. Traffic information (number of passenger cars, trucks and average speeds) was also collected in order to simulate the same conditions in programming the computer model. A comparison of field collected and computer predicted values yielded results that the computer model tends to overpredict in almost all circumstances, and that these conditions prevail for nearly every site analyzed in the State Road 580 corridor. Based upon recent research, this does not appear to be inconsistent with other findings. The cause for this over-prediction is apparently due to the combined elements of small observer-to-roadway distances, low truck volumes and low vehicle speeds. In order to compensate for this computer inaccuracy, the Kentucky Correction Factor Nomograph, which has been approved by FHWA for use in the state of Florida, was employed. The values shown on Tables 1 and 2 are final, corrected values.



580

NOISE RECEPTOR LOCATIONS RECOMMENDED ALIGMENT

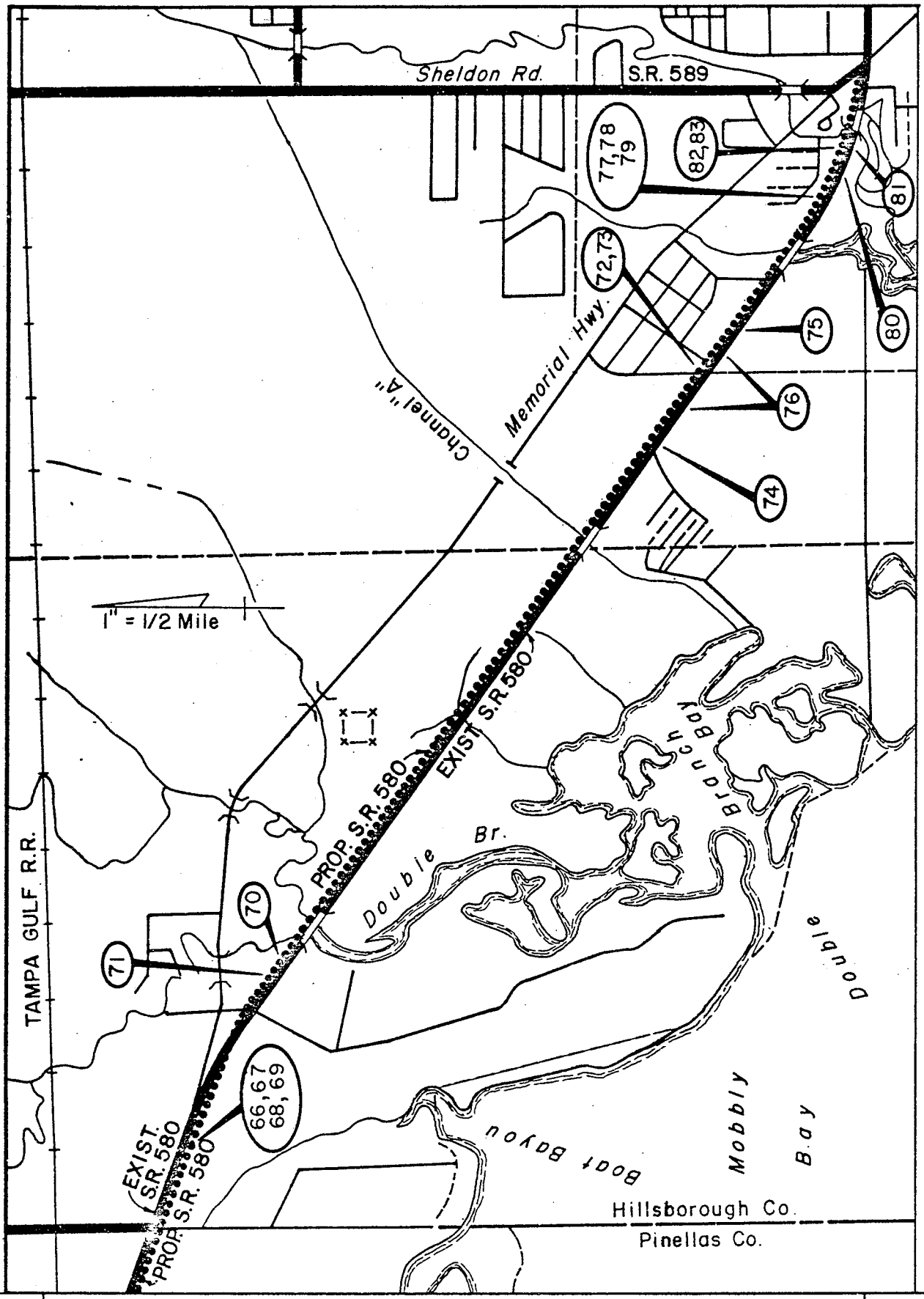
EXHIBIT No.
22A



580

NOISE RECEPTOR LOCATIONS
RECOMMENDED ALIGNMENT

EXHIBIT No
22 B



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NOISE RECEPTOR LOCATIONS
RECOMMENDED ALIGNMENT

EXHIBIT No.
22 C

TABLE 1

PROJECTED NOISE ANALYSIS SUMMARY

RECOMMENDED ALIGNMENT

Location Number	Description (represents)	Observer-to-Center of Near Lane Distance (in feet)	L_{10} Noise Levels (dBA) 2000	Existing	No Project	FHWA Design Criteria (dBA)
1	Apartment Building	41 N	67	59	59*	70
2	Residence (7 units)	36 N	64	55	55*	70
3	Residence (8 units)	146 N	53	43	43*	70
4	Residence (3 units)	266 N	51	42	42*	70
5	Residence (1 unit)	25 S	69	57	57*	70
6	Residence (4 units)	78 S	60	50	50*	70
7	Residence (3 units)	180 S	50	41	41*	70
8	Residence (4 units)	288 S	48	40	40*	70
9	Residence (1 unit)	24 S	64	56	56*	70
10	Residence (1 unit)	148 S	56	47	47*	70
11	Residence (12 units)	29 N	65	55	55*	70
12	Hospital	641 S	50	58	58	70
13	Mease Manor (retirement units)	406 S	56	54	54	70
14	Commercial Business (6 units)	31 S	69	67	68	75
15	Residence (10 units)	35 N	68	67	67	70
16	Residence (4 units)	200 N	52	53	53	70
17	Mobile Homes (7 units)	61 N	65	64	65	70
18	Mobile Homes (5 units)	144 N	60	59	55	70

* Traffic projections unavailable; existing noise levels assumed

TABLE 1 (CONTINUED)

Location Number	Description (represents)	Observer-to-Center of Near Lane Distance (in feet)	L_{10} Noise Levels (dBA) 2000	Existing	No Project	FHWA Design Criteria (dBA)
19	Residence (9 units)	34 S	68	68	68	70
20	Residence (4 units)	102 S	58	57	58	70
21	Residence (2 units)	156 N	60	59	59	70
22	Highway Related Commercial (17 units)	63 N	66	64	65	75
23	Residence (16 units)	147 S	56	55	55	70
24	Funeral Home	22 N	72	72	78	70
25	Residence (5 units)	132 N	64	59	63	70
26	Residence (2 units)	106 S	69	65	63	70
27	Residence (6 units)	281 S	61	57	60	70
28	Residence (6 units)	217 N	56	53	57	70
29	Residence (5 units)	306 N	60	57	60	70
30	Mobile Home (1 unit)	110 S	64	59	63	70
31	Mobile Home (14 units)	200 S	61	58	62	70
32	Residence (8 units)	241 N	60	55	61	70
33	Residence (2 units w/existing 6ft. barrier)	66 S	65	56	65	70
34	Residence (2 units w/existing 6 ft. barrier)	205 S	60	54	59	70
35	Residence (6 units)	175 S	61	56	61	70
36	Mobile Home (5 units)	62N (580); 395W (U.S. 19)	68	57	75	70
37	Mobile Home (2 units)	112N (580); 395W (U.S. 19)	63	51	60	70
38	Mobile Home (4 units)	212N (580); 395W (U.S. 19)	58	48	57	70
39	Mobile Home (5 units)	180N (580); 126W (U.S. 19)	63	58	63	70
40	Residence (3 units)	108N (580); 344E (U.S. 19)	66	59	67	70
41	Mobile Home (2 units)	142N (580); 344E (U.S. 19)	62	53	62	70
42	Mobile Home (2 units)	200N (580); 344E (U.S. 19)	62	50	58	70

TABLE 1 (CONTINUED)

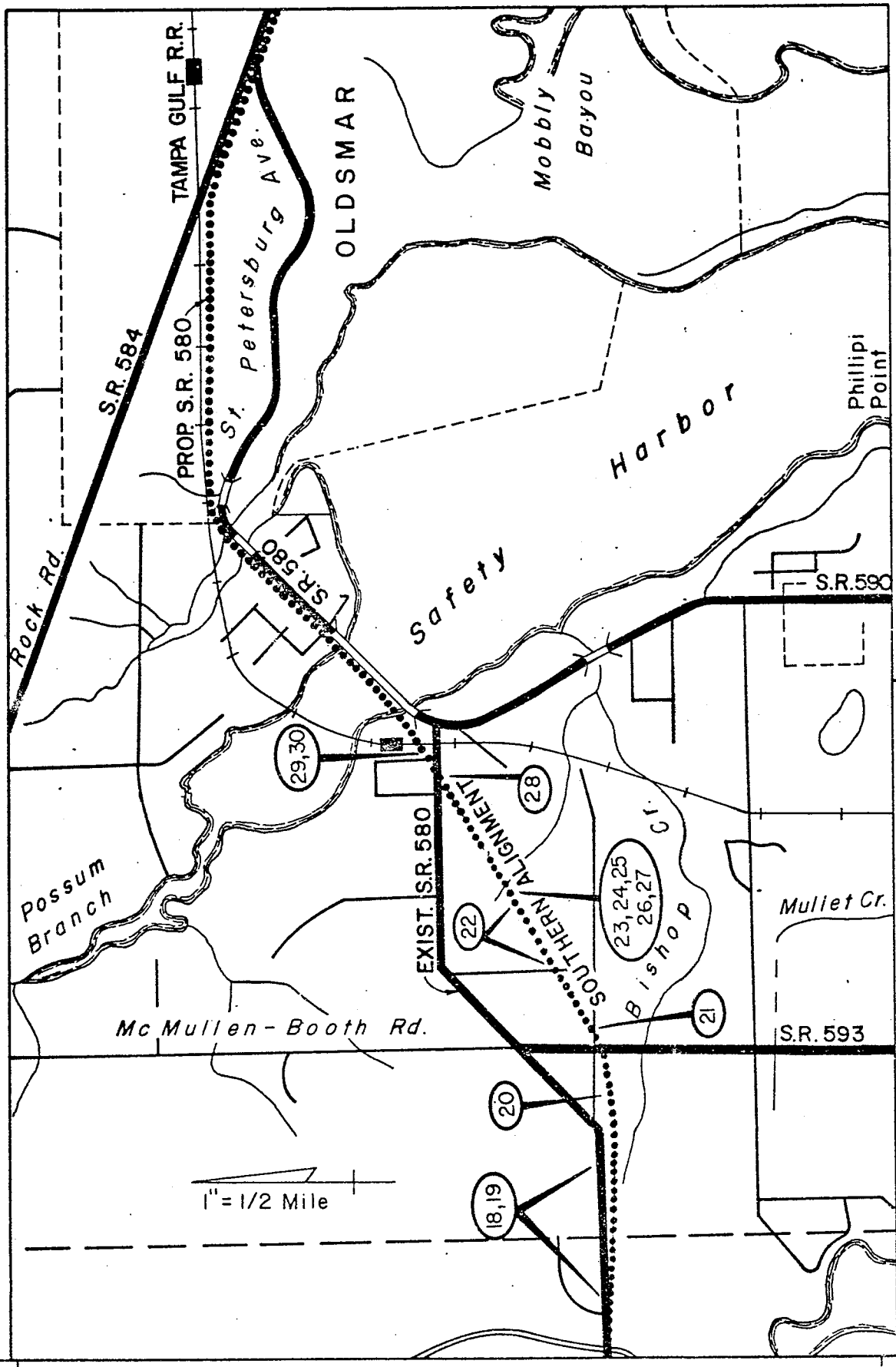
Location Number	Description (represents)	Observer-to-Center of Near Lane Distance (in feet)	L_{10} Noise Levels (dBA) 2000	Existing	No Project	FHWA Design Criteria (dBA)
43	Mobile Home (2 units)	142N (580);245E (U.S. 19)	64	53	63	70
44	Mobile Home (16 units);Residence (19 units);Rec. Center	40 N	68	58	66	70
45	Mobile Home (11 units)	106 N	58	51	59	70
46	Residence (13 units);Vacant residential parcels (13 units)	44 N	68	65	70	70
47	Residence (11 units)	155 N	61	58	62	70
48	Residence (3 units)	72 S	65	62	67	70
49	Residence (1 unit)	114 S	61	63	68	70
50	Residence (1 unit)	144 S	61	63	68	70
51	Residence (2 units)	64 S	65	62	67	70
52	Mobile Home (1 unit)	76 S	66	63	68	70
53	Mobile Home (17 units)	165 S	61	55	60	70
54	Mobile Home (2 units)	36 N	70	55	60	70
55	Mobile Home (1 unit)	146 N	58	55	59	70
56	Mobile Home (2 units)	48 S	69	54	64	70
57	Mobile Home (14 units)	100 N	65	53	61	70
58	Mobile Home (10 units)	169 N	58	49	55	70
59	Residence (2 units); Restaurant (1 unit)	61 S	70	59	68	70
60	Residence (5 units)	85 S	66	56	65	70
61	Residence (2 units)	48 S	67	58**	58*	70
62	Residence (5 units)	158 S	61	58**	58*	70
63	Residence (1 unit)	183 S	61	58**	58*	70
64	Residence (1 unit)	66 S	65	58**	58*	70
65	Residence (1 unit)	41 S	68	58**	58*	70
66	Mobile Home (2 units)	26 S	72	65	71	70
67	Mobile Home (2 units)	61 S	68	62	66	70

* Traffic projections unavailable; existing noise levels assumed

** Existing traffic counts unavailable; Ambient readings shown

TABLE 1 (CONTINUED)

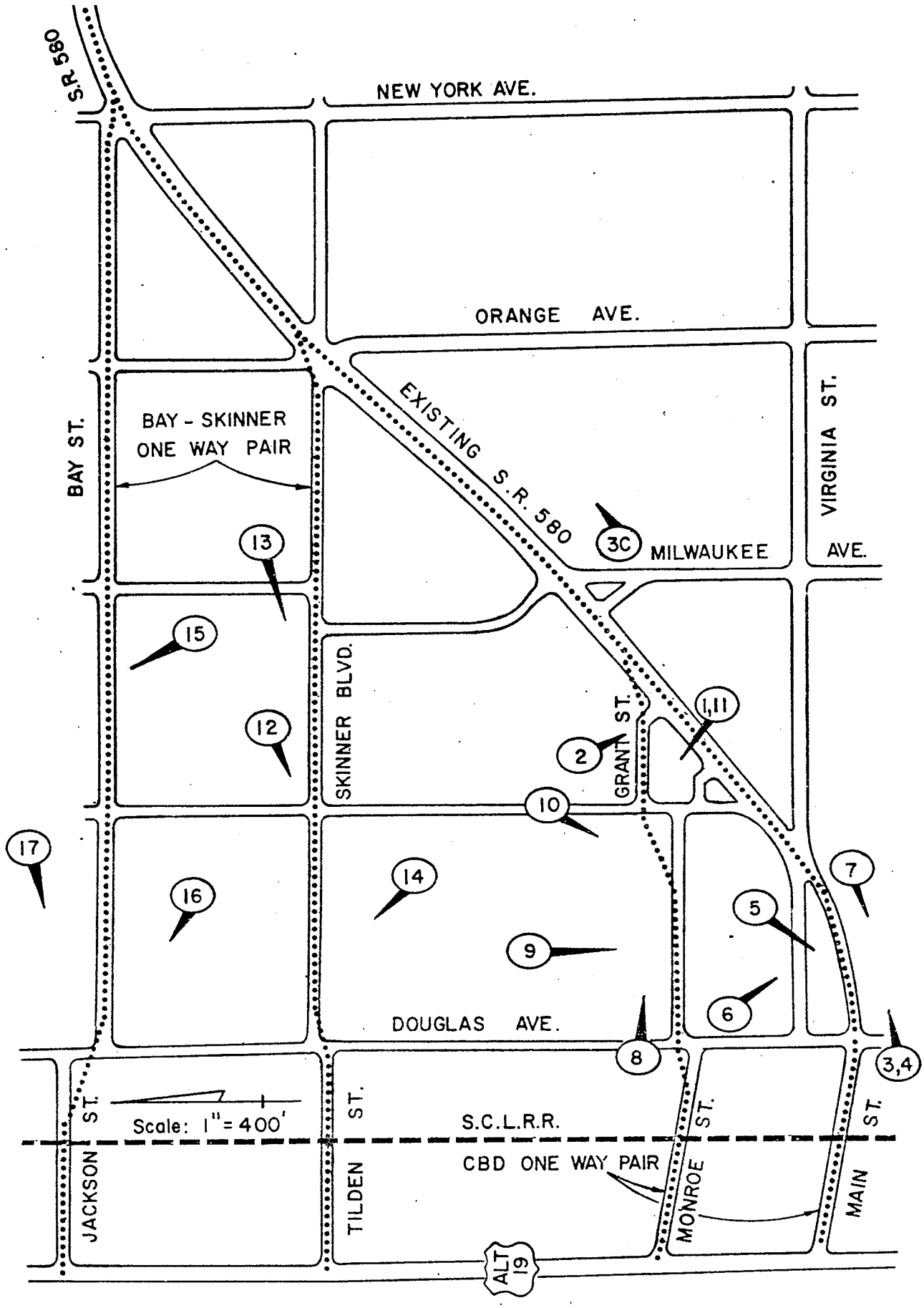
Location Number	Description (represents)	Observer-to-Center of Near Lane Distance (in feet)	L_{10} Noise Levels (dBA) 2000	Existing	No Project	FHWA Design Criteria (dBA)
68	Mobile Home (2 units); Residential (1 unit)	106 S	65	62	62	70
69	Mobile Home (1 unit)	152 S	63	57	61	70
70	Mobile Home (4 units)	110 N	64	58	63	70
71	Mobile Home (3 units)	156 N	63	57	60	70
72	Commercial (1 unit)	76 N	67	59	65	75
73	Mobile Home (3 units)	152 N	58	52	56	70
74	Tennis Court (other recreational activities)	37 S	71	62	67	70
75	Apartment Building (10 buildings)	80 S	67	59	64	70
76	Apartment Building (4 buildings)	186 S	60	51	55	70
77	Mobile Home (1 unit)	91 N	66	58	64	70
78	Mobile Home (1 unit)	139 N	63	57	61	70
79	Mobile Home (2 units)	159 N	62	56	61	70
80	Mobile Home (3 units); Commercial properties (6 units)	35 S	71	63	69	70
81	Mobile Home (4 units); Residence (4 units)	96 S	65	58	64	70
82	Apartment (7 buildings)	43 N	70	61	66	70
83	Apartment (5 buildings)	116 N	65	58	62	70



580

NOISE RECEPTOR LOCATIONS
SOUTHERN ALIGNMENT - W. SAFETY HARBOR

EXHIBIT No.
23 B



580

NOISE RECEPTOR LOCATIONS
DUNEDIN ALTERNATIVES

EXHIBIT NO.

