CONTAMINATION SCREENING EVALUATION REPORT

118th Avenue (CR 296) Connector PD&E Study
From US 19 to East of the Roosevelt/CR 296 Connector

Pinellas County, Florida

WPI Segment No.: 413622-1
FAP No.: 9045-054C

This Study evaluated improvement alternatives for 118th Avenue (CR 296) from US 19 to east of the Roosevelt/CR 296 Connector in Pinellas County, Florida.

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SECTION 1 - EXECUTIVE SUMMARY

The Florida Department of Transportation conducted a Project Development and Environment (PD&E) Study to evaluate alternative improvements along 118th Avenue (CR 296), from US 19 to east of the Roosevelt/CR 296 Connector in Pinellas County. The limits of this Study are mostly within the City of Pinellas Park with the remaining area within unincorporated Pinellas County, Florida. Proposed improvements include reconstructing 118th Avenue as a 4-lane controlled-access arterial with parallel 2-lane one-way frontage roads. This facility would provide a flyover for motorists traveling southbound from US 19 to 118th Avenue, and provide turn lanes for motorists traveling from 118th Avenue to US 19.

This Contamination Screening Evaluation Report (CSER) was prepared for the 118th Avenue (County Road 296) Connector PD&E Study in Pinellas County, Florida. It contains a discussion of the important terms, research methodology, project impacts, regulatory status of suspect sites, and conclusions based on information gathered during the study.

Of the 56 sites evaluated in this corridor CSER, 5 were assigned “High” risk ratings, 22 were assigned “Medium” risk ratings, 24 were assigned “Low” risk ratings, and 1 was assigned a “No” risk rating.

At the 27 facilities ranked high or medium due to potential contamination near the project areas, additional environmental assessment activities are warranted. The additional assessment activities should consist of soil and groundwater testing, and are recommended prior to construction to determine the potential impact from the sites on construction.

SECTION 2 - INTRODUCTION

2.1 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate improvements along 118th Avenue (CR 296) from US 19 to east of the Roosevelt/CR 296 Connector in Pinellas County, Florida. The location map illustrates the study area (**Figure 1)**.