23A

TABLE 2

PROJECTED NOISE ANALYSIS SUMMARY

ALTERNATIVE ALIGNMENTS

Location Number	Description (represents)	Observer-to-Center of Near Lane Distance (in feet)	L_{10} Noise Levels (dBA) 2000	Existing	No Project	FHWA Design Criteria (dBA)
		MAIN STREET - DUNEDIN				
1A	Library (1 unit)	26 N	64	69	69	70
1B	Commercial (14 units)	26 N	64	69	69	75
2A	Residence (8 units)	116 N	58	60	60	70
2B	Commercial (2 units)	116 N	58	60	60	75
3A	Church (1 unit)	21 S	65	68	68	70
3B	Commercial (4 units)	21 S	65	68	68	75
3C	Hospital	176 S	56	58	58	70
		CBD ONE-WAY PAIR - DUNEDIN				
3C	Hospital	176 S	56	58	58*	70
4	Church (1 unit)	45 S	63	68	68*	70
5	Chamber of Commerce (1 unit)	38N (Main St.); 364S (Monroe St.)	64	69	69*	75
6	Commercial (3 units)	146N (Main St.); 241S (Monroe St.)	54	58	58*	75
7	Commercial (5 units)	96 S	56	60	60*	75
8	Residence (4 units)	56 N	59	59	59*	70
9	Residence (4 units)	117 N	50	50	50*	70
10	Residence (10 units)	126 N	54	43	43*	70
11	Library (1 unit)	48S (Monroe St.); 41N (Main St.)	62	69	69*	70

* Traffic projections unavailable; existing noise levels assumed

TABLE 2 (CONTINUED)

Location Number	Description (represents)	Observer-to-Center of Near Lane Distance (in feet)	L_{10} Noise Levels (dBA) 2000	Existing	No Project	FHWA Design Criteria (dBA)
		BAY-SKINNER ONE-WAY PAIR - DUNEDIN				
12A	Residence (10 units)	31 N	63	55	55*	70
12B	Commercial (4 units)	31 N	63	55	55*	75
13A	Residence (2 units)	74 N	57	50	50*	70
13B	Commercial (4 units)	74 N	57	50	50*	75
14A	Residence (6 units)	116 S	54	43	43*	70
14B	Commercial (7 units)	116 S	54	43	43*	75
15	Residence (8 units)	34 S	62	55	55*	70
16	Residence (7 units)	115 S	55	43	43*	70
17	Apartment (7 units); Residence (3 units)	96 N	56	50	50*	70
		SOUTHERN ALIGNMENT - WEST SAFETY HARBOR				
18	Residence (13 units)	44 N	68	65	70	70
19	Residence (11 units)	155 N	61	58	62	70
20	Residence (5 units)	110 N	63	56	60	70
21	Residence (1 unit)	190 S	62	52**	52*	70
22	Residence (2 units); Mobile Home (1 unit)	101 N	65	52**	52*	70
23	Residence (1 unit)	38 S	71	52**	52*	70
24	Residence (2 units)	106 S	66	52**	52*	70
25	Residence (1 unit)	181 S	62	52**	52*	70
26	Residence (1 unit)	146 S	63	52**	52*	70
27	Residence (1 unit)	209 S	58	52**	52*	70
28	Residence (1 unit)	51 S	69	62	68	70
29	Residence (1 unit)	126 N	64	56	60	70
30	Residence (2 units)	100 N	65	55	69	70

* Traffic projections unavailable; existing noise levels assumed

** Existing traffic counts unavailable; Ambient readings shown

Noise Evaluation: The contents of Tables 1 and 2 represent analyses of projected L_{10} noise levels for the recommended alignment (Table 1) and the other alternative alignments presented in this report (Table 2). In general, any specific comparative evaluation for the recommended alignment with the other "improvement" alternatives considered would not be of significant value. The reason for this is that the noise to be generated by traffic on State Road 580 involves merely a shifting of the noise levels from one populated area to another. There are, however, some facts that should be emphasized. In downtown Dunedin, where the recommended alignment utilizes existing Skinner Blvd., it is expected that the new State Road 580 in this area will cause some detrimental effects to the existing residences along Skinner Blvd. From the noise pollution viewpoint, in this instance, it would probably be more prudent to improve State Road 580 along the existing Main Street where noise levels are now already approaching the maximum design levels. However, through meetings previously mentioned under the design alternative discussion for the Dunedin area, city officials project some very potential and practical changes in land use between Main Street and Skinner Blvd. These changes include the urbanization of the area around Skinner Blvd. to include more office space and other commercial support services. Although it is recognized that the existing residential units in this area may initially be affected by noise, it is expected that once the new State Road 580 facility is constructed, zoning changes will be encouraged, applied for, and granted by city officials to allow for the construction of commercial and business type development all within the "plan of growth" for the city. It is thus expected that the majority of properties along Skinner Blvd. will become category "C" properties instead of the present "B" properties as defined in FHPM 773.

The existing alignment in Oldsmar now penetrates a predominantly residential area with several commercial support services, the Oldsmar Elementary School, and a church. The recommended alignment bypasses most of the residential community and actually borders what has become the center of business-related activities such as the town hall, the police and fire station, the Bank of Oldsmar and the U.S. Post Office. In this instance it is very clear that the shift of noise pollution from the existing State Road 580 alignment to the business area of town (the recommended alignment) would be advantageous. In addition, by utilizing the "railroad corridor" alignment, there would be more of a concentration of transportation and noise-related activities in one area since State Road 580 will parallel the Seaboard Coastline Railroad. An important

factor, not included in the tabulation of projected and existing noise levels, is the fact that residences on, or near, State Street, which now borders the railroad facility and the proposed State Road 580 alignment, are subject to the noise produced by an average of seven trains every day. It should be noted that, while sampling noise in this area, an Amtrak passenger train produced a peak level of 92 dBA at a distance representative of the first row of houses along State Street.

Throughout the entire length of the recommended alignment of the State Road 580 corridor, it is predicted that at 4 sites the design noise levels for that particular category will be exceeded. It is those sites where noise abatement measures were subsequently considered.

Noise Abatement: For the purpose of addressing noise pollution and potential abatement measures, the proposed project is identified as a Type 1B project as defined by FHPM 773. Generally throughout the entire project length, a municipal type of construction will be provided where no restrictions are to be placed on access to adjoining properties. The only exception to this is the areas immediately adjacent to the proposed U.S. 19 interchange and the S.C.L. Railroad overpass where controlled access is normally required. Although certain types of developments (i.e. single or multi-family residential) are supplied with only selected points of ingress-egress, in no way does the proposed plan for improving State Road 580, presented here, restrict multiple access points or prohibit continuous adjacent development in the corridor. Thus, the Type 1B project designation is applied through the entire State Road 580 corridor.

Potential abatement measures for noise affecting existing activities along the corridor could include the following:

- Alteration of vertical or horizontal geometry,
- Landscaping and earth berms,
- Acquisition of property adjacent to the highway to serve as buffer zones,
- Construction of a special smooth pavement,
- Provision for noise insulation,
- Traffic management techniques such as:
    - time use restrictions,
    - modified speed limits,
    - exclusive lane designation,

- traffic control devices, and
- vehicle prohibition.

- Construction of permanent noise barriers within, or adjacent to, the highway right-of-way.

By virtue of the following reasoning a number of these abatement alternatives can be rendered impractical.

- Vertical geometric alterations would produce little or no abatement since the corridor topography is generally level. The horizontal geometry was developed, as shown in this report, based upon a number of factors, one of which included the proximity of remaining houses and any resultant social and environmental effects upon those units. In short, the horizontal alignment was developed in such a way as to maximize the distance between existing residential units and the proposed highway.

- Property acquisition for use as a buffer zone between highway right-of-way and private property should only be accomplished by the jurisdictional planning and zoning agencies of the area involved. Recommendations for such action would be acceptable for undeveloped properties and are discussed later.

- For landscaping, a 5 dBA reduction could be achieved for each 100 feet of depth (10 dBA maximum) only if trees are 15 feet high and the visual path between the observer and roadway is completely obstructed. Thus, any type of landscaping provided for the purpose of reducing noise would have to be very dense in nature and deep (i.e. a forest). An earth berm could provide some abatement, however, it requires a significant amount of additional right-of-way (30 to 50 feet) which would not be practical to purchase along the municipal section of roadway proposed here. Any landscaping provided within the proposed right-of-way for noise abatement purposes would be psychological at best.

- The construction of a special smooth pavement certainly does help to decrease tire noise, however, the friction developed between the roadway surface and tires would be considerably reduced. This would render the highway unsafe.

- Noise insulation in buildings is an abatement measure that should be provided for at the time of initial construction of the building. An attempt to improve the "outdoor to indoor noise reduction" is very expensive, requiring almost a complete reconstruction of the building. Provision for noise control by this method is to a large degree out of the realm of the highway engineer's influence and efforts toward such an abatement measure would be more appropriate through the local building code.

- Traffic management techniques applied for the purpose of reducing noise should be aimed primarily at truck traffic since it generally controls the peaking characteristics of the L_{10} level. The utilization of any traffic control devices that may lend themselves toward modified speed limits would not be favored since it would reduce the total throughput of passengers and vehicles along the corridor and, in effect, cancel, in large part, the primary purpose of improving State Road 580. Vehicle speeds proposed with the improved facility are not considered to be high in the populated areas (35 to 45 mph). Any speed restriction (i.e. 25 to 35 mph) would severely retard the operational characteristics of the facility and subsequently reduce the capacity of the corridor. Time use restrictions, along with exclusive lane designations, would be next to impossible to implement due to the uncontrolled access features and general urbanization of the corridor. Although the Florida Department of Transportation does have authority to limit truck traffic to reduce noise pollution (Florida Statute 316.202), it is generally agreed that such an action would be severely detrimental to the economy of the downtown business community of Dunedin, the Countryside Mall, and the already existing "strip commercial" development.

- In many locations along the project corridor, construction of permanent noise barriers within, or adjacent to, the highway right-of-way are impractical. One such location in the Dunedin community is the funeral home located immediately east of the Pinehurst Road intersection. The funeral home (location 24) is typical of the entire area between Alt. U.S. 19 and Pinehurst Road on the recommended alignment. This area is completely "highway urbanized" and requires continuous points of ingress and egress. This highway section, as well as location 24 is therefore unsuitable for any permanent barriers. For the remaining four sites over criteria

along the proposed State Road 580 highway corridor (between Pinehurst Road and State Road S-589), barrier walls can be physically constructed if necessary, but must be dealt with on an individual, case-by-case basis.

The following locations along the recommended alignment, east of Pinehurst Road, are identified as potential candidates for some noise abatement measure (by exceeding the established design criteria). The conduciveness to the construction of a barrier wall, along with the economic, engineering and effectiveness estimates are presented for each location.

Location 66: The following assumptions were made in developing an effective barrier attenuation for the two mobile homes represented by this location.

- Desired L_{10} reduction of 7 dBA (from 72 dBA to 65 dBA)
- Barrier wall located at back of sidewalk (20 feet from center of near lane; 6 feet from observer)
- Height of barrier wall is 12 feet; angle subtended is 142°
- Total length of barrier wall is 146 feet (in two sections 73 feet each)
- Estimated value of property affected is $11,000; 5 persons affected (est.)
- Cost of wall is $17,810; $510 per person per decibel

The cost of constructing the barrier wall exceeds the estimated value of the properties affected and thus renders the wall economically unjustified. In view of the fact that L_{10} levels for the "no project" option are expected to be only one decibel below the proposed (71 dBA), a barrier wall is not recommended at this location.

Location 74: This location represents an existing, privately-owned tennis court and marginally used recreational area for the tenants of an adjacent apartment complex. The following assumptions were made in developing an effective barrier attenuation at this location:

- Desired L_{10} reduction of 6 dBA (from 71 to 65 dBA)

- Barrier wall located at back of sidewalk (20 feet from center of near lane; 17 feet from observer)
- Height of barrier wall is 12 feet; angle subtended is 132°
- Length of barrier wall is 400 feet
- Estimated value of property affected is $50,000; average of 4 persons affected (when in use)
- Cost of wall is $48,000; $2,030 per person per decibel

The cost of the barrier wall is nearly equal to the estimated value of the affected property at this location. The activities provided in this recreation area are "active" sports such as basketball, children's playground, etc. None of the activities require extreme serenity and quiet. In view of these facts, the construction of a barrier wall is considered economically unjustified. Thus, the construction of a barrier wall is not recommended at this location.

Location 80: Location 80 represents three mobile homes for which the following assumptions were made in developing an effective barrier attenuation:

- Desired L_{10} reduction of 6 dBA (from 71 dBA to 65 dBA)
- Barrier wall located at back of sidewalk (20 feet from center of near lane; 15 feet from observer)
- Height of barrier wall is 12 feet; angle subtended is 142°
- Total length of barrier wall is 540 feet (in three sections 180 feet each)
- Estimated value of properties affected is $30,000; 8 persons affected (est.)
- Cost of wall is $65,880; $1,370 per person per decibel

The residences represented by this location are all fronting on the existing and proposed State Road 580. The construction of a barrier wall would be impractical since it must be built in short sections between driveway openings onto the highway. This would probably render the wall ineffective. In addition, such a wall would be aesthetically objectionable in the front yards

of these property owners. In view of these facts and that the existing levels are near criteria and the "no project" L_{10} levels are nearly equal to the proposed levels, a barrier wall is not recommended at this location.

Construction Noise: During the anticipated 12 to 18 month construction period for each highway section, noise impacts from highway construction equipment should be minimized to the greatest degree possible. The equipment to be used falls into three general categories; stationary equipment such as pumps, mobile equipment such as bulldozers and dump trucks, and impact equipment such as pile drivers. A few methods are available which will help to attenuate any construction noise. However, any large degree of attenuation is not technically feasible if the attenuation causes a decrease in machinery efficiency, since this would greatly increase construction cost and the time duration over which the impact would occur.

Temporary sound deflection screens and/or strategic placement of stationary equipment will help to minimize noise impacts. To accomplish this it is imperative that the project engineer have the authority to direct that placement of all stationary machinery.

Several measures are possible for minimizing noise impacts caused by mobile equipment. All such equipment must be provided with effective muffler systems. Wherever feasible, portable sound screens should be used to reduce local sound sources such as the banging produced by tailgates at dump sites or at locations where multiple pieces of equipment may be working simultaneously. Also, haul routes should be established where feasible which would direct construction vehicles away from areas having "sensitive receptors."

Smaller impact equipment such as small air driven tampers should be shielded from nearby development by portable screens. Large impact equipment such as pile driver hammers cannot feasibly be shielded due to the constantly varying height of the noise source. Some sound reduction could possibly be achieved by practical experimentation in the field with various materials used to cushion the pile head.

An area of some concern regarding construction oriented noise is the Mease Hospital located near the existing Bass Blvd.-State Road 580 intersection. It is suggested that the contractor give special attention to noise abatement while working in the vicinity of the Hospital. In an

effort to reduce the resultant effects of any construction noise it is suggested that the following measures be specified in the final construction plans:

- Construction activities cannot commence before 7:30 AM and cannot continue beyond 6:00 PM, unless written permission is obtained from the project engineer.
- The contractor shall not work on Sundays or legal holidays except in the event of an emergency or in order to protect the public health and/or safety.
- The contractor shall have on the job site adequate materials for the construction of noise deflectors or screens. These materials are to be used as directed by the engineer for the purpose of practical noise attenuation.
- The contractor shall establish haul-routes which will direct his vehicles away from developed areas when feasible and insure that noise emanating from hauling operations is kept to a minimum. The engineer will be advised in writing of all proposed haul-routes.
- The contractor shall operate only factory recommended exhaust mufflers on internal combustion engines.
- The contractor shall institute adequate equipment maintenance procedures to insure the elimination of unnecessary noise caused by loose body parts on all construction equipment.
- In the event the above restrictions are not adequate to maintain construction noise at an acceptable level as determined by the engineer, he may direct the use of other controls and abatement measures.

The contractor should also be notified by the contract that he is responsible for complying with all Federal, State and local laws, rules and regulations or ordinances pertaining to noise, and supplied a list of all noise sensitive sites. Although only a few extraordinary noise sensitive sites (hospitals, schools, etc.) are in the project area it is the Department's intent by instituting the described recommendations to:

- Make the contractor and FDOT construction personnel aware of the possibility that construction noise could be a problem area, and

- Insure that all practical means at the disposal of the contractor and engineer are used to mitigate construction noise. This is to be accomplished without increasing construction costs or time out of proportion to situations which are temporary in nature when viewed within the 20 year horizon of forecast traffic noise.

Coordination with Local Officials: Initial coordination with planning officials in both Pinellas and Hillsborough Counties was made by correspondence dated July 7, 1976, and July 29, 1976. This correspondence informed local officials of FHPM 773, and explained the intent of the standards and advised that future contact would be made to help promote the compatibility of land use with the proposed improvement to State Road 580. Information on Planned, Designed and Programmed developments in the State Road 580 corridor was requested from each county. It is the intention of the Department to provide copies of the noise pollution section of the approved negative declaration to appropriate local agencies, and to offer assistance as to the practical application of recommendations contained therein.

In compliance with Chapter 73-371, Laws of Florida, the Department of Transportation has consulted with the Florida Department of Environmental Regulation and the Florida Department of Agriculture and Consumer Services, Division of Forestry concerning noise abatement measures, both artificial and vegetative.

Future Development: In order for planned or unplanned future development to be compatible with noise levels generated by State Road 580, consideration should be given to the distances that certain activities will be from the highway. Developers should make adjustments in plans, if necessary, to insure categories of properties (as defined in FHPM 773) be kept at least the minimum distance established in the tables below from the proposed State Road 580. This will assure a "noise comfortable" atmosphere for residents of these developments. The tables, developed from the noise contours shown on Exhibits 20A through 20C indicate for the year 2000 where properties falling in the A, B and C activity categories should be located with respect to State Road 580. In all cases it is suggested that industrial, commercial and residential activities be placed at distances which are reasonably compatible with future noise levels. Residential units that are located behind commercial or industrial activities will generally benefit from the shielding effects of those activitites and should also be considered by proposed developers.

	Activity Category	Minimum Suggested Distance from Pavement Edge (in feet)
Pinehurst Road to U.S. 19	A	400
	B	250
	C	125
U.S. 19 to S.R. S-589	A	300
	B	155
	C	75

A — Areas where serenity and quiet are of extraordinary significance.

B — Areas such as residences, motels, hotels, schools, public meeting rooms, churches, libraries, hospitals, playgrounds and recreational facilities.

C — Commercial, industrial and other areas not included in categories A or B.

Air Quality

For the purpose of analyzing carbon monoxide levels in the State Road 580 corridor, the proposed project is separated into two sections. Section 1 begins at Countryside Blvd. and ends at State Road S-589. Although the sections of the proposed facility may be constructed at different times, possibly several years apart, it was estimated for this air pollution analysis that 1980 would be the first possible year of operation for the new facility. Since federal regulations on the emissions of new automobiles are expected to result in a decrease of air pollutants in future years, 1980 represents the year in which the worst possible air quality condition will exist on this project.

Concentrations of carbon monoxide have been projected for the recommended corridor in both sections of the project, according to the peak hour traffic volumes expected in 1980, 1990, and the year 2000. The 0.6 persistence factor was used in converting peak hour CO concentrations to eight hour CO concentrations. Using the "CALINE 2" Line Source computer model of the State of Florida, and assuming the worst probable meteorological condition (stability class 4(D), 2 mph wind speed and a wind angle of 22 degrees from the proposed roadway), the 1 hour and 8 hour maximum carbon monoxide concentrations in Table 3 can be expected ten feet from the edge of proposed roadway. The levels were projected at receptor distances in increments of 10 and 100 feet from the proposed roadway, at a height of five feet, with the results for the 1 hour levels shown on Exhibits 24A and 24B. Existing background CO concentrations range from 2.87 mg/m^3

in Pinellas County to 3.83 mg/m^3 in Hillsborough County. The projections shown on Table 3 represent only CO concentrations expected from construction of the new highway facility. The combined elements of background CO concentrations and highway generated 1 hour and 8 hour CO concentrations are below the 10 mg/m^3 level for eight hour concentrations and 40 mg/m^3 level for one hour concentrations determined by the National Ambient Air Quality Standards. Thus, the proposed project is not expected to cause a detrimental impact on the air quality environment with respect to carbon monoxide concentrations.

The "no improvement" alternative was also theoretically tested with the computer model for air quality in 1980, 1990 and the year 2000. The same peak hour traffic volumes for a 1 and 8 hour concentration were applied to a roadway configuration generally representing the existing facility. The results are shown in Table 4.

A comparison of the "no improvement" carbon monoxide projections with those projections for the proposed facility indicates that construction of the improved highway would initially reduce CO concentrations by an average of 43% (1980).

The same comparison, projected for the years 1990 and 2000, indicates CO concentrations in those years would be higher (by an estimated 9% and 62% respectively) with the improvement than without improvement.

Causation for this comparative initial decrease, but long-range increase in CO concentration is related to the marked difference in the traffic carrying capacities of the two facilities. During the first year of operation used for the comparison, traffic volumes can be expected to be the same for either facility. The multi-lane, divided facility, with improved signalization would accommodate this traffic much more efficiently than the unimproved facility. For that reason, the same number of vehicles would create less CO concentration on the improved facility than on the unimproved, since CO emissions are inversely related to average vehicle speed. This explains the projected decrease for the first year of operation with the improvement.

For the 1990 and 2000 comparison of CO concentration, "improvement vs. no improvement," it was assumed that traffic on the unimproved facility would be constrained to slightly more than 1,500 vehicles per hour, regardless of traffic demand, while the improved facility would continue to carry increasing volumes as demand would increase. Average CO emissions per vehicle would be less with the improvement, but the cumulative effect of the greater total number of

TABLE 3
MAXIMUM CO CONCENTRATIONS
WITH PROPOSED CONSTRUCTION

SECTION 1 (Alt. U.S. 19 to Countryside Blvd.)

Year	Max. 1 hour Concentration	Max. 8 hour Concentration	% Decrease from base year
1980	8.4 mg/m^3	3.5 mg/m^3	
1990	5.6 mg/m^3	2.4 mg/m^3	33.3
2000	7.4 mg/m^3	3.1 mg/m^3	11.9

SECTION 2 (Countryside Blvd. to S.R. S-589)

Year	Max. 1 hour Concentration	Max 8 hour Concentration	% Decrease from base year
1980	5.0 mg/m^3	2.1 mg/m^3	
1990	3.1 mg/m^3	1.3 mg/m^3	38.0
2000	4.0 mg/m^3	1.7 mg/m^3	20.0

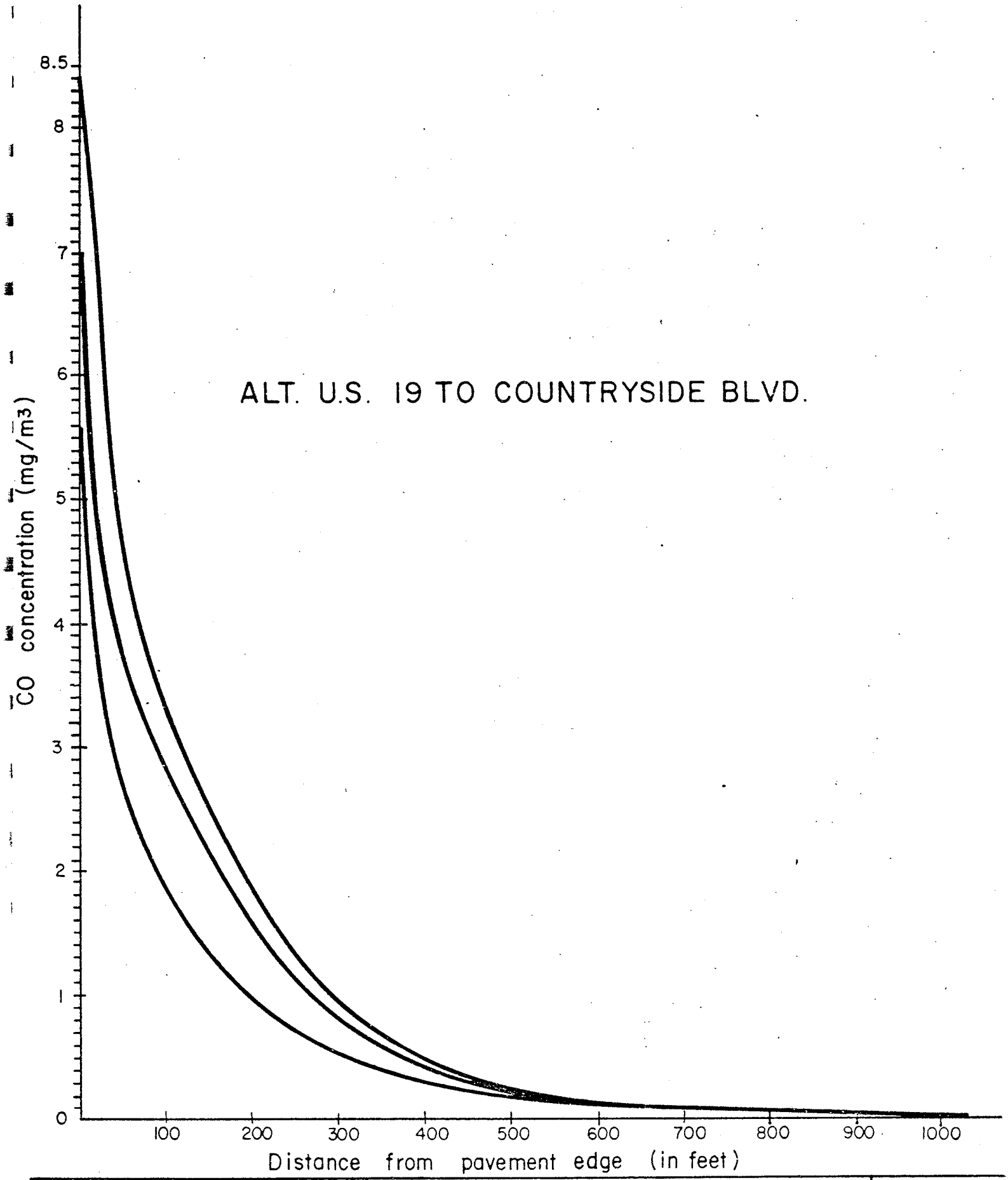
TABLE 4
MAXIMUM CO CONCENTRATIONS
WITH "NO IMPROVEMENT" ALTERNATIVE

SECTION 1 (Alt. U.S. 19 to Countryside Blvd.)

Year	Max. 1 hour Concentration	Max. 8 hour Concentration
1980	11.7 mg/m^3	4.9 mg/m^3
1990	4.0 mg/m^3	1.7 mg/m^3
2000	3.5 mg/m^3	1.5 mg/m^3

SECTION 2 (Countryside Blvd. to S.R. S-589)

Year	Max. 1 hour Concentration	Max. 8 hour Concentration
1980	11.7 mg/m^3	4.9 mg/m^3
1990	4.0 mg/m^3	1.7 mg/m^3
2000	3.5 mg/m^3	1.5 mg/m^3



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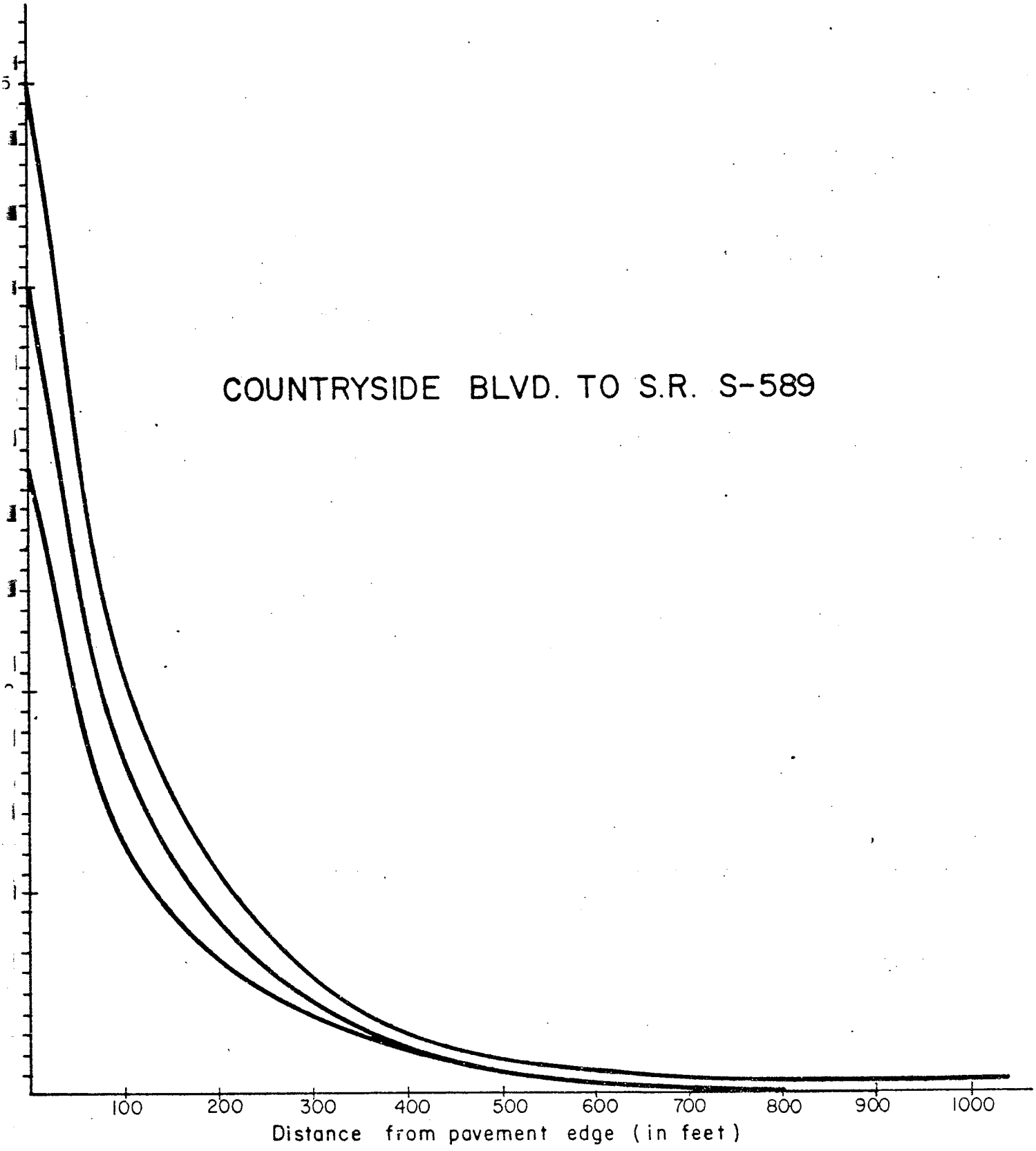
AIR POLLUTION-SECTION I

PEAK HOUR CONCENTRATIONS

EXHIBIT No.

24A



580

AIR POLLUTION – SECTION 2
PEAK HOUR CONCENTRATIONS

EXHIBIT No.
24 B

vehicles on the improved facility would be the higher maximum CO concentrations. A significant point is that if the proposed improvements to State Road 580 are not accomplished, the increase in traffic volumes and resultant CO concentrations will not be avoided, but will simply be diverted to other area roadways as the demand cannot be accomodated on an unimproved State Road 580.

Since meteorological and traffic parameters most conducive to maximum air pollution were used in making these projections, the results of which are within the National Ambient Air Quality Standards established by the Environmental Protection Agency, the proposed project is not expected to significantly affect air quality.

Total hydrocarbon concentrations were projected for the proposed project according to average daily traffic volumes expected in 1980, 1990 and the year 2000. Emission factors were obtained through the use of the MOBILE 1 computer model developed for the State of Florida, and assuming 3 vehicle types with a traffic mix of 98% light duty vehicles, 1% heavy gas trucks and 1% heavy gas diesel trucks.

Hydrocarbon concentrations were predicted for the proposed construction of the recommended alignment and the "no improvement" alternative throughout the entire State Road 580 corridor. The HC concentrations in Tables 5 and 6 represent the average levels which would be expected to occur at any segment along the improved State Road 580 alignment. The tables indicate that construction of the proposed facility will reduce the total hydrocarbon burden level by an average of 56% when compared with the "no improvement" alternative.

Total airborne lead emissions were calculated for the State Road 580 corridor using tables generated by a Florida Department of Transportation computer program based on EPA's Draft Supplementary Guidelines for Lead Implementations. The lead emissions were projected according to the average daily traffic volumes expected in 1980, 1990 and the year 2000.

The total airborne lead emissions were predicted for the proposed construction of the recommended alignment and the "no improvement" alternative. The concentrations shown in Tables 7 and 8 represent the total lead emissions generated from the entire State Road 580 corridor. The tables indicate that lead concentrations will be higher with the implementation of the proposed project. This is due primarily to the fact that the recommended alignment will carry significantly more vehicles than the "no improvement" alternative.

TABLE 5

AVERAGE HC CONCENTRATIONS WITH

PROPOSED CONCENTRATION

STATE ROAD 580 CORRIDOR

Year	Average Concentration
1980	134 kg/day
1990	80 kg/day
2000	100 kg/day

TABLE 6

AVERAGE HC CONCENTRATIONS WITH

"NO IMPROVEMENT" ALTERNATIVE

STATE ROAD 580 CORRIDOR

Year	Average Concentration
1980	210 kg/day
1990	146 kg/day
2000	200 kg/day

TABLE 7

TOTAL AIRBORNE LEAD EMISSIONS

PROPOSED CONSTRUCTION

STATE ROAD 580 CORRIDOR

Year	Total Concentration
1980	1.9 kg/day
1990	1.6 kg/day
2000	2.3 kg/day

TABLE 8

TOTAL AIRBORNE LEAD EMISSIONS

"NO IMPROVEMENT" ALTERNATIVE

STATE ROAD 580 CORRIDOR

Year	Total Concentration
1980	1.0 kg/day
1990	0.2 kg/day
2000	0.2 kg/day

Small increases in pollution are expected during the construction periods of the project, especially of particulate matter due to the presence of heavy construction equipment. However, these increases are only temporary and will not significantly affect "long-term" air quality levels. Any increase in levels of particulate matter due to construction will be minimized by implementation of dust control measures and open burning policies set forth by the Department of Environmental Regulation. As an additional effort to minimize air pollution during construction, the project engineer should be given the responsibility to contact local environmental officials should he receive any serious complaints of high fugitive dust levels.

The Department has coordinated with the Florida Department of Environmental Regulation on the assessment of the proposed projects impact on air quality (see Appendix A).

Based on a comparison of the air quality data presented herein with existing criteria, the Florida DOT has determined that this project is consistent with the State Air Implementation Plan.

Water Quality

The major factors considered as being possible water quality disrupters from the proposed State Road 580 project include: 1) construction activities and their consequential direct short-term impacts, and 2) stormwater runoff and its subsequent long-term impacts. The following discussion addresses these two categories.

Construction Activities and Impacts: Sedimentation is the key factor concerning construction activities. Due to the susceptibility of erosion during construction, large amounts of sediments can accumulate at the bottom of the bay, or form suspended solids within the bay, thereby causing increased turbidity. The effect on the aquatic life may result in the burial of fish and plants, spawning disruptions, physiological problems, and an overall decrease in populations, especially in benthic organisms.

Bridges are to be constructed over water bodies at six locations. Five of these are over canals, and one crosses directly over Safety Harbor. Only one bridge (Channel "A") may remain, due to its good condition. However, an additional bridge would be provided parallel to it. It is anticipated that pile foundations will be used as a substructure at all canal crossings. This type of construction tends to minimize the effects of major sedimentation and turbidity problems commonly associated with pier foundation construction.

The bridge over Safety Harbor is of significant concern due to its length (approximately 1,500 feet along the recommended alignment) and position over the water. Foundation type, yet to be determined by the Department of Transportation, will have a slight varying effect upon water quality. Should a pier-type foundation be provided, some additional impact may be expected due to the increased potential of turbidity and a somewhat greater surface area for pollutants to accumulate. A pile type foundation would decrease these anticipated effects to a significant degree.

Section 104 of the 1977 edition of the "Florida Department of Transportation Standard Specifications for Road and Bridge Construction" will be strictly adhered to on this project. This specification is directly concerned with the prevention of erosion due to construction activities. Compliance with this specification will ensure that the problem of turbidity will present no significant adverse effects on water quality. Any and all other standards in effect at the time of construction will also be adhered to in order to protect the water quality within the entire project construction area.

Permit Coordination: Comments have been solicited with regard to the viability of obtaining appropriate permits for the crossing of Bishop Creek, Safety Harbor, Moccasin Creek and its tributary, Double Branch, Channel "A," Dick Creek, Rocky Creek and all proposed outfall ditches from the U. S. Army Corps of Engineers, the U. S. Coast Guard, the Florida Department of Environmental Regulation (Florida D.E.R., formerly D.P.C.), the Pinellas County Water and Navigation Control Authority, the Tampa Port Authority and the Southwest Florida Water Management District. Other agencies having permit review responsibilities include the U. S. Environmental Protection Agency, U. S. Fish and Wildlife Service, U. S. Marine Fisheries and the Florida Game and Fresh Water Fish Commission. These agencies have also been contacted in regard to permit acquisitions, and no difficulties are expected in acquiring such permits.

Stormwater Runoff Impacts: The major long-term impact from any highway on an adjacent waterway is, by far, that which results from stormwater runoff. The three most important parameters associated with highway runoff and their subsequent effects on water quality are aquatic plant nutrients, heavy metals and dissolved oxygen. The latter is dependent on the former two. In other words, if "pollutants" are kept from entering the water body, dissolved oxygen will not be reduced. One other detrimental consequence of runoff related to highways is the effect of oils entering a water body. All of these elements effect, not only the quality of the water itself, but more importantly, the flora and fauna which depend on clean water for life.

A study of existing water quality by the Hillsborough County Environmental Protection Commission (1972) reveals that excessive algae growth, low dissolved oxygen and high bacteria counts exist within the entire area of Old Tampa Bay. It is this area which will utlimately be receiving drainage from the project corridor. These conditions are attributable to poor flushing of pollutants, especially domestic and industrial wastes. These poor flushing characteristics are directly attributable to the existing artificially filled causeways to the south (S. R. 60 and I-275) crossing Old Tampa Bay. The proposed bridge crossing over Safety Harbor and other waterways will not be constructed as causeways and will not contribute to these poor flushing characteristics of the bay.