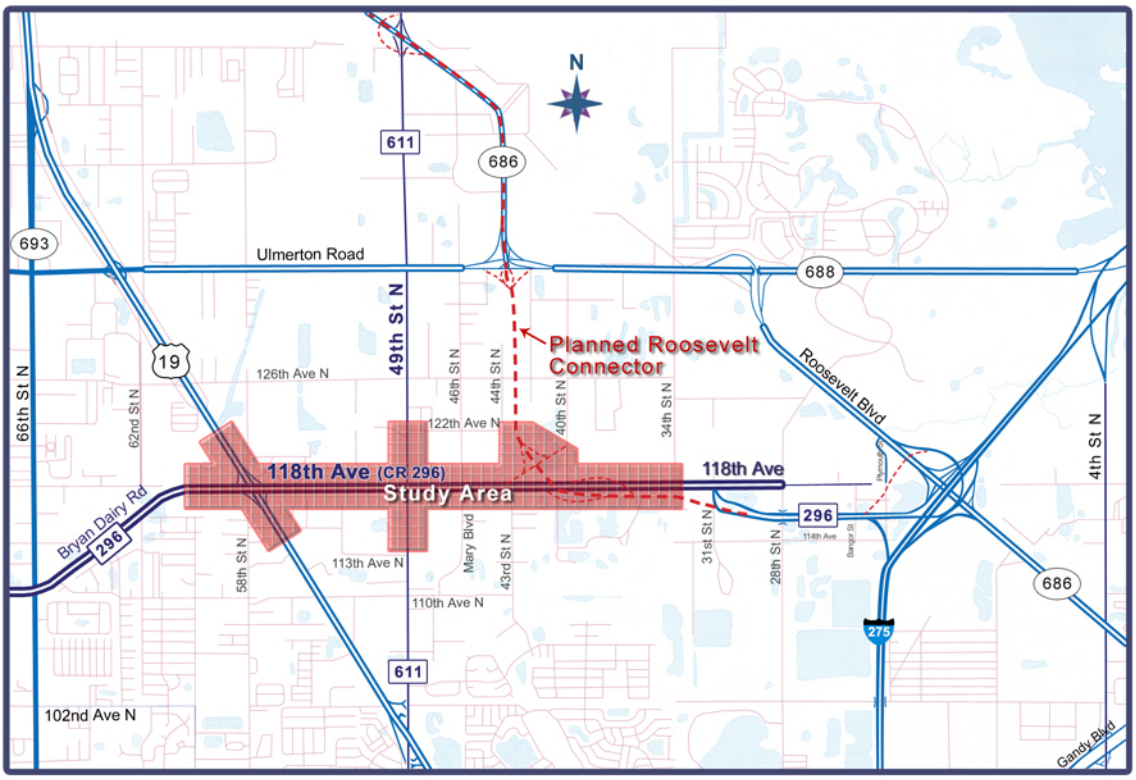


FIGURE 1 - PROJECT LOCATION MAP

There are additional projects underway on either side of this proposed project. At the 118th Avenue intersection with US 19, (WPI Seg. No. 257070-1) the FDOT plans to convert the intersection to a tight urban interchange. Another FDOT project consists of WPI Seg. Nos. 256994-1 and 256995-1, which will extend the Roosevelt Connector.

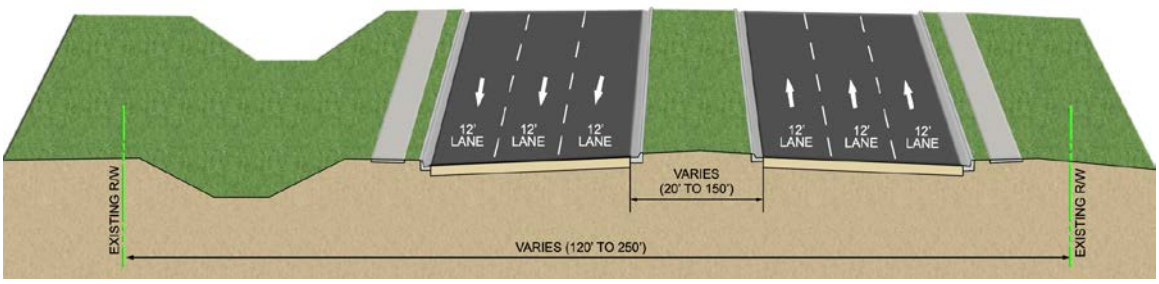
2.2 REPORT PURPOSE

This Contamination Screening Evaluation Report (CSER) was prepared as part of the PD&E study to determine if reasonable suspicions of potential contamination conditions exist that may have adverse environmental impacts, and thus create environmental liability along the project corridor. This evaluation was prepared in general accordance with the Federal Highway Administration Technical Advisory 26640.8a, dated October 30, 1987, and with the FDOT Project Development and Environment (PD&E) Manual Part 2, Chapter 22 dated November 21, 1991 (revised on December 10, 2003). This report identifies and evaluates known or potential contamination problems, presents recommendations concerning these potential problems, and discusses possible impacts to the proposed project area.

2.3 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

Existing 118th Avenue is a 6-lane divided urban county roadway that is classified as a minor arterial by the Pinellas County Metropolitan Planning Organization. It has 12-foot lanes and 5-foot sidewalks on both sides, with mostly storm sewer drainage (**Figure 2)**. The storm sewer systems convey runoff to existing roadside ditches and stormwater management facilities. The curbed grassed raised median is generally 20 feet wide. The typical section changes between 40th Street and 34th Street where the median widens to over 150 feet. This creates separate intersections with 40th Street and 34th Street for westbound and eastbound 118th Avenue.