With respect to the drainage conditions now provided by the existing State Road 580 facility, stormwater runoff will not be a major detrimental factor concerning the water quality of the region. It is evident that the existing bridge over Safety Harbor, due to inadequate drainage, is a collector of stormwater during heavy rainstorms. This existing sheet-flow condition and direct drainage into the bay is somewhat detrimental to the water quality. Pollutants (oils and heavy metals) tend to accumulate on the highway during a dry spell, then an initial storm will suddenly flush the pollutants into the water body, causing what is known as a "first-flush" condition. This creates a potential shock-degradation of the water quality. Drainage alternatives for State Road 580, discussed in the following paragraphs, should have a beneficial effect on the existing stormwater runoff condition.

The improvement of State Road 580 will create a smoother flow of traffic due to its greater capacity. With respect to the existing traffic flow conditions and the "no improvement" alternative, the additional lanes and surface area will lessen the potential shock loading of pollutants on the highway and thus, the receiving water bodies.

In an attempt to minimize any and all potential effects of stormwater runoff and its resultant effects upon water quality, a major concern becomes the question of proposed drainage conditions and termination points. Three alternatives which would assist in the abatement of adverse stormwater runoff effects are suggested:

- Stormwater treatment facilities:

  This would be ideal abatement measure, however, its actual implementation may not be practical at present due to economic and technological considerations.

- Outfalls into receiving waterways:

  This would consist of outlets along the corridor, spaced in a practical fashion to allow for an even dispersal of stormwater runoff into the termination points. Potential conceptual outfall locations are indicated on Exhibits 25 and Table 9, and include each of the aforementioned waterways with bridge crossings and the Gulf of Mexico. The emphasis here would be to avoid a shock concentration in any one area. At outfall locations, where possible, filtering ditches or holding areas will be considered to act as a natural treatment mechanism.

- Settling Basins:

  Any possible site locations for these types of facilities must be chosen with great care. It is well documented that pollutants are filtered out as the water infiltrates and percolates through the soil. There must be ample contact time in order for the soil to "cleanse" water effectively. The soil must have a deep bedrock base, a low natural wetness, a low non-existent flood hazard, and moderate to high permeability rates. However, the soil must not be too permeable since rapid transmission of contaminated water into the groundwater could occur. Sufficient areas having all the necessary characteristics for such basins within the State Road 580 corridor may not be available for this project.

In conclusion, the most feasible alternative for minimizing adverse runoff effects for the proposed project appears to be the multiple outfall concept. By today's standards and common practices, this is a prudent action to abate pollution of nearby waters in the State Road 580 corridor. Thus, the adverse effects of stormwater runoff will be minimized to the extent practicable.

Aesthetic Effects

Existing land uses and related activities between Alt. U.S. 19 and Countryside Blvd. offer little aesthetic effort for motorists traversing the State Road 580 facility. On the other hand, the remainder of the project corridor, especially Hillsborough County, still has some vacant areas with a wide assortment of habitats displayed that could prove to be aesthetically pleasing to local residents and tourists. Citrus groves, cypress swamps, and the waters of Safety Harbor will provide

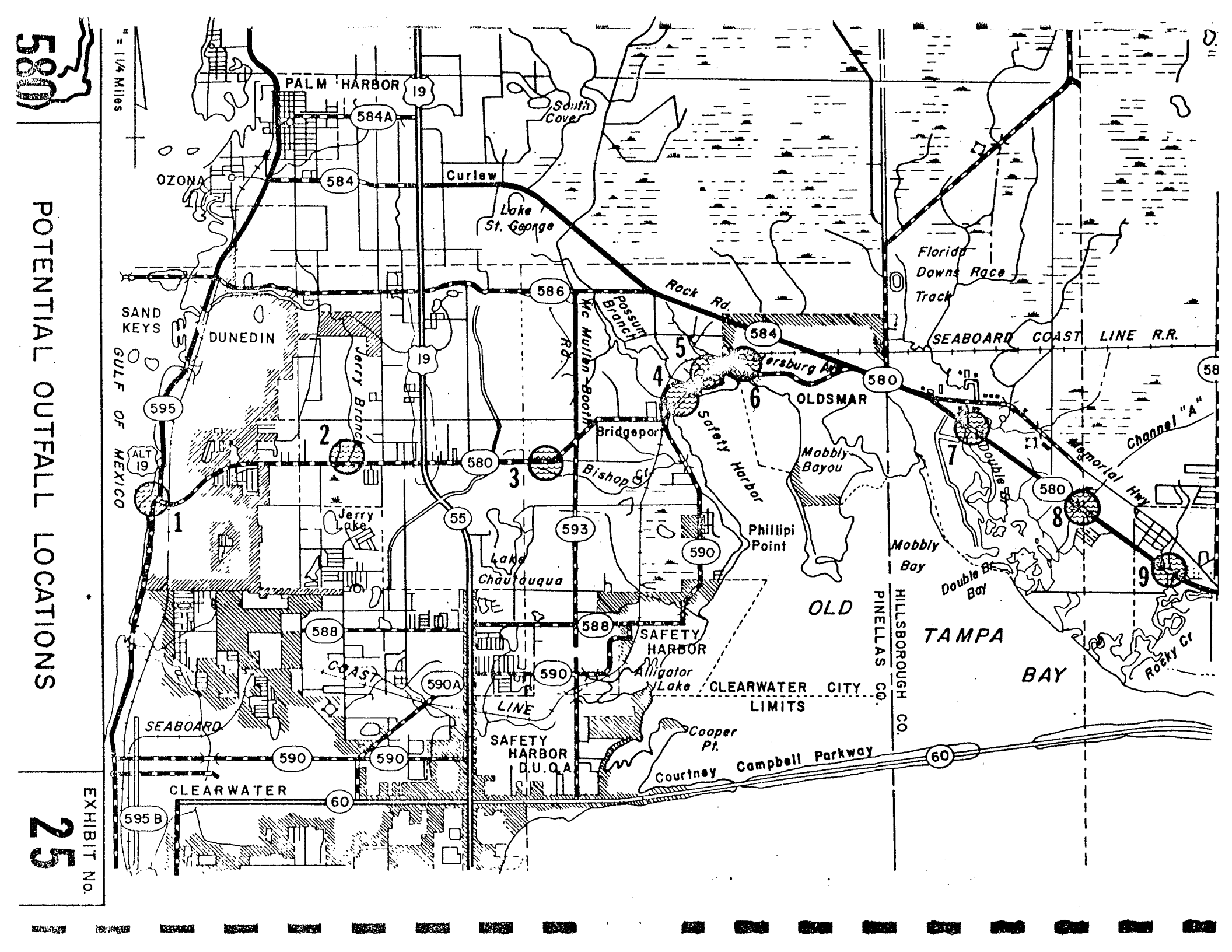

POTENTIAL OUTFALL LOCATIONS
EXHIBIT No. 25
" = 1/4 Miles
PALM HARBOR
South Cove
OZONA
Curlew
Lake St. George
Florida Downs Race Track
SEABOARD COAST LINE R.R.
SAND KEYS
DUNEDIN
GULF OF MEXICO
Jerry Branch
Mc Mullen Boot Rd.
Possum Branch
Rock Rd.
Bridgeport
Bishop Ct
Safety Harbor
OLDSMAR
Mobbly Bayou
Channel "A"
Memorial Hwy
Double Bt
Jerry Lake
Lake Chautauqua
Phillipi Point
Mobbly Bay
Double Bt Bay
OLD TAMPA BAY
PINELLAS CO.
HILLSBOROUGH CO.
SAFETY HARBOR
Alligator Lake
CLEARWATER CITY LIMITS
COAST LINE
SEABOARD
SAFETY HARBOR D.U.O.A.
Cooper Pt.
Courtney Campbell Parkway
CLEARWATER
Rocky Cr
584A
584
586
588
590
590A
593
595
595 B
580
60
55
19
ALT 19
1
2
3
4
5
6
7
8
9

TABLE 9

POTENTIAL OUTFALL LOCATIONS

1. Gulf of Mexico
2. Jerry Branch
3. Bishop Creek
4. Safety Harbor
5. Moccasin River
6. Moccasin River Tributary
7. Double Branch
8. Channel "A"
9. Rocky Creek

some pleasing views for motorists. It should be noted however, that by the year 2000 most of these aesthetic areas will be removed by urbanization and commercial development adjacent to State Road 580.

From the "view of the road" standpoint, the increase in paved surface area will tend to reduce aesthetic value. However, selective clearing can be utilized wherever possible in an effort to maintain some already established habitats and other varying aesthetically valuable functions of life. A grassed median and buffer strip along the highway will help offset any reduction in aesthetic value caused directly by the highway.

VI. COMMENTS AND COORDINATION

The State Planning and Development Clearinghouse letter contained within, constitutes a part of the Bureau of Planning, Department of Administration's certification that the proposed project is in accord with state plans, projects, programs and objectives.

Those governmental agencies that responded to the Department of Administration's notification of the proposed project are as follows:

1. State of Florida, Department of Pollution Control
2. Florida Game and Fresh Water Fish Commission
3. Department of State, Bureau of Historical Sites and Properties
4. Tampa Bay Regional Planning Council
5. Florida Department of Agriculture and Consumer Services

No significant adverse effects upon the human or natural environment are expected with respect to the proposed improvements. Herein follow the comments from the various responding agencies and responses to these comments:

1. The State of Florida Department of Pollution Control indicates that direct runoff into Safety Harbor and Old Tampa Bay should be controlled or prevented during the construction phase of the project. As stated in the section entitled "Water Quality" in Chapter V, the provisions established in Section 104 of the "Florida Department of Transportation Standard Specifications for Road and Bridge Construction" will be strictly enforced. This particular specification deals with erosion and its subsequent effects of turbidity. Direct outfalls into the bay will be prohibited during the construction phase, as well as any other short-term "pollution-causing" procedures.

2. Guidelines offered by the Florida Game and Fresh Water Fish Commission are listed here with comments for each.

   - Wetlands should be avoided and flood plains should be bridged to the maximum extent feasible. The recommended alignment for construction does avoid, to the extent practicable, adverse impacts upon wetlands in the project corridor.

Bridges to be constructed over waterways will be designed with sufficient length to easily allow for the average annual flood. No "filling" of waterways or wetlands is involved.

- At crossings of definable watercourses, turbidity should be strictly controlled and minimized to the lowest possible level. As discussed under the "Water Quality" section, procedures will be followed according to the Florida Specifications for construction, and the possible use of turbidity diapers, where applicable, will be implemented.

- Selective clearing and grubbing should be considered while clearing new right-of-way. As stated in the section entitled "Aesthetic Effects" in Chapter V, selective clearing procedures will be utilized in order to maintain some already established habitats and other aesthetically valuable life-forms in the corridor.

- Runoff from the proposed project should not be permitted to discharge directly into nearby watercourses. The section "Water Quality" also fully addresses this issue, calling for filtration through vegetated areas and the identification of potential settling basins built from possible borrow pits. In addition, nine separate potential outfall locations, each into separate watercourses, have been identified in order to minimize any potential "shock loading" of pollutants in the waters of Old Tampa Bay.

- Broad, grassed, swale-like ditches are preferred over concrete-lined, or steep sloped ditches to aid in filtration of stormwater runoff. The proposed project will provide an improved storm water drainage system with the municipal type of roadway section. Broad roadside ditches may not be practical due to the existing and future urbanization of the corridor, and the large quantities of right-of-way required.

3. The Bureau of Historical Sites and Properties of the Florida Department of State requests that a survey of the proposed project be performed for the determination of any cultural resources. The project was surveyed by a state archeologist (as per

letter dated May 6, 1976), who determined that two sites within the proposed highway right-of-way that were previously recorded (8Pi71 and 8Pi72) are no longer eligible for listing in the National Register of Historic Places or otherwise of national, state or local significance. Should any sites of potential archeological or cultural significance be discovered during construction, the project will be terminated in that area until a study of findings is performed.

4. The Tampa Bay Regional Planning Council reviewed the proposed project and indicates that the State Road 580 design and environmental studies are in compliance with the long-range goals and objectives of the Council.

5. Based on a preliminary examination, the Florida Department of Agriculture and Consumer Services found no significant impacts on forestry. The Oldsmar Elementary School is cited as a potential problem concerning noise impacts. As addressed in Chapter IV, the recommended alternate for this project does not follow the existing alignment through Oldsmar thus, does not adversely affect the elementary school. Plans of additional detail were also requested and will be provided in the form of the final report.

Comments on Draft Negative Declaration

Federal, state and regional agency comments on the State Road 580 Draft Negative Declaration are included in Appendix D with dispositions following each comment.

Public Involvement Program

During the course of studies for the corridor location and design of an improved State Road 580 facility, an active public involvement program was organized in order to solicit citizen reaction to, and obtain input for, the alternatives considered. Procedures that were followed during the conduct of the public involvement program included a series of informal public meetings, coupled with progress reports on a periodic basis, leading up to the formal public hearing. An official mailing list was composed that included civic organizations, governmental officials, and property owners within the existing State Road 580 corridor. This mailing list, along with newspaper releases in major area cities, was utilized to inform the general public that informal public meetings would be held relative to the proposed project.

During the course of all informal public meetings, engineers and planners solicited positive suggestions with respect to 1) the alternative locations and general design characteristics of the proposed facility, and 2) the social, economic and environmental consequences of the alternatives. Meetings were held with local governmental agencies after receiving public input, in order to determine the viability of significant comments. This approach all but guaranteed the consistency of established community goals and objectives within the transportation planning process.

Initial meetings that were held included public informational meetings in Oldsmar and Dunedin, at such a time when a "sketch plan" was developed. Comments from the public during these meetings centered around concepts of highway facilities and the general corridor locations. After performing engineering and environmental evaluations of the corridors considered at that time, and meanwhile proceeding into the design study phase of the project, public involvement meetings were held again in Oldsmar and Dunedin to discuss specific design alternatives within the respective communities. As previously mentioned, these public meetings were followed up with sessions with local governmental agencies, in order to ensure consistency with established community goals and objectives. These meetings in Dunedin proved to be especially fruitful since the city had already developed a downtown development committee, an active planning and zoning board, and a city planning department whose members were able to provide constructive advise and criticism during the planning process. As referred to in the discussions of alternatives and their evaluations, the roles played by both Oldsmar and Dunedin, as well as Pinellas and Hillsborough Counties, were especially constructive in the process of determining a recommended alternative that is viable from an engineering standpoint, and prudently responsive to public policy.

Public Hearing

The project Public Hearing was held on July 13, 1978, at Dunedin Community Center Auditorium in Dunedin, Florida. The hearing was held in order to acquaint the public with the results of the engineering and environmental impact study, and to afford the opportunity to submit any questions, comments or suggestions relative to the proposed project.

Specific comments made at the hearing have been entered into the official testimony along with written comments received within ten days after the hearing. Informal questions were answered prior to, during and after the Public Hearing to resolve individual specific concerns. The following is a summary of substantive comments with responses immediately following each comment. Voluminous comments have been condensed, however, the full text of all comments (testimony) are available for public review at the Department of Transportation's District 1 office.

Comment – Many people expressed concern that implementation of the southern alignment in the West Safety Harbor area would result in significant disruption to residents of North Bay Hills, Northwood Estates and other residential properties in that area. Some specific disadvantages which were presented include the following:

- A substantial number of displacements would be incurred,
- Property values, in general, would be reduced,
- The highway would pose a safety hazard to nearby residents,
- Noise impacts would adversely affect nearby residents, and
- The southern alignment is more costly than the existing alignment.

Response – At the time of the Public Hearing no preference was given to either the southern or northern (existing) alignment in the West Safety Harbor area. As a result of strong public input, however, a reassessment of alternatives was undertaken and the existing alignment, as depicted on Exhibits 12A & B, has been chosen by the Department as the recommended alternative.

Comment – Several citizens expressed concern that new alignments in Oldsmar and West Safety Harbor, previously not considered, be evaluated. Three (3) alternatives were presented, two roughly paralleling the northern corridor and one even further to the north. The primary advantages of these alternatives is that they would eliminate social disruptions in the West Safety Harbor area and result in a shorter bridge crossing than those proposed with the initial alternatives, thereby reducing costs. In addition, the new alternatives would alleviate the impacts to the parking area of a proposed high school, an impact which is inherent to the Existing Alignment alternative.

Response – The proposed new alignments were closely evaluated and found to contain a number of undesirable social and physical impacts and engineering features. Specific discussion of these new alternatives and pertinent detailed responses addressed to Mr. Heithaus from the Department are contained in the official transcript of the Public Hearing. In summary, the Department continues to feel that the southern and existing alternatives, as shown herein, are the only viable alternatives considered and the existing has been recommended for the improvement.

Comment – The Dunedin Chamber of Commerce endorses the Main/Monroe CBD one-way pair with Main Street eastbound and Monroe Street westbound. The Chamber feels that selection of the Skinner Blvd. alternative is based on a subjective evaluation of the economic and development potential of that area and that selection of the Skinner Blvd. alternative was based strictly on the possibility that the downtown business area would develop between Main Street and Skinner Blvd. The Main/Monroe one-way pair is about 27 percent less costly and displaces three less businesses than the Skinner Blvd. alternative.

Response – Although the Main/Monroe one-way pair is less costly to build and displaces fewer families and businesses, it is deemed less feasible than the Skinner Blvd. alternative (see Exhibit No. 10, Evaluation Matrix). While it is agreed that land use planning can be somewhat subjective at times, city planners firmly believe that the area between Main Street and Skinner Blvd. has the potential for strong commercial development. The Skinner Blvd. alternative, as proposed here, would be highly consistent with the urban development goals of the City of Dunedin.

Comment – The City of Dunedin endorses the Skinner Blvd. alternative and expresses concern that improvements west of U.S. 19 through Dunedin be completed as soon as possible. The City also requires that consideration of preservation of access to the existing Main Street.

Response – The Skinner Blvd. alternative is the recommended alternative. It is anticipated that the section from Alt. U.S. 19 to U.S. 19 will be the first roadway section programmed for right-of-way acquisition and construction. The Department and consultants have

met with the City officials concerning the preservation of access for Main Street, and intend to comply to the extent practicable with their specific desires during the final design of the project.

Comment – It has been suggested that two routes be constructed. One would upgrade State Road 580 along its existing roadbed with "curve shallowing" where needed, and the other would be an additional route connecting either State Road 580 or State Road 584 to Dunedin Beach.

Response – As stated previously, the existing alignment with geometric improvement in curvature through the West Safety Harbor area is the recommended alternative. The additional route is not in the project study area and would require a separate, independent study to determine access requirements to Dunedin Beach.

Comment – Further study should be given to moving the junction of State Road 580 and State Road 584 to a point northwest of Oldsmar in order to reduce the length of bridging to only that required to cross the Possom Branch portion at the southern extremity of the Tarpon Outfall Canal.

Response – This would require shifting the State Road 580 corridor too far north to adequately serve the transportation needs of West Safety Harbor and Oldsmar. The feasibility of crossing Tampa Bay at the mouth of the Lake Tarpon Canal has been evaluated and there does not appear to be any economic advantage since the insuitability of the dredged material adjacent to the canal would still require a bridge of some 1,700 feet in length. In addition, the construction of a bridge this far north would also require upgrading of the existing bridge resulting in additional unwarranted costs.

Comment – The Department of Transportation should provide noise abatement measures to protect property owners from the increased noise levels resulting from the proposed route.