FIGURE 2 - EXISTING TYPICAL SECTION

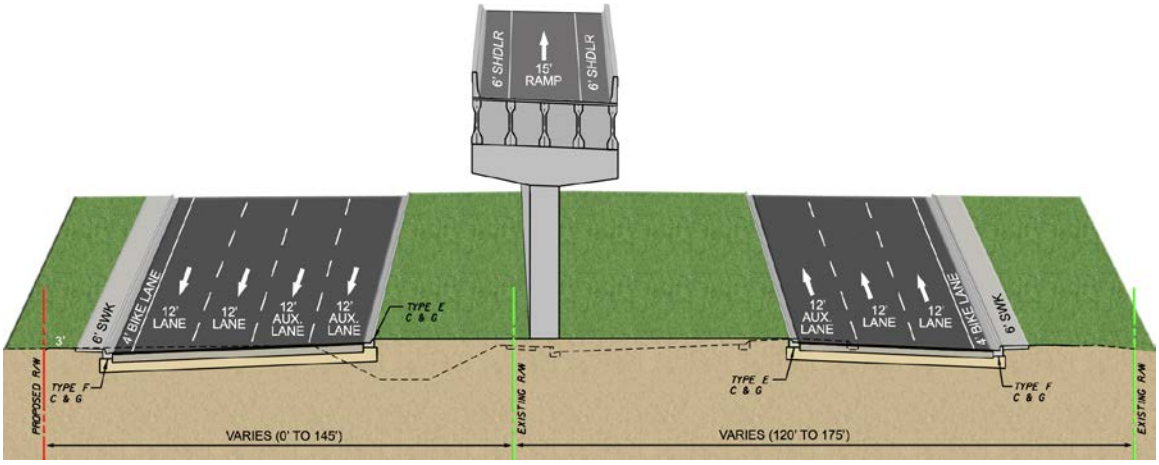


Two alternatives were considered for this project: the No-Build and a Recommended Build Alternative. The Recommended Build Alternative (Alternative "Dmod-G") includes constructing a 4-lane controlled-access facility with 2-lane frontage roads for local access along 118th Avenue from US 19 to east of the Roosevelt/CR 296 Connector. This alternative includes a flyover ramp from southbound US 19 to eastbound 118th Avenue and ramp connections with the Roosevelt/CR 296 Connector as well as an urban interchange at 49th Street (CR 611). This alternative would allow the intersection at 43rd Street to remain connected to the 118th Avenue frontage roads. Additional right-of-way would be required for the proposed improvements, mostly along the north side of 118th Avenue. As a result of input received during the Public Hearing phase, the Recommended Build Alternative (described above) has been selected as the Preferred Alternative for future project production phases.

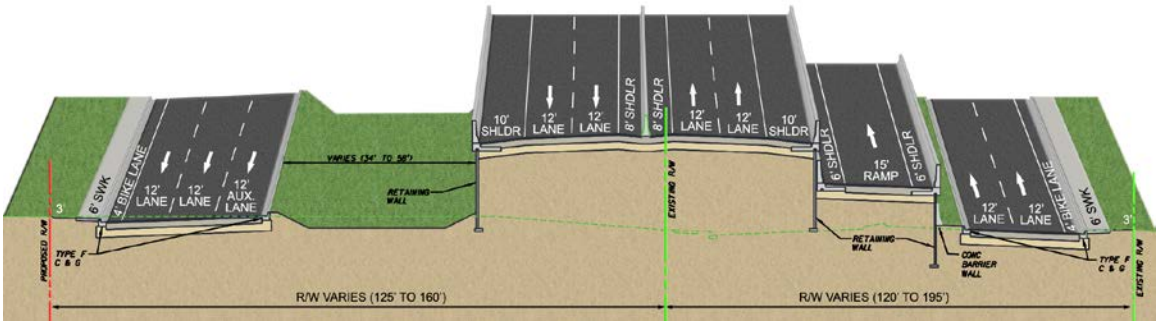
The proposed typical sections for 118th Avenue are shown in **Figure 3**. The typical section west of 49th Street includes four 12-foot lanes (two in each direction) with auxiliary lanes for the ramp connections to the elevated express lanes and a 4-foot bicycle lane and 6-foot sidewalk on each side.