Response – As shown in the noise pollution section of this document, along the recommended alignment only four sites will exceed the FHWA design noise standard of 70 dBA for residential properties. For those sites over FHWA standards, noise abatement

measures were evaluated and appear within the text on this report. It should be noted that in the West Safety Harbor Area, by utilizing the recommended existing alignment, no properties will receive noise levels exceeding 70 dBA, and in most locations, noise levels resulting from the proposed improvement will not be significantly higher than the no improvement condition.

Comment – Statistical data in the Draft Negative Declaration is either grossly out of date or ambiguous. For example, Exhibit 2B shows farmlands and woodlands where major developments now stand. Information provided on the number of homes affected by the southern alignment on page 33 of the draft are grossly in error. Further comments were made regarding statistical errors.

Response – In regards to the land use map, Exhibit 2B, revisions were made prior to the Public Hearing and were added to the Draft Negative Declaration and circulated for public review. Other statistics were obtained from the United States Department of Commerce - Bureau of Census publication entitled "Block Statistics, Tampa, Florida Urbanized Area - 1970 Census of Housing." Although statistical references may become out of date and be inaccurate at times, the most reliable, readily available data must be used, since a comprehensive analysis would be far too time consuming and beyond the magnitude of assessing alternative impacts.

Comment – Will not the settling basins required for control of runoff result in "unprovided-for" soil pollution?

Response – Settling basins are not proposed for the improvement of State Road 580. Instead, the multiple outfall concept (as illustrated on Exhibit No. 25) is deemed best suited for drainage in this area. Settling basins could be used however, if soils analyses indicate favorable conditions for avoiding contamination of groundwater.

Comment – What provisions, if any, for compensation have been made for property owners whose homes aren't required for right-of-way but would be transformed from neighboring upon a quiet street to homes abutting a major multi-lane highway? A loss of as much as 25 to 35 percent in property values could be expected under such circumstances.

Response – This must be decided on a case-by-case basis. Generally speaking, for residential developments where particular properties allegedly incur a loss in value resulting from a new or improved highway, the property owners may have legal recourse and may possibly be compensated for the damages. However, many variables are involved here and it is recommended that individuals contact the Florida Department of Transportation regarding their particular situation.

Comment – Making State Road 580 a six-lane highway would endanger 700 residents in the Regency Heights Mobile Home Park. When entering State Road 580 there would be a limited view of traffic when approaching the highway from the park. It is not necessary to make a six-lane highway approach to U.S. 19 which is a four-lane highway. State Road 580 should be four-laned and the right-of-way obtained evenly on the north and south side of the existing road. In addition, the Department should plan for a signal light at the intersection of the Countryside Mall and the Regency Heights entrance. Also, noise pollution from the facility would be damaging to the residents.

Response – For this area it is vital that a six-lane section be built in order to adequately accommodate projected traffic volumes. Of main concern is the ability for State Road 580 to service traffic utilizing the Countryside Mall. Taking land further south would adversely impact existing high tension power lines just south of the recommended alignment. Relocating these power lines would be economically unfeasible, more so than relocating occupants of the Regency Heights Mobile Homes. The need for a traffic signal at the subject intersection will be further evaluated during the final design stage of the project. Relative to noise impacts, noise levels will not be significantly different from the no improvement option. The difference in noise levels will be somewhat higher with six lanes due to increased traffic speeds. However, in this particular case noise levels will not be noticeably higher.

Comment – The Mayor and City Council of Oldsmar enthusiastically support the D.O.T. recommended Railroad South Corridor. This particular alignment is the only one that eliminates all grade crossings. This existing intersection of State Road 580, State Road 590 and the Seaboard Coastline Railroad has been the site of periodic terrible accidents. Also, there is existing right-of-way available to embrace the recommended alignment.

Response – The Railroad South Alternative is the recommended alternative.

Comment – Neither Pinellas nor Hillsborough Counties are in attainment of their air quality standards. Upgrading State Road 580 to the proposed six-lane facility would require the closing of some other major artery. Which artery will be affected?

Response – The Department does not anticipate closing any other major artery. It is important to note that the results of the air quality analysis for the proposed State Road 580 reveal that air quality will be improved by widening the existing facility.

APPENDIX A

TRANSPORTATION PLANNING LETTERS

STATE OF FLORIDA

Department of Administration

Division of State Planning

660 Apalachee Parkway · IBM Building

TALLAHASSEE

32304

(904) 488-2371

Reubin O'D. Askew
GOVERNOR

L. K. Ireland, Jr.
SECRETARY OF ADMINISTRATION

Earl M. Starnes
STATE PLANNING DIRECTOR

MEW/DSO

September 18, 1974

Mr. W. N. Lofroos, Chief
Department of Transportation
Burns Building
Tallahassee, Florida 32304

Re: Department of Transportation - Division of Road Operations:
Job #'s 15070-1507 and 10150-1505, Hillsborough and Pinellas Counties. SAI: 75-0165.

Dear Mr. Lofroos:

Functioning as the state planning and development clearinghouse as contemplated in U. S. Office of Management and Budget Circular A-95 and Florida Statutes, we have reviewed the above project.

The project is in accord with state plans, projects, programs, and objectives. The Secretary of Administration approves your submission of the completed formal application to the appropriate federal agency, with consideration to the comments by the Game and Fresh Water Fish Commission; Department of Pollution Control; and Department of State.

Please append a copy of this letter to your application. This will reflect our compliance with Florida law requiring approval of applications for federal assistance; assure the federal agency of our compliance with the guidelines of U. S. Office of Management and Budget Circular A-95; and enable the federal agency, in preparing the Notification of Grant-In-Aid Action in accordance with U. S. Treasury Circular 1082, to show the above SAI number as the State Application Identifier in Item 1 of the SF 240.

Sincerely,

E. E. Maroney
Chief
Bureau of Intergovernmental Relations

Enclosures
EEM/Tkf
cc: Mr. Ray L'Amoreaux
Mr. J. W. Burdin

126

COPY

PLANNING AUG 22 1974

August 21, 1974

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

Subject: TBRPC Clearinghouse Review No. 91-74; State Highway Projects Nos. 15140-1507; 15070-1507; 10150-1505; Hillsborough and Pinellas Counties

Dear Mr. Lofroos:

Pursuant to the provisions of the Office of Management and Budget Circular A-95 (revised), the staff of the Tampa Bay Regional Planning Council has reviewed the above mentioned project. The review indicates the proposal for expanding Gulf Boulevard from Madeira Beach Causeway and S.R. 580 studies and analysis is in keeping with the long range goals and objectives of the Council.

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

Sincerely,

Scott D. Wilson
Executive Director

SDW/cld

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

Florida Department of Transportation

REUBIN O'D ASKEW
GOVERNOR

TOM WEBB, JR.
SECRETARY

Post Office Box 1249
Bartow, Florida 33830
July 7, 1976

Mr. Don Jones
Chairman, Policy Committee
Pinellas Area Transportation Study
315 Haven Street
Clearwater, Florida 33516

RE: Local Coordination - Procedures for Abatement of Highway Traffic Noise and Construction Noise

Dear Chairman Jones:

Attached is a copy of the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3, which relates to the subject.

These standards replace Policy and Procedure Memorandum 90-2, and consist of policies and procedures for conducting noise studies, in conjunction with environmental reports, and the possible use of noise abatement measures. In the past, the Florida Department of Transportation has sent sections of the environmental document relating to noise pollution on Federal highways, where one was required, to the concerned county's planning or engineering staff. This was accomplished to apprise the county of the effect of the new highway on the environment and as a means to begin a dialogue at the county's discretion.

The attached standards have formalized the Department's adhoc procedures and the policy for coordination with local officials can be found on page 16 of the attachment.

This letter is the Department's initial correspondence to inform the Policy Committee of the Pinellas Area Transportation Study, that a copy of the noise report or excerpts from the environmental document relating to noise pollution will be sent to the Policy Committee as a means of promoting compatibility between land development and highways.

Sincerely,

John W Burdin

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

JWB:JGK:bm

Attachment

cc: Mr. W. M. Cochran
Mr. James T. Iverson

127

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

September 3, 1974

PETER P. BALJET
EXECUTIVE DIRECTOR

W. D. FREDERICK, JR.
CHAIRMAN

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

Re: SAI: 75-0165
Advance Notification
Project Nos. US-176 ( )
and M-6132 ( )
Job Nos. 15070-1507 and
10150-1505
Hillsborough and
Pinellas Co.

Dear Mr. Maroney:

The Department of Pollution Control has reviewed the above referenced, "advance notification." The scope of the work underway is preliminary engineering as required to determine the proper corridor location for improvements to the existing facility (SR 580) and to make an assessment of the associated environmental impacts. SR 580 crosses Saftey Harbor and is in the vicinity of the north shore of Old Tampa Bay. Direct run-off to those bodies of water should be controlled or prevented during the construction phase.

Sincerely,

for Robert L Lampla
Hamilton S. Oven, P.E.

HSO:lsp

cc: Tony Pearce - WC Region

DIVISION OF STATE PLANNING
SEP 4 1974
RECEIVED
SAI NO.

John R. Middlemas
BOARD MEMBER

Alice C. Wainwright
BOARD MEMBER

Mark D. Hollis
BOARD MEMBER

Y. E. Hall
BOARD MEMBER

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IV
1421 PEACHTREE ST., N. E.
ATLANTA, GEORGIA 30309

August 27, 1974

Mr. W. N. Lofroos
Chief, Bureau of Planning
Florida Dept. of Transportation
605 Suwannee St.
Tallahassee, FL 32304

Dear Mr. Lofroos:

We have reviewed the advance information on State Road 580 in Hillsborough and Pinellas Counties, Florida and offer several suggestions for the preparation of an environmental impact statement for the project.

Erosion control measures outlined in the Department of Transportation's Instructional Memorandum 20-3-70 should be followed. We are enclosing some applicable material on water quality which also might be of some assistance.

In another area of concern, particular attention (in addition to the routine air quality analysis) should be given to whether the project is consistent with the State Implementation Plan and meets the requirements of the State indirect (air pollution) source regulations.

In addition, criteria set forth in FHWA PPM 90-2 "Noise Standards and Procedures) (February 8, 1973) should be followed. Special attention should be given to all noise-sensitive sites as specified for Land Use Categories A and B, Appendix B, Table 1 of "Design Noise Level-Land Use Relationship."

During land clearing and construction phases of the project the noise exposure to which residential land uses are subjected should not be in violation of U.S. Department of Housing and Urban Development Departmental Circular 1390.2 "Noise, Abatement and Control." Exposure should not exceed that specified in categories defined as "acceptable" and "discretionary-normally acceptable."

AUG 30 1974

Finally, construction equipment noise levels should not violate any local or State noise ordinance. If none exists, General Services Administration's "Construction Noise Specifications" are recommended as guidelines for allowable construction noise levels.

If we can be of further assistance in any way, please let us know.

Sincerely,

David R. Hopkins

David R. Hopkins, Chief
Environmental Impact Statement
Branch

Enclosure

FLORIDA GAME AND FRESH WATER FISH COMMISSION

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

FARRIS BRYANT BUILDING
620 South Meridian Street
Tallahassee, Florida 32304

AUG 23 1974
SEP 4 1974

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

Re: SAI # 75-0165

Dear Mr. Maroney:

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

1. All wetlands areas should be avoided whenever possible. If the crossing of or the infringement upon definable watercourses (permanent streams, rivers, lakes, ponds, etc.) is unavoidable, the maximum feasible extent of their floodplains should be bridged in order to minimize the amount of biologically productive floodplain that would otherwise be irretrievably lost if the same areas were filled. We believe that, as a minimum, bridging should include the extent of the floodplain inundated by the average annual flood.

2. Strict turbidity control procedures and devices, including the use of a turbidity diaper where applicable, should be used whenever the crossing of definable watercourses is unavoidable. The turbidity level should be held to not only below the 50 Jackson Units standard set by the Department of Pollution Control but to the lowest possible level in order to minimize the short term adverse effects on the associated aquatic ecosystem.

3. Wherever possible, selective clearing and grubbing should be utilized during the clearing of the project's right-of-way.

4. If the roadway runoff from this project is anticipated to be discharged into nearby watercourses, the runoff should not be allowed to discharge directly into the watercourses since biologically undesirable and potentially toxic elements are frequent components of such stormwater drainage. These elements can alter the ecological processes needed to sustain a desirable diversity of

SEP 5 1974
SAI NO. ___

aquatic life and frequently accelerate the eutrophication processes in the receiving waters. The final design of this project should incorporate some type of runoff filtration system (e.g., allow sheet flowing over vegetated areas to filter out excessive nutrients, construct sediment traps to entrap large suspended solids, etc.) in order to insure that the roadway runoff will not be discharged directly into the nearby watercourses.

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

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

Sincerely,

H. E. Wallace
Assistant Director

HEW/GN/pm

STATE OF FLORIDA
Department of State
THE CAPITOL
TALLAHASSEE 32304

RICHARD STONE
SECRETARY OF STATE
Dorothy W. Glisson

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

August 21, 1974

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

Re: SAI 75-0165- Project Nos. US-176 ( ) and M-6132 ( )
Job Nos. 15070-1507 and 10150-1505
Hillsborough and Pinellas Counties

Dear Mr. Maroney:

We have reviewed the above SAI for possible impact on cultural resources and have the following comments. While there are no sites recorded in the proposed project area this area has never been subjected to a professional archaeological and historical survey. It is requested therefore that the project be coordinated with this office when a specific corridor alignment has been decided upon, if such an alignment requires the acquisition of new right-of-way.

The opportunity to comment is appreciated.

Sincerely,

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

LRM/Hsh

DIVISION OF STATE PLANNING,
Office Of
Intergovernmental Relations
AUG 23 1974
RECEIVED
SAI NO. _____

130

STATE OF FLORIDA
Department of State
THE CAPITOL
TALLAHASSEE 32304

BRUCE A. SMATHERS
SECRETARY OF STATE

ROBERT WILLIAMS, DIRECTOR
DIVISION OF ARCHIVES, HISTORY, AND
RECORDS MANAGEMENT
(904) 488-1480

IN REPLY REFER TO:

May 6, 1976

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

Re: State Project Nos. 15070-1507 and 10150-1505; SR 580 from SR 595 (U.S. Alt. 19) in Pinellas County to SR S-589 in Hillsborough County, Florida. SAI 75-0165.

Dear Mr. Lofroos:

We have reviewed the results of a field survey of the above referenced project, performed by Mr. William Browning, an archaeologist attached to the Florida Department of Transportation and coordinated by our office. Two previously recorded archaeological sites (8Pi71 and 8Pi72) were located within the proposed highway expansion right-of-way. However, due to the thoroughly disturbed condition of the terrain and the undiagnostic nature of the materials collected, the sites are not considered eligible for listing in the National Register of Historic Places or otherwise of national, State, or local significance. Therefore, it is the determination of this office that this project will have no effect on any such resources, and that the project may proceed without further involvement from this office.

The opportunity to comment is appreciated.

Sincerely,

Robert Williams
State Historic Preservation Officer

RW/hsh

STATE OF FLORIDA

FLORIDA DEPARTMENT OF AGRICULTURE & CONSUMER SERVICES

DOYLE CONNER, COMMISSIONER * DIVISION OF FORESTRY / COLLINS BUILDING / TALLAHASSEE 32304

Rt. 8, Box 445
Lakeland, Florida 33803
September 19, 1974

Mr. C. W. Monts De Oca, P.E.
District Engineer
Florida Department of Transportation
P. O. Box 1249
Bartow, Florida 33830

REF: Road Project Numbers US-176 and M-6132
Job Nos. 15070-1507 and 10150-1505
SAI Project No. 75-0165

Dear Mr. Monts De Oca:

I have initially assessed the above referenced proposed construction project and found no significant forestry impacts based on a preliminary examination.

In discussing this project with District Planning Engineer Burdin's office I found that all pertinent information is still in the office of the consulting engineers and therefore I could not fully assess the project based on such things as alternate routes.

I did find that the present Highway 580 right-of-way appears to be wide enough, outside of city limits, to permit four laning and therefore there should be very little, if any, disturbance of the trees just outside of the right-of-way. I did notice that Highway 580 presently passes very close to a school in the City of Oldsmar and therefore noise levels should be a consideration in areas of this project.

I am sure there are other considerations which we can address ourselves to when more details are available and I will appreciate your advising my office when you have the proposed plans completed so that we might review them.

If I may be of any further assistance on this or other projects, please feel free to call on me.

Sincerely,

Robert A. Der, Jr.

Robert A. Der, Jr.
Urban Forester
Lakeland District

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

Resource Development Specialist Reinert
Division of Forestry
Tallahassee, Florida

FLORIDA GAME AND FRESH WATER FISH COMMISSION

Game and Fresh Water Fish Commission
2202 Lakeland Hills Blvd.
Lakeland, Florida 33801
Regional Manager
MAJ. J. O. BROWN

404 Highland Street
Brooksville, Florida
July 1, 1976

Mr. D. J. Thomas
Beiswenger, Hoch and Associates, Inc.
1190 N. E. 163rd Street - Box 28
North Miami Beach, Florida 33160

Dear Mr. Thomas:

In checking my bald eagle nest location records, I find none in the area of your proposed road construction in Pinellas County. I have indicated the location of one active eagle nest in Hillsborough County on the enclosed map. It would appear that this nest is located a safe distance from your proposed road construction.

If I may be of further help, please advise.

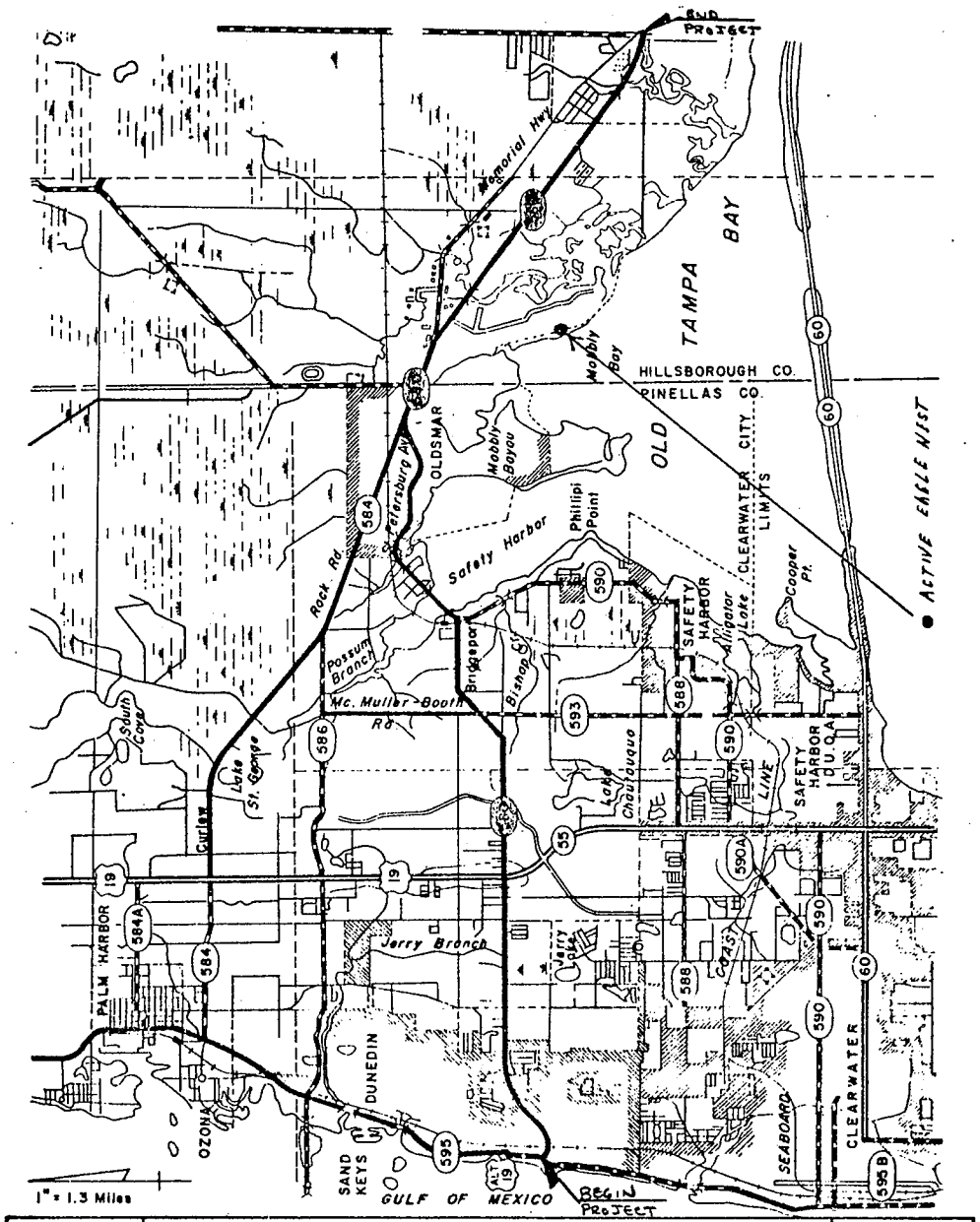
Sincerely yours,

Steve B. Fickett, Jr.
Wildlife Biologist

SBF/

Enc: Map

132



589	CORRIDOR LOCATION AND CONCEPTUAL DESIGN PINELLAS COUNTY - HILLSBOROUGH COUNTY	EXHIBIT No.

P.O. Box 1079
Tallahassee, Florida 32302

March 5, 1979

HEC-FL

Mr. Jay W. Brown
Director of Road Operations
Florida Department of Transportation
Tallahassee, Florida

RECEIVED
MAR 9

Attention: Mr. J. C. Kraft

Dear Mr. Brown:

Subject: Florida - Project Nos. F-212-1(3) and M-1498(1)
State Nos. 10150-1505 and 15070-1507
SR 580, Pinellas and Hillsborough Counties

Your letter of January 25 submitted the Final Negative Declaration for the subject project in compliance with the requirements of Section 102(2)(c) of the National Environmental Policy Act of 1969 and FHPM 7-7-2.

We have reviewed the Negative Declaration and Public Hearing Transcript and are familiar with the proposed improvement and project site. We find that the construction of this project will have no significant adverse impact on the quality of the human environment. Therefore, the Negative Declaration is considered appropriate and is approved.

Approval of the Negative Declaration will also constitute concurrence in the Noise Study Report per the requirements of FHPM 7-7-3. This concurrence constitutes approval of your request for

-more-

exception to the design noise levels for four sites along the recommended alternative. Since this project has been developed following the guidelines of the Action Plan, your request for location and design approval of the recommended alternative which follows the existing alignment is also approved.

You may proceed with the development of preliminary plans, maintaining liaison between our respective offices. We request that you submit the preliminary roadway and bridge plans for our review and comment before advancing them to the final design stage.

Two signed copies of the Negative Declaration are returned.

Sincerely yours,

Sgd. P. E. Carpenter

P. E. Carpenter
Division Administrator

Enclosures

WAJ

7601 HIGHWAY 301 NORTH
TAMPA, FLORIDA 33610

REUBIN O'D. ASKEW
GOVERNOR

JOSEPH W. LANDERS, JR.
SECRETARY

DAVID PUCHATY
DISTRICT MANAGER

STATE OF FLORIDA

DEPARTMENT OF ENVIRONMENTAL REGULATION

SOUTHWEST DISTRICT

January 9, 1979

PROJECT

JAN 12 1979

DEVELOPMENT

Ms. R. Asher
Department of Transportation
P.O. Box 1249
Bartow, Fla. 33830

RE: SR 580 State Project 10150-1505 & 15070-1507

Dear Mrs. Asher:

Thank you for allowing us to coordinate this preliminary project that should allow smooth flow of traffic that would indicate a reduction in pollution. This reduction would be due to less stopping and less deacceleration and acceleration and an increase in speed with no immediate increase in the total number of cars. A complete and detailed review will be made upon receipt of a formal application.

If we can be of further service please do not hesitate to call.

Sincerely,

Dan A. Williams

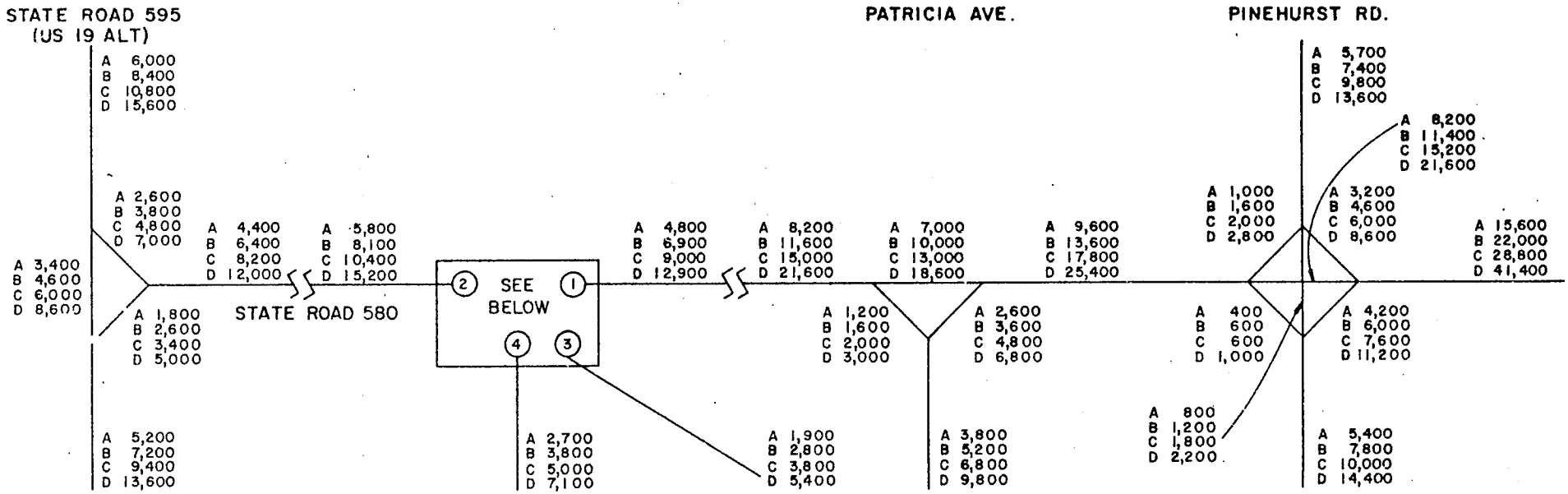
Dan A. Williams
Air Permitting Engineer

DAW/WHB/rkt

APPENDIX B

PROJECTED TRAFFIC DATA

PROJECTED TRAFFIC DATA



TO

FROM	1	2	3	4	TOTAL
1	---	1,700	100	700	2,500
2	1,300	---	700	400	2,600
3	100	800	---	100	1,000
4	700	700	100	---	1,500
TOTAL	2,300	3,200	900	1,200	---

ONE-WAY 1980 ADT

FROM	1	2	3	4	TOTAL
1	---	2,400	200	900	3,500
2	2,200	---	900	500	3,600
3	200	1,100	---	200	1,500
4	1,000	1,000	200	---	2,200
TOTAL	3,400	4,500	1,300	1,600	---

ONE-WAY 1985 ADT

FROM	1	2	3	4	TOTAL
1	---	3,100	300	1,200	4,600
2	2,800	---	1,200	700	4,700
3	300	1,40	---	300	2,000
4	1,300	1,200	300	---	2,800
TOTAL	4,400	5,700	1,800	2,200	---

ONE-WAY 1990 ADT

FROM	1	2	3	4	TOTAL
1	---	4,500	400	1,700	6,600
2	4,100	---	1,700	1,000	6,800
3	400	2,100	---	400	2,900
4	1,800	1,800	400	---	4,000
TOTAL	6,300	8,400	2,500	3,100	---

ONE-WAY 2000 ADT

LEGEND

A - Estimated 1980 ADT
B - Estimated 1985 ADT
C - Estimated 1990 ADT
D - Estimated 2000 ADT

K - 10%
D - 55%
24-Hour T - 5%
Design-Hour T - 2%

EXHIBIT No. 29A

exception to the design noise levels for four sites along the recommended alternative. Since this project has been developed following the guidelines of the Action Plan, your request for location and design approval of the recommended alternative which follows the existing alignment is also approved.

You may proceed with the development of preliminary plans, maintaining liaison between our respective offices. We request that you submit the preliminary roadway and bridge plans for our review and comment before advancing them to the final design stage.

Two signed copies of the Negative Declaration are returned.

Sincerely yours,

Sgd. P. E. Carpenter

P. E. Carpenter
Division Administrator

Enclosures

WAJ

7601 HIGHWAY 301 NORTH
TAMPA, FLORIDA 33610

STATE OF FLORIDA

DEPARTMENT OF ENVIRONMENTAL REGULATION

SOUTHWEST DISTRICT

January 9, 1979

PROJECT

JAN 12 1979

DEVELOPMENT

Ms. R. Asher
Department of Transportation
P.O. Box 1249
Bartow, Fla. 33830

RE: SR 580 State Project 10150-1505 & 15070-1507

Dear Mrs. Asher:

Thank you for allowing us to coordinate this preliminary project that should allow smooth flow of traffic that would indicate a reduction in pollution. This reduction would be due to less stopping and less deacceleration and acceleration and an increase in speed with no immediate increase in the total number of cars. A complete and detailed review will be made upon receipt of a formal application.

If we can be of further service please do not hesitate to call.

Sincerely,

Dan A. Williams

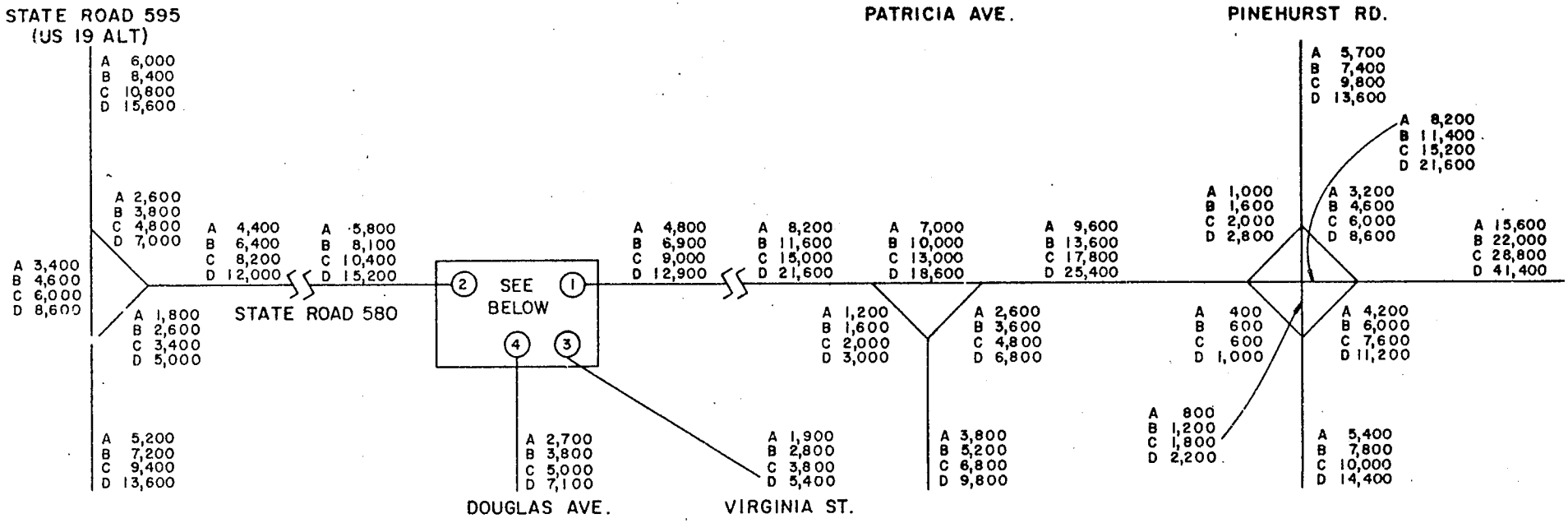
Dan A. Williams
Air Permitting Engineer

DAW/WHB/rkt

APPENDIX B

PROJECTED TRAFFIC DATA

PROJECTED TRAFFIC DATA



TO

FROM	1	2	3	4	TOTAL
1	---	1,700	100	700	2,500
2	1,300	---	700	400	2,600
3	100	800	---	100	1,000
4	700	700	100	---	1,500
TOTAL	2,300	3,200	900	1,200	---

ONE-WAY 1980 ADT

FROM	1	2	3	4	TOTAL
1	---	2,400	200	900	3,500
2	2,200	---	900	500	3,600
3	200	1,100	---	200	1,500
4	1,000	1,000	200	---	2,200
TOTAL	3,400	4,500	1,300	1,600	---

ONE-WAY 1985 ADT

FROM	1	2	3	4	TOTAL
1	---	3,100	300	1,200	4,600
2	2,800	---	1,200	700	4,700
3	300	1,400	---	300	2,000
4	1,300	1,200	300	---	2,800
TOTAL	4,400	5,700	1,800	2,200	---

ONE-WAY 1990 ADT

FROM	1	2	3	4	TOTAL
1	---	4,500	400	1,700	6,600
2	4,100	---	1,700	1,000	6,800
3	400	2,100	---	400	2,900
4	1,800	1,800	400	---	4,000
TOTAL	6,300	8,400	2,500	3,100	---

ONE-WAY 2000 ADT

LEGEND

A - Estimated 1980 ADT
B - Estimated 1985 ADT
C - Estimated 1990 ADT
D - Estimated 2000 ADT

K - 10%
D - 55%
24-Hour T - 5%
Design-Hour T - 2%

EXHIBIT No. 29

PROJECTED TRAFFIC DATA

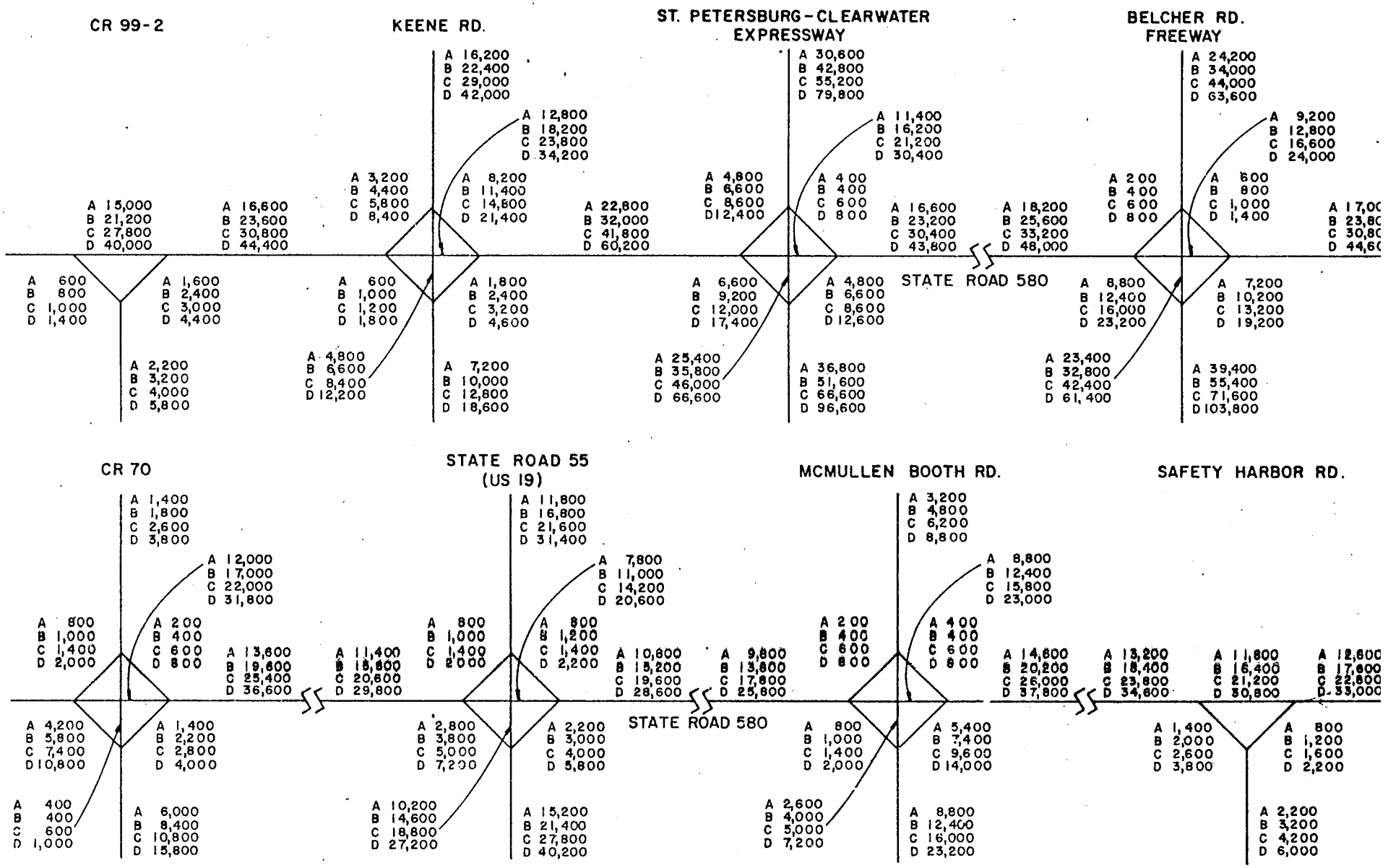


EXHIBIT No. 28B

580

PROJECTED TRAFFIC DATA

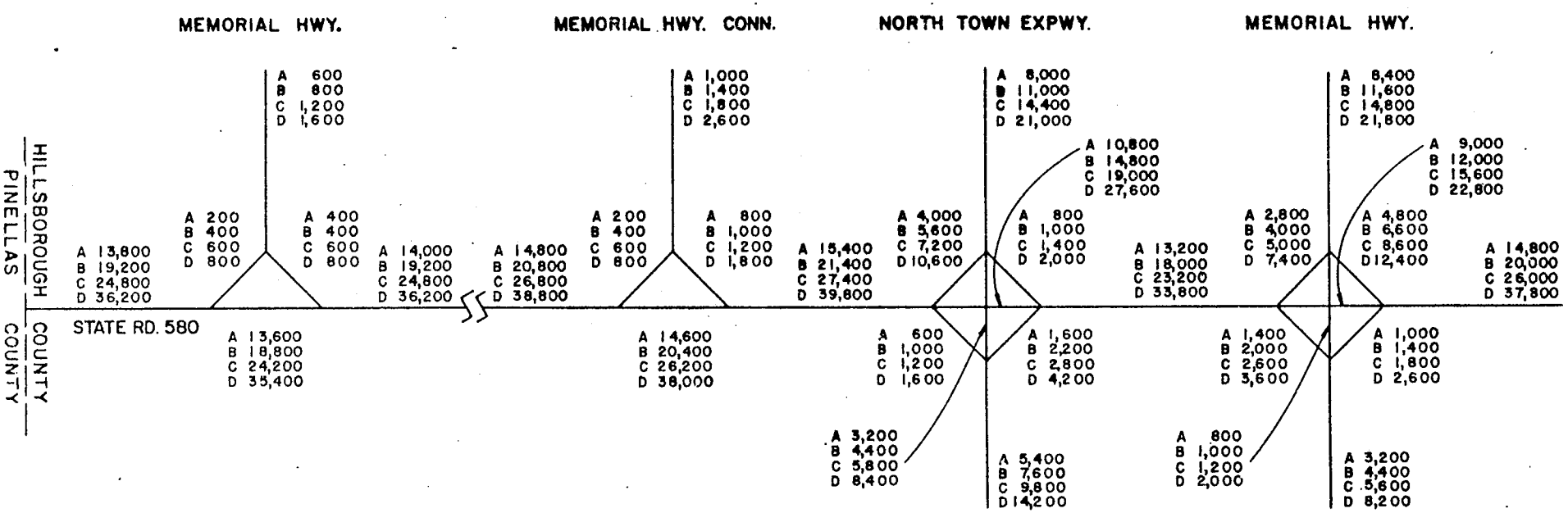
EXHIBIT NO. 263

LEGEND

A - Estimated 1980 ADT
B - Estimated 1985 ADT
C - Estimated 1990 ADT
D - Estimated 2000 ADT

K - 10%
D - 55%
24-Hour T - 5%
Design-Hour T - 2%

PROJECTED TRAFFIC DATA



LEGEND

A - Estimated 1980 ADT
B - Estimated 1985 ADT
C - Estimated 1990 ADT
D - Estimated 2000 ADT

K - 10%
D - 55%
24-Hour T - 5%
Design-Hour T - 2%

EXHIBIT No. 26

APPENDIX C

COMMENTS AND COORDINATION FOR NOISE POLLUTION ANALYSIS AND ABATEMENT

Florida Department of Transportation

REUBIN O'D. ASKEW
GOVERNOR

TOM WEBB, JR.
SECRETARY

Post Office Box 1249
Bartow, Florida 33830
July 8, 1976

Mr. Don Jones, Chairman
PINELLAS BOARD OF COUNTY COMMISSIONERS
315 Haven Street
Clearwater, Florida 33516

RE: Local Coordination - Procedures for Abatement of Highway Traffic Noise and Construction Noise

Dear Chairman Jones:

Attached is a copy of the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3, which relates to the subject.