The proposed typical section east of 49th street includes frontage roads with 12-foot lanes, including auxiliary lanes for the ramp connections to the elevated express lanes, and 4-foot bike lanes and 6-foot sidewalks. The elevated express lane portion includes 10-foot outside shoulders and two 12-foot lanes in each direction separated by an 18-foot median. A slip ramp from the frontage road system to the mainline is shown in this typical section.

FIGURE 3
PROPOSED TYPICAL SECTIONS



West of 49th Street



East of 49th Street

2.4 EXISTING LAND USE

The predominant land uses along the 118th Avenue corridor are commercial, institutional (cemetery), and industrial. There is no residential land use immediately adjacent to the right-of-way on 118th Avenue. However, a small residential neighborhood exists south of Bryan Dairy Road, west of the intersection with US 19.

The future land use map for Pinellas County shows that development will continue towards more industrial and residential land uses.

2.5 BASIC GEOLOGIC FEATURES

The Natural Resources Conservation Services (NRCS) Soil Survey for Pinellas County was reviewed with respect to geology and near-surface soil conditions in the project area and surrounding areas. The survey showed that multiple soil types exist within the corridor. The primary soils are Myakka, Wabassa, and Elred soils types.

SECTION 3 DESCRIPTION OF BASIC METHODOLOGY UTILIZED IN THE STUDY

An evaluation of properties within the 118th Avenue corridor was conducted to evaluate the presence of hazardous waste, hazardous materials, or petroleum products with the potential to cause contamination which may adversely impact future roadway construction. These properties are summarized in **Table 1** and shown on the plan sheets on **Figures C-1 through C-5**. Activities undertaken included:

- Conducting research of environmental regulatory agency files and historical aerial photos including the FDEP and Pinellas County,
- Conducting interviews with site owners and/or users where possible to assist in developing the site risk rating,
- Contacting the Pinellas County Health Department and the FDEP for information relating to underground storage tanks and possible hazardous waste sites within the project corridor limits, and
- Collating the data obtained in research and reconnaissance activities, and assigning a hazardous waste potential risk rating for each parcel of land within the proposed project limits based upon on-site activities.

The regulatory database research previously discussed includes a review of pertinent and available information regarding possible environmental concerns on or near the 118th Avenue corridor area. The database research includes an evaluation of the following:

1. National Priorities List (NPL) and Proposed NPL
2. Facility Index System List (FINDS)
3. Comprehensive Environmental Response, Compensation, and Liability Act ` Index (CERCLIS)
4. Site Enforcement Tracking System (SETS)
5. RCRA Administration Tracking System (RAATS)
6. Toxic Release Inventory System (TRIS)
7. Emergency Response Notification System (ERNS)

8. Resource Conservation and Recovery Act Index System List (RCRIS)
9. Florida Sites List (FSL)
10. Solid Waste Facilities (SWF)
11. Leaking Underground Storage Tanks (LUST)
12. Stationary Tank Inventory Inventory System (STI)

Site reconnaissance activities on the 118th Avenue corridor included a review of:

- Structures
- Potential sources of surface contamination
- Potential sources of airborne contamination
- Potential sources of waterborne contamination
- Tenant activities and general conditions

The assignment of a risk rating was based on the existence of hazardous materials or petroleum products and the potential of the material/product to be encountered during proposed roadway expansion activities. The rating system developed by the FDOT as part of the PD&E process expresses the likelihood that hazardous material or petroleum products exist and the potential impact on roadway construction.