These standards replace Policy and Procedure Memorandum 90-2, and consist of policies and procedures for conducting noise studies in conjunction with environmental reports and the possible use of noise abatement measures. In the past, the Florida Department of Transportation has sent sections of the environmental document relating to noise pollution on Federal highways, where one was required, to either members of Pinellas County's planning or engineering staff. This was accomplished to apprise the county of the effect of the new highway on the environment and as a means to begin a dialogue at the county's discretion.

The attached standards have formalized the Department's adhoc procedure and the policy for coordination with local officials can be found on page 16 of the attachment.

This letter is the Department's initial information letter to the county to describe this Federal requirement and to notify the responsible local officials that the Department will provide the information outlined on page 16 of 7-7-3, and also be available to provide assistance in making recommendations concerning the information.

Sincerely,

John W. Burdin

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

JWB:JGK:bm

Attachment

cc: Mr. W. M. Cochran
Mr. James T. Iverson

140

Florida Department of Transportation

Post Office Box 1249
Bartow, Florida 33830
July 29, 1976

Mr. Brian Smith, Director
Pinellas County Planning Department
315 Haven Street
Clearwater, Florida 33516

RE: State Road 580
State Project No. 15070-1507
Budget Item No. 116591

Dear Mr. Smith:

Previous correspondence to the Chairman of the County Commission and to the Chairman of the Pinellas Area Transportation Study, Policy Committee, has indicated that the Federal Highway Administration (FHWA) has increased their emphasis on the treatment of highway noise studies and noise abatement measures. The new federal standards which relate to noise are referenced to as Federal Aid Highway Program Manual, volume 7, chapter 7, section 3 (FHPM 7-7-3), (copy enclosed).

These new standards require more formal coordination with local officials regarding dissemination of information concerning noise pollution and, in addition, require the department to determine those lands which are currently undeveloped but for which development has been planned, designed, and programmed, both before and during the planning and design of the highway project (see pages 16 and 17).

In order for the Department of Transportation to comply with these new, as well as old, federal standards, it will be necessary for your department to furnish the following:

1. Existing land use.
2. Future land use.
3. Any knowledge the local Planning Departments may have of future development which is planned, designed, and programmed adjacent to this highway project.

The department would appreciate the County coordinating with

the local Planning Departments and sending the requested information as quickly as possible. For your convenience we are enclosing three strip maps showing the existing alignment of SR 580 in your county.

If it is determined that there is no planned, designed, or programmed development along this highway a letter to that effect is requested.

The results of the noise report as it effects developments described in this letter, as well as existing development, will be mailed to the county to promote coordination with local officials and as a means to protect future land development from becoming incompatible with anticipated highway noise levels.

Sincerely,

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

Fred A. Stanley

Fred A. Stanley
Environmental Statistics Engineer

JWB:FAS:lw

Enclosures

cc: Mr. Don Jones, Chairman, County Commissioners
Chairman, PATS, Policy Committee
Mr. H. Gordon Gray, County Engineer
Mr. J.T. Iverson, FHWA
Mr. W.M. Cochran, FDOT
Mr. L.E. Dybas, FDOT
Mr. M.E. Whitman, FDOT

Florida Department of Transportation

REUBIN O'D. ASKEW
GOVERNOR

TOM WEBB, JR.
SECRETARY

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

Mr. Paul Bergmann, Director
PINELLAS COUNTY PLANNING DEPARTMENT
315 Haven Street
Clearwater, Florida 33516

RE: State Road 580
State Project No. 15070-1507
Budget Item No. 116591

Dear Mr. Bergmann:

As per our phone conversation on August 24, the subject project will require a noise analysis as dictated by the Federal Highway Administration (FHWA) standards, Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3 (FHPM 7-7-3).

The Department's correspondence of July 29, 1976, enclosed a copy of FHPM 7-7-3, which relates to procedures for abatement of highway traffic noise. Pages 16 and 17 of this manual specifically relate to Planned, Designed, and Programmed Developments before and during the highway studies. This section of the manual should be thoroughly understood by the officials in Pinellas County as it places a burden of responsibility on both the Department and County officials in controlling development in the vicinity of proposed highway improvements.

As I discussed with you and Mr. Cliff Kindel of your Department pertaining to Planned, Designed, and Programmed Developments, and prior correspondence, enclosed is a copy of FHPM 7-7-3 and our July 29, 1976, request.

The wording in the Federal guidelines is somewhat vague as to the size of the developments which should be taken into consideration. The Department surmises that the development envisioned would be substantial and would relate to; mobile home parks, shopping centers, planned residential subdivisions, etc. Also the type of information needed should relate to type, size, location, estimated population, and year of development.

Cont'd.

The Department also believes that somewhere within the local jurisdiction, is a procedure or mechanism, which could simplify your gathering of information for our request; i.e., zoning change request, DRI or PUD. This type of information could be construed to mean Planned. Designed would imply documented evidence of plans, i.e., recorded plats, city or county engineering department approval, etc. Programmed could mean building permits applied for, the developer has financial backing for the proposal, or is already building.

The Department will make every effort to address any development, as well as, any subsequent information sent by the county as the study progresses. However, calendar dates relating to various proposals could influence department decisions on type and timing of abatement measures. If our noise analysis is to be thorough it is imperative that we have the official date the county or city became aware of a proposed development for all three (if applicable) Planned, Designed, and Programmed.

If I can be of further assistance, please advise.

Sincerely,

John W. Burdin, P.E.
District Planning Engineer
By:
Fred A. Stanley
Fred A. Stanley
Environmental Statistics Engineer

JWB:FAS:bm

Enclosures

cc: Mr. Don Jones, Chairman of County Commission
Mr. Don Jones, Chairman of Policy Committee for PATS
Mr. W. M. Cochran, FDOT
Mr. L. E. Dykes, FDOT
Mr. M. E. Whitman, FDOT

PATS PINELLAS AREA TRANSPORTATION STUDY
440 HAVEN STREET CLEARWATER, FLORIDA 33516/446-7161, EXT. 751

September 14, 1976

Mr. Fred A. Stanley
Environmental Statistics Engineer
Florida Department of Transportation
Post Office Box 1249
Bartow, Florida 33830

Dear Mr. Stanley:

RE: State Road 580
State Project No. 15070-1507
Budget Item No. 116591

Per your request, please find enclosed a complete set of existing land use maps for the entire length of State Road 580 within Pinellas County. These maps were updated by an actual field survey during the last week of August, 1976.

The Comprehensive Land Use Plans for the cities of Dunedin and Clearwater along with Pinellas County's have also been included to illustrate future land use.

In regard to local knowledge of future development which is planned, designed and programmed adjacent to State Road 580, the following information has been compiled.

Unincorporated area - Tire store, Firestone Tire & Rubber Company, to be located on the north side of State Road 580 approximately 1200 feet east of U. S. 19--A final site plan has been issued, however, construction has not yet begun.

Dunedin - The City of Dunedin has provided excellent graphics locating planned projects. The land use map entitled "Programmed Development Adjacent to State Road 580" outlines eight planned projects.

Clearwater - The City of Clearwater has informed this department that they currently have no knowledge of projects in developing stages except for residential construction within the Morning Side Subdivision. There have been discussions with large tract land owners and they have not indicated any current construction plans.

If further clarification of this material is required or additional information necessary, please contact Mr. Clif Kindel of this department.

Sincerely,

Brian K. Smith, Assistant Director
Department of Planning

BKS/CK/cmf
Enclosures

Florida Department of Transportation

REUBIN O'D. ASKEW
GOVERNOR

TOM WEBB, JR.
SECRETARY

Post Office Box 1249
Bartow, Florida 33830
September 17, 1976

Mr. Paul Bergmann, Director
Pinellas County Planning Department
315 Haven Street
Clearwater, Florida 33516

RE: State Road 580
State Project No. 15070-1507
Budget Item No. 116591

Dear Mr. Bergmann:

The Department would like to express our appreciation to you, your staff, and local Planning Departments, for the thorough investigation and coordination to our request for Planned, Designed, and Programmed Developments adjacent to S.R. 580 in Pinellas County. Also, the extra, time and effort, put forth, for the graphic representation is appreciated.

The noise studies for S.R. 580 are underway and more specific recommendations will follow. However, the 70dBA Line for generalized noise levels indicates the approximate distance that any residential development should be setback from the proposed highway if the 70dBA criteria is to be achieved.

Due to the various proposals, i.e. overbuilding existing, all new construction, safety standards etc., the recommended distance will vary from section to section. The following is a description of each section with approximate distance from existing centerline S.R. 580 (where applicable) to the 70dBA Line; other distances are from the centerline of construction (on new alignment), also enclosed is a map delineating the location of each section with corresponding numbers and alignment.

Cont'd

SECTION DESCRIPTION

NO.	FROM	TO	70dBA LINE North Side	70dBA LINE South Side
1.	Alt. 19 (S.R. 595)	Bass Blvd.	135'±	135'±
2.	Bass Blvd.	Pinehurst Rd.	190'±	190'±
3.	Pinehurst Rd.	U.S. 19 (S.R. 55)	345'±	265'±
4.	U.S. 19 (S.R. 55)	West of (S.R. 593) McMullen-Booth Rd.	210'±	210'±
5.	West of McMullen-Booth Rd.	Shore Blvd. (Near Oldsmar)	210'±	210'±
6.	Shore Blvd.	C.R. 233	245'±	175'±
7.	C.R. 233	S.R. 584	210'±	210'±
8.	S.R. 584	County Line	175'±	245'±

* The 70dBA Line is from the existing centerline of Skinner Blvd.
** The 70dBA Line is from the existing centerline of S.R. 580.
** The 70dBA Line is from the centerline of construction on new alignment.

This information is being furnished in order to help future land velopment become compatible with this transportation investment. Upon mpletion of the Noise Studies, more definitive information regarding ise Sensitive Sites, dBA, and Distance information will be available.

If I can be of further assistance, please advise.

Sincerely,

John W. Burdin, P.E.
District Planning Engineer
By:
Fred A. Stanley
Fred A. Stanley, S.E.T.
Environmental Statistics Engineer

B:FAS:lw

closure •

: Mr. Don Jones, Chairman of County Commissioners
Mr. Don Jones, Chairman of Policy Committee for PATS
Mr. W.M. Cochran, FDOT
Mr. L.K. Dykes, FDOT
Mr. M.E. Whitman, FDOT

Florida Department of Transportation

REUBIN O'D. ASKEW
GOVERNOR

TOM WEBB, JR.
SECRETARY

Post Office Box 1249
Bartow, Florida 33830
July 8, 1976

Mrs. Elizabeth B. Castor, Chairman
HILLSBOROUGH BOARD OF COUNTY COMMISSIONERS
Post Office Box 1110
Tampa, Florida 33601

RE: Local Coordination - Procedures for Abatement of Highway Traffic Noise and Construction Noise

Dear Chairman Castor:

Attached is a copy of the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3, which relates to the subject.

These standards replace Policy and Procedure Memorandum 90-2, and consist of policies and procedures for conducting noise studies in conjunction with environmental reports and the possible use of noise abatement measures. In the past, the Florida Department of Transportation has sent sections of the environmental document relating to noise pollution on Federal highways, where one was required, to either members of Hillsborough County's planning or engineering staff. This was accomplished to apprise the county of the effect of the new highway on the environment and as a means to begin a dialogue at the county's discretion.

The attached standards have formalized the Department's adhoc procedure and the policy for coordination with local officials can be found on page 16 of the attachment.

This letter is the Department's initial information letter to the county to describe this Federal requirement and to notify the responsible local officials that the Department will provide the information outlined on page 16 of 7-7-3, and also be available to provide assistance in making recommendations concerning the information.

Sincerely,

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

JWB:JGK:bm

Attachment

cc: Mr. W. M. Cochran
Mr. James T. Iverson

Florida Department of Transportation

REUBIN O'D. ASKEW
GOVERNOR

TOM WEBB, JR.
SECRETARY

Post Office Box 1249
Bartow, Florida 33830
July 7, 1976

Mrs. Elizabeth B. Castor
Chairman, Policy Committee
Tampa Urban Area Transportation Study
Post Office Box 1110
Tampa, Florida 33601

RE: Local Coordination - Procedures for Abatement of Highway Traffic Noise and Construction Noise

Dear Chairman Castor:

Attached is a copy of the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3, which relates to the subject.

These standards replace Policy and Procedure Memorandum 90-2, and consist of policies and procedures for conducting noise studies, in conjunction with environmental reports, and the possible use of noise abatement measures. In the past, the Florida Department of Transportation has sent sections of the environmental document relating to noise pollution on Federal highways, where one was required, to the concerned county's planning or engineering staff. This was accomplished to apprise the county of the effect of the new highway on the environment and as a means to begin a dialogue at the county's discretion.

The attached standards have formalized the Department's adhoc procedures and the policy for coordination with local officials can be found on page 16 of the attachment.

This letter is the Department's initial correspondence to inform the Policy Committee of the Tampa Urban Area Transportation Study, that a copy of the noise report or excerpts from the environmental document relating to noise pollution will be sent to the Policy Committee as a means of promoting compatibility between land development and highways.

Sincerely,

John W. Burdin

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

JWB:JGK:bm

Attachment

cc: Mr. W. M. Cochran
Mr. James T. Iverson

Florida Department of Transportation

Mr. John Crislip, Executive Director
Hillsborough County Planning Commission
401 Courthouse Annex, Room 400
Tampa, Florida 33602

ATTENTION: Mr. Benjamin Hopper

F.A.P. No. M-6132

RE: State Road 580
State Project No. 10150-1505
Budget Item No. 113132

Dear Mr. Crislip:

The subject project will require a noise analysis as dictated by the Federal Highway Administration (FHWA) standards, Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 3 (F.H.P.M. 7-7-3).

In order for the Department of Transportation to properly comply with these new, as well as old, Federal Standards, it will be necessary for your department to furnish the following:

1. Existing land use.
2. Future land use.
3. Any knowledge the local Planning Departments may have of future development which is planned, designed, and programmed adjacent to this highway project.

The department would appreciate the County coordinating with the local Planning Departments and sending the requested information as quickly as possible. For your convenience we are enclosing three strip maps showing the existing alignment of S.R. 580 in your county.

If it is determined that there is no planned, designed, or programmed development along this highway a letter to that effect is requested.

The results of the noise report as it effects developments described in this letter, as well as existing development, will be mailed to the county to promote coordination with local officials and as a means to protect future land development from becoming incompatible with anticipated highway noise levels.

Sincerely,

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

Fred A. Stanley

Fred A. Stanley
Environmental Statistics Engineer

JWB:FAS:lw

Enclosure

cc: Mrs. Elizabeth B. Castor, Chairman
TUATS, Policy Committee;
Chairman, County Commissioners
Mr. Jim Allison, County Engineer
Mr. J.T. Iverson, FHWA
Mr. W.M. Cochran, FDOT
Mr. L.E. Dykes, FDOT
Mr. M.E. Whitman, FDOT

elizabeth b. castor, chairman, tuats
policy committee

john crislip, chairman, tuats
technical coordinating committee

bill courser, chairman, tuats
citizens advisory committee

ben hopper, staff contact
(tampa/hillsborough planning commission)

tuats

MEMORANDUM

TO: W. J. Davidson

FROM: Gary Peterson GP

DATE: August 10, 1976

SUBJECT: State Road 580
State Project No. 10150-1505
Budget Item No. 113132

As per your request, enclosed are strip maps of the existing and future land use for the alignment of SR 580 in Hillsborough County. Also enclosed is a strip map for the future development of an area called Bayport which is located in the alignment.

GP:dm

Enclosures

Florida Department of Transportation

Post Office Box 1249
Bartow, Florida 33830
August 17, 1976

Mr. John Crislip, Executive Director
Hillsborough County Planning Commission
401 Courthouse Annex, Room 400
Tampa, Florida 33602

ATTENTION: Mr. Benjamin Hopper

RE: State Road 580
F.A. Project No. M-6132
State Project No. 10150-1505
Budget Item No. 113132

Dear Mr. Crislip:

The Department has received and reviewed the strip map indicating Planned, Designed, and Programmed Land Development along the existing alignment of S.R. 580 in your county.

The Department's correspondence of June 30, 1976, enclosed a copy of FHPM 7-7-3, which relates to procedures for abatement of highway traffic noise. Pages 16 and 17 of this manual specifically relate to Planned, Designed, and Programmed Developments before and during the highway studies. This section of the manual should be thoroughly understood by the officials in Hillsborough County as it places a burden of responsibility on both the Department and County officials in controlling development in the vicinity of proposed highway improvements.

In Mr. Gary Peterson's memorandum of August 10, 1976, he indicated a 2,743 acre development by the name of Bayport, adjacent to the existing alignment of S.R. 580. As this development is on both sides of the highway, for approximately three miles, we need additional information. This additional information should relate to type, size, location, estimated population, and year of development. The department will make every effort to address this development, as well as, any other subsequent information sent by the county as the study progresses.

However, calendar dates relating to various proposals could influence department decisions on type and timing of abatement measures. For this reason, the date the county became officially aware of a proposal should be cited; i.e. zoning change request, D.R.I., P.U.D. This type of information could be construed to mean planned. Designed would imply documented evidence of plans; i.e. recorded plats, approved D.R.I. etc. Programmed could mean building permits applied for, the developer has financial backing for the proposal or is already building. If our noise analysis is to be thorough it is imperative that we have the official date of all three (if applicable) Planned, Designed, and Programmed for Bayport.

If I can be of further assistance, please advise.

Sincerely,

John W. Burdin, P.E.
District Planning Engineer
By:
Fred A. Stanley
Fred A. Stanley
Environmental Statistics Engineer

JWB:FAS:lw

cc: W.M. Cochran
L.E. Dykes
M.E. Whitman

elizabeth b. castor, chairman, tuats
policy committee

john cristip, chairman, tuats
technical coordinating committee

bill courser, chairman, tuats
citizens advisory committee

ben hopper, staff contact
(tampa/hillsborough planning commission)

August 26, 1976

Mr. Fred A. Stanley
Florida Department of Transportation
P.O. Box 1249
Bartow, Florida 33830

RE: State Road 580; Bayport Development

Dear Mr. Stanley:

This correspondence is in response to your letter of August 17, 1976, which requested more information on the Bayport development as it relates to Department of Transportation noise abatement studies along State Road 580.

At the present time, there is no on-going construction in the Bayport Community Unit District. Ownership of the property has changed hands several times since initial development began. Intervest, Inc., current owner of the residential sections of Bayport, is bankrupt. I have done some research into the background of this development in an attempt to supply the calendar dates and data you requested.

The Bayport development includes a previously constructed residential section, formerly named Tampa Shores. Within the years 1967-1969, a few residential units were constructed as the initial stage of the Bayport Colony in the area zoned CU (Community Unit District) around Tampa Shores. Since that time, the entire Bayport development area was rezoned CU. Date of the zoning change request was January 24, 1973; date of rezoning approval was April 13, 1973. The D. R. I. study method was implemented in Hillsborough County a few months later and the developers were informed

tampa urban area transportation study
400 courthouse annex tampa, florida 33602 813-272-5946

on July 31, 1973, the Bayport area would be subject to such a study. However, since rezoning had been approved prior to D. R. I. implementation, no D. R. I. was undertaken and the area was "grandfathered" in. On October 15, 1973, the general site development plan for Bayport was approved by the Hillsborough County Planning Commission. Since that time, various developmental and preliminary site plans for Bayport have been approved by the County Planning Commission, but no further building permits (to my knowledge) have been applied for, except those for recreational facilities (swimming pools, etc.).

If you are in need of further information, I suggest you contact Mr. Ken Bryant of Diaz, Seckinger and Associates in Tampa at 229-2631. Mr. Bryant is representing Borg-Warner Equities Corporation, which may possibly purchase the Bayport residential acreage from Intervest, Inc. Also, you may desire to contact Mr. Dayne Piercefield, an engineer here in Tampa, who is representing the owner of the acreage intended for recreation and other special uses. He can be reached at 949-3113.

The following data was submitted to the Hillsborough County Building and Zoning Department by the original Bayport developers:

Residential	Area Acres	Dwelling Units	Population
4 - 6 units/acre	667.7	2,615	9,139
6 - 10 u/a	237.9	2,331	5,826
15 - 19 u/a	209.7	3,898	9,968
19 - 20 u/a	18.3	358	895

Note: These figures reflect projected optimum development.

Total acres: 2,743 (includes commercial and industrial uses, schools and public uses, special uses (fire, police, hospital, etc.), recreation, natural environment and waterways).

Please advise if you are in need of further assistance.

Sincerely,

Gary Peterson
Community Planner
By:
David Lewis
Planning Technician

GP:dl:dm

Enclosure

APPENDIX D

AGENCY COMMENTS TO THE DRAFT NEGATIVE DECLARATION WITH DISPOSITIONS

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Duval Building
9450 Koger Boulevard
St. Petersburg, FL 33702

PROJECT
APR 05 1978
DEVELOPMENT

March 31, 1978

Mr. Malcolm E. Whitman
Route Studies Engineer
P.O. Box 1249
Bartow, FL 33830

Dear Mr. Whitman:

This responds to your March 10, 1978, letter to Mr. John Hall requesting our comments on the preliminary engineering studies for the widening of State Road 580 in Pinellas and Hillsborough Counties, Florida (State Project Nos. 15070-1507 and 10150-1505). Our comments relate only to those sections of the highway that cross wetlands with subsequent potential for adverse impacts on fishery resources.

Southern Alignment

This alignment crosses numerous wetlands, including those associated with the proposed Upper Tampa Bay County Park to the west
(1) of Double Branch Creek. Impacts on fishery resources could be considerable along this alignment east of State Road 590, and we recommend that this segment not be considered.

Northern Corridor

We anticipate no adverse impacts on fishery resources for the crossings at Bishop Creek, Tributary to Moccasin Creek, Western Channel of Double Branch Creek, Channel "A", Dick Creek, and Rocky Creek. Consequently, we would not object to issuance of permits at these locations.

The new crossings at Safety Harbor, Moccasin Creek, and the eastern channel of Double Branch Creek could include wetlands for construction of bridge approaches. In these locations all the wetlands should be bridged. We note that east of the forks of Double Branch Creek, Memorial Highway runs parallel to an extensive wetland vegetated with needlerush (Juncus roemerianus) A bridge of considerable length would be necessary to cross this wetland.

Existing Alignment

We would not object to the crossings at Bishop Creek, Tributary to Moccasin Creek, Channel "A", Dick Creek, and Rocky Creek, since fishery resources would not be adversely impacted.

We have the following comments on the alternatives for the remaining crossings:

1. Safety Harbor

The intertidal areas of this system include white mangrove, black needlerush, saltmarsh cordgrass. The unvegetated intertidal areas are scattered with oysters and provide habitat for large populations of fiddler crabs. We recommend that these
(2) wetlands be bridged. In this regard, the Area "C"-Bridge Alternates Railroad Overpass (Exhibit No. 14 of the Draft Negative Declaration) would meet the above objectives. The other proposed crossings appear to include wetlands for the bridge approaches, especially on the western side of the bridge.

2. Moccasin Creek

We would not object to the crossing at the existing roadway bridge or north of the railroad trestle bridge. However, crossing at the railroad trestle would include a small amount of saltmarsh cordgrass and needlerush marsh. This could be
(3) mitigated by deepening the channel under the trestle by about 2 ft. This channel is only inches deep and appears to restrict water flows to and from the upper parts of the creek. We believe the deepening would enhance this area.

3. Double Branch Creek

We would not object to the crossing at the existing bridge since impacts on wetlands and fisheries are minimal. We
(4) note, however, that the roadway crosses a waterbody about 300 ft. west of this creek. We believe a larger opening at this location would help mitigate for any wetlands impacted by the crossing.

We hope the above comments are helpful. If we can be of further assistance, please advise.

Sincerely,

William H. Stevenson
Regional Director

U.S. Department of Commerce
National Marine Fisheries Service

Disposition:

1. The southern or northern corridors are not recommended for implementation.
2. Where wetlands are to be bridged the construction of the bridge approaches will not encroach upon the wetland area nor will the wetlands be filled to support the bridge piers in or near the wetland areas; an impact which cannot be avoided.
3. The proposed crossing will utilize a portion of right-of-way from the existing roadway, thereby minimizing impacts to the water quality of Moccasin Creek.
4. A new culvert will be provided at this location to alleviate the existing poor flushing conditions of Double Branch.

BOARD OF COUNTY COMMISSIONERS
PINELLAS COUNTY, FLORIDA
315 HAVEN STREET
CLEARWATER, FLORIDA 33516

COMMISSIONERS
CHARLES E. RAINEY, CHAIRMAN
JOSEPH "JOE" WORNICKI, VICE-CHAIRMAN
JOHN CHESNUT, JR.
DON JONES
JEANNE MALCHON

September 6, 1978

Mr. Dennis Thomas
Beiswinger, Hoch & Associates
1190 N.E. 163rd Street
Post Office Box 600028
North Miami Beach, Florida 33160

Dear Mr. Thomas:

Several months ago, this Department reviewed the State Road 580 improvement document. Areas of air and water quality were specifically addressed. I believe this information was relayed to the Florida Department of Transportation, however, they have no record of its receipt. Hopefully these points can be included in your latest consideration of suggestions made at the public hearing.

If you have any questions regarding the points listed below, please feel free to contact me at (813) 448-3761.

I. Air Quality.

A. In calculating the carbon monoxide concentrations, the report did not include background levels in the modeling efforts. In order to accurately assess
(1) whether air quality standards will be violated, background levels need to be measured. This is extremely important around Countryside Mall area. The background levels might be very high and with the addition of a six-lane highway system, ambient levels could exceed standards. Several weeks of monitoring data should be collected to verify background concentrations.

B. The report did not evaluate carbon monoxide levels in relation to the
(2) eight-hour standard. This is very important for the Countryside Mall area and any other areas which are similar.

C. In the 1980 analysis, new emission rates should be used to be consistant
(3) with the 1977 Clean Air Amendments. The emission rates are less stringent, which will make the predicted 1980 air quality worse.

D. Fugitive dust controls should be specifically outlined for review and
(4) comment. Pinellas County has many fugitive dust complaints from construction activities. DER fugitive dust regulations are weak and unenforceable.

E. I would like to see an outline or written procedure on how DER determines
(5) consistency with the SIP. Also, DER should request our assistance on this determination.

II. Water Quality.

A. Construction Activities.

1. During construction of the improvements, water quality monitoring should be implemented at each intersected waterway to assess the impact of con-
(6) struction activities. Turbidity should be monitored to determine how effective the silt barriers are during the project. The monitoring requirement should be spelled out in the report.

B. Stormwater Runoff.

1. The comments made by the Florida Fresh Water Fish and Game Commis-
(7) sion on pp 117-118 are excellent and should be adhered to.

2. The use of natural wetlands to filter runoff waters prior to dis-
(8) charge into waterways should be addressed. Wetlands vegetation is already adapted to this type of stressed environment and can remove a large portion of nutrients.

3. One point that should be addressed is the problems created by new
(9) development which will be attracted by the road improvements-strip commercial. The natural waterways will also have to bear the burden of the new development.

Sincerely,

for Stephen L. Peacock
Director
Department of Environmental Management

SLP:jh

Board of County Commissioners
Pinellas County, Florida

Disposition:

1. No air quality monitoring stations exist within the project area and no air quality data is collected outside the project area that would be representative of ambient conditions of the State Road 580 corridor. Average countywide background CO levels, however, are included in Chapter V.

2. The eight-hour CO levels have been added and appear on Tables 3 and 4.

3. CO concentrations have been updated utilizing new MOBILE 1 emission factors.

4. Although DER fugitive dust control regulations may in fact be "weak and unenforceable," the DOT must adhere to those existing DER guidelines since it is not within the Department's jurisdiction to provide more stringent and enforceable regulations. We have stipulated, however, that the contractor contact local environmental officials if dust pollution during construction becomes exceedingly high.

5. The Department is not familiar with the procedures DER will utilize to maintain consistency with the SIP for this particular highway project. It is suggested that DER be contacted on this matter.

6. All rules and regulations for prevention, control and abatement of erosion and water pollution will be adhered to in strict accordance with Section 104 of FDOT Standard Specifications for Road and Bridge Construction, 1977 (SSRBC). Water quality monitoring is not normally a FDOT function, but usually is a function of local environmental agencies or DER. If FDOT SSRBC is amended to include turbidity monitoring, that regulation will be adhered to.

7. Those comments provided by the Florida Fresh Water Fish and Game Commission will be adhered to.

8. The discharge of stormwater runoff directly through wetland areas would not be a prudent alternative when compared with the option of discharging runoff through other vegetated areas. Executive Order 11990 addresses the fact that any impacts to wetlands must be mitigated to the extent practicable, and when feasible, alternative measures should be taken to avoid harm to wetlands.

9. While the proposed State Road 580 will provide for growth in an effective manner, local planners foresee that the existing State Road 580 will become an intense strip commercial corridor regardless of the proposed improvements. Such new development will reduce the amount of permeable soil area through which runoff is filtered, therefore, it is important that developers be familiar with current methods of wastewater management techniques provided by state and local environmental agencies.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET
ATLANTA, GEORGIA 30308

APR 28 1978

April 24, 1978

Mr. Malcolm E. Whitman
Route Studies Engineer
Florida Department of Transportation
P. O. Box 1249
Bartow, Florida 38830

Dear Mr. Whitman:

We have reviewed the draft environmental document for SR 580 (#15070-1507 and #10150-1505) in Pinellas and Hillsborough Counties and offer these comments:

1. As Hillsborough and Pinellas have been designated non-attainment areas for oxidants, we request the following be performed: a total
(1) pollutant burden assessment for hydrocarbons, with and without the project, for the year the facility goes into initial operation, peak year of emissions and design year.

2. We are in agreement that the project will not have significant adverse impact on water quality, wetlands or wildlife habitat. However, where wetland fill is involved or culverts are required
(2) the Corps of Engineers should be contacted for permit requirements and a Section 9 permit should be obtained from the Coast Guard for the bridge at Safety Harbor.

If we can be of further assistance, feel free to call on us.

Sincerely yours,

Frank M. Redmond, Jr.
Chief, EIS Review Section

154

United States Environmental Protection Agency
Region IV

Disposition:

1. A total pollutant burden assessment for hydrocarbons has been added to the final report (see Chapter V).

2. Comments on the Draft Negative Declaration have been solicited from several permit and permit review agencies including the Corps of Engineers and U.S. Coast Guard. Permits will be applied for during the final design of waterway crossings.

SERVING AMERICA'S EIGHTH LARGEST PORT

Tampa Port Authority
GEORGE B. HOWELL MARITIME CENTER
811 WYNKOOP ROAD • TEL. 813-246-1924 • P. O. BOX 2192 • TAMPA, FLORIDA 33601

PROJECT
APR 14 1978
DEVELOPMENT

April 12, 1978

Florida Department
of Transportation
Post Office Box 1249
Bartow, Florida 33830

Attention: Mr. Malcolm E. Whitman

Reference: State Project Numbers 15070-1507 and 10150-1505
State Road 580 in Pinellas and Hillsborough Counties

Dear Mr. Whitman:

I reviewed the Draft Negative Declaration concerning the above project as it relates to the regulatory program of this Authority. As I am sure your agency is already aware, permits will be required for new or improved structures over Double Branch and Rocky Creeks. Since this appears to be a well-conceived and highly beneficial public project, I do not anticipate any serious problems or delays in the processing of permits for the work assuming the proper construction safeguards are adhered to.

Should you have any further questions at this time concerning our regulations and permit process, please contact me.

Sincerely,

William K. Fehring

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

WKF:bw

Tampa Port Authority

Disposition:

Permits will be applied for during final design of waterway crossings.

FLORIDA'S GATEWAY TO LATIN AMERICAN AND WORLD COMMERCE

tampa audubon society

PROJECT
APR 10 1978
DEVELOPMENT

3 April 1978

Mr. Malcolm E. Whitman
Route Studies Engineer
P.O. Box 1249
Bartow, Florida 33330

Subject: State Road 580 project

Dear Mr. Whitman:

The Tampa Audubon Society has reviewed the environmental document concerning the widening of SR 580 from U.S. 19A in Pinellas County to SR S-589 in Hillsborough County. The DOT has done a good job in reviewing and studing the environmental aspects of the project. The widening of SR 580 is badly needed and if done properly will have minimum impact on the environment.

We concur with the selection of the existing corridor for the widening. We offer the following comments and suggestions to minimize the environmental impact of the project.

(1) 1. The minimum number of trees should be taken down for construction of the road. Rigth-of-way to right-of-way clearing should not be done.

(2). 2. We disagree strongly with the multiple outfall design concept for handling road runoff and drainage. Especially were drainage is directed into the major creeks and Safety Harbor, settling basins should be designed to catch the first blush of runoff (the worst) while allowing the later flows to pass on into the receiving waters when the basin is filled up.

We appreciate the opportunity to comment on this project.

Very truly yours,

William D. Courcor

William D. Courcor

ccFlorida Audubon Society

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Tampa Audubon Society

Disposition:

1. Existing vegetation within the project's right-of-way will remain undisturbed to the maximum extent possible.

2. While settling basins generally are an effective means to mitigate stormwater runoff impacts, they will be too costly on this urban project to be considered economically feasible. The multiple outfall concept, along with natural filtration prior to discharge, will minimize impacts to water quality and reduce the adverse effects associated with the first flush of stormwater runoff.

FLORIDA GAME AND FRESH WATER FISH COMMISSION

ROBERT M. BRANTLY, Executive Director
H.E. WALLACE, Deputy Executive Director

FARRIS BRYANT BUILDING
620 South Meridian Street
Tallahassee, Florida 32304

P. O. Box 1840
Vero Beach, Florida 32960

PROJECT

MAR 14 1978

PUBLICITY

March 13, 1978

Mr. Malcolm E. Whitman
Route Studies Engineer
Florida Department of Transportation
P. O. Box 1249
Bartow, Florida 33830

Re: S.R. 580 Draft Negative Declaration,
Pinellas and Hillsborough Counties

Dear Mr. Whitman:

The Office of Environmental Services of the Florida Game and Fresh Water Fish Commission has reviewed the draft negative declaration for the referenced project and offers the following comments.

The bridge construction permits required for the proposed upgrading of S.R. 580 between Alt. U.S. 19 and S.R. S-589 should not entail environmental problems provided the wetlands are completely spanned as described in this document. Mitigation may be desirable for wetlands filled via roadway expansion between Double Branch and Channel "A", but a specific recommendation is impossible until we have examined the final construction plans submitted as part of the permit application.

If we may be of further assistance, please do not hesitate to contact our office.

Sincerely,

Brian Barnett

Brian S. Barnett
South Florida Section Leader

BSB/rs

Florida Game and Freshwater Fish Commission

Disposition:

None required.

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BOARD OF COUNTY COMMISSIONERS

PINELLAS COUNTY, FLORIDA
DEPARTMENT OF PUBLIC WORKS AND UTILITIES
315 HAVEN STREET
CLEARWATER, FLORIDA 33516
PHONE: (813) 448-2251

PROJECT

APR 03 1978

PLANNING

March 30, 1978

Mr. Malcolm E. Whitman
Route Studies Engineer
Florida Department of Transportation
P.O. Box 1249
Bartow, Florida 33830

Re: Proposed Improvements to S.R. 580 from U.S. Alternate 19 to S.R. 589, Pinellas County, Florida; Project No. 15070-1507 and 10150-1505

Dear Mr. Whitman:

This is to acknowledge receipt of your letter and draft environmental document of March 10, 1978. We have reviewed all three conceptual alignments, and conclude that a permit will be required by the Pinellas County Water and Navigation Control Authority for the crossings of Safety Harbor and Moccasin Creek.

For your convenience, we are enclosing the necessary application forms for permit. Upon completion of final plans for the subject project, please submit an application to the Water and Navigation Control Authority with supporting documentation as required.

Also, a copy of the draft report has been forwarded to the Pinellas County Department of Environmental Management for their review and comment. It is our understanding they will respond directly to you by separate cover.

Sincerely,

Gene E. Jordan, P.E., Director
Public Works and Utilities

GEJ:HP:CN:db

Enclosure

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Board of County Commissioners

Pinellas County, Florida

Disposition:

None required.