The hazardous material rating system is divided into four (4) degrees of risk as defined by the FDOT in the PD&E manual. These include no risk, low, medium, and high potential for risk. A brief description of each risk rating includes the following:

No Risk

After review of available information and a limited site visit, there is no indication that hazardous waste or materials would impact construction of the proposed project. This does not preclude the possibility that hazardous waste or materials could have been handles on a site, only that information collected during this investigation suggests that hazardous waste has not historically existed on the site, and therefore, should not be expected to impact the proposed project.

Low Risk

Implies that hazardous waste or materials existed or currently exist on-site, but there is no reason to believe that there would be any involvement with this waste or materials during roadway construction activities.

Medium Risk

Known or suspected soil or groundwater contamination is indicated to exist, but will not likely require remediation or monitoring. However, there is a possibility that hazardous waste or material may create problems during roadway construction activities.

High Risk

Known hazardous material or waste was stored or handled on the site and/or soil or groundwater contamination exists that is likely to have an impact on roadway construction activities. Further assessment will be required to determine the extent and level of contamination as it would impact the potential roadway construction project.

Hazardous Waste: Hazardous waste is defined by the U.S. Environmental Protection Agency (EPA) as a material exhibiting ignitable, corrosive, reactive, or toxic properties. The EPA has identified several thousand chemical compounds that possess one (1) or more of these properties. These compounds are identified as part of the EPA list of hazardous and toxic waste contained in the Code of Federal Regulation (CFR) 40, Part 261 EPA regulation. The State of Florida had adopted EPA's definition of hazardous waste was well as the EPA list of waste types. Any hazardous material that has spilled or leaked and contaminated the soil or groundwater can be considered a hazardous waste. However, petroleum products spilled or leaked (and contaminating soil and groundwater) are not considered a hazardous waste, and therefore, are exempt from hazardous waste federal regulation.

Potential Hazardous Waste Site: For the purposes of this report, a potential hazardous waste site is a parcel of land upon which hazardous material are or were produced, stored or accumulated, regardless of the disposal method. Included in this category are gas stations and other businesses that store hazardous products, materials, or waste in tanks either above or underground. This definition is not meant to imply that these sites are contaminated, but that the operations conducted on them involve hazardous materials and the overall potential exists for contamination if these materials were not properly handled on these sites. This definition also does not mean that petroleum products from gas station activities fall under regulatory scrutiny within when hazardous waste regulations by either the EPA or the Florida Department of Environmental Protection (FDEP).

Contamination: The presence of any regulated material/chemical contained within the soil, surface water or groundwater on or adjacent to Florida Department of Transportation (FDOT) property or proposed project property, that may require assessment, remediation, or special handling, or that has a potential for liability. These materials would include, but not be limited to, those substances normally referred to as petroleum or petroleum products.

SECTION 4 SUMMARY OF FINDINGS AND RECOMMENDATIONS

Information was obtained for this report through observations made during on-site visits, interviews, and a review of database information obtained from the FDEP and Pinellas County. A total of 51 sites were reviewed in detail, and based upon the information obtained, the following conclusions and recommendations were made relating to the parcels reviewed in the project area.

- Land use along the corridor includes commercial, industrial, utility/government, cemetery, and undeveloped areas.
- Of the 56 sites reviewed, 29 received hazard rankings of LOW or NO risk.
- Only 5 sites received a HIGH risk ranking and 22 sites received a MEDIUM risk ranking.
- The sites with HIGH risk rankings have present chemical or petroleum contamination documented in the immediate vicinity of the project area. These rankings may be adjusted based on the final right of way requirements.
- At the 27 facilities ranked high or medium due to documented chemical and/or petroleum contamination near the project area, additional environmental assessment activities are warranted. These should consist of soil and groundwater testing, and it is recommended prior to construction to determine the potential impact of this facility upon the proposed construction activities

Details related to the potential contamination sites evaluated sites are shown in **Table 1** and depicted on the aerial plan view layouts on **Figures C-1 through C-5** in relation to the Recommended Alternative.

Attach Table 1
Attach Plans Figures C-1 through C-5