

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DETERMINATION**

1. GENERAL INFORMATION

County: Pinellas
Project Name: 118th Avenue (CR 296) Project Development & Environment Study
Project Limits: From US 19 to east of the Roosevelt/CR 296 Connector
Project Numbers: 9045-054C 413622-1
Federal Aid Project No. WPI Seg. No.

2. PROJECT DESCRIPTION

a. Existing:

118th Avenue (CR 296) is an east-west county-maintained facility located in Pinellas County, Florida. West of US 19, CR 296 (Bryan Dairy Road) is a six-lane controlled-access facility. East of US 19, CR 296 (118th Avenue) is a six-lane divided urban facility with 12-ft lanes. The median is generally 20 feet wide and consists of either grass or raised concrete barrier. Near the location of the planned Roosevelt Connector facility, the median widens to over 150 feet between 40th Street and 34th Street. This wider median creates separate intersections at 40th Street and 34th Street for westbound and eastbound 118th Avenue. A 5-ft sidewalk is provided on both sides of 118th Avenue for most of the project limits. The posted speed limit is 45 mph. See project location map in Figure 1 and existing typical section in Figure 2. A tight urban interchange for US 19 at 118th Avenue under WPI Seg No. 257070-1 is considered an existing condition for this Study.

b. Proposed Improvements:

The Preferred Alternative is Build Alternative Dmod-G. This alternative includes a third level flyover for the southbound-to-eastbound movements from US 19 to 118th Avenue. The intersections of 49th Street/118th Avenue and 43rd Street/118th Avenue would be grade separated. The Roosevelt Connector southbound-to-eastbound lanes would be elevated over 118th Avenue to a third level. This allows for the introduction of a second level for the 118th Avenue connector to also pass over 49th Street and 43rd Street and extend towards US 19 and the eastbound flyover noted above. This alternative allows the intersections at 49th Street and 43rd Street to remain connected to the 118th Avenue frontage roads. See Figure 3 for the proposed typical sections along 118th Avenue. Additional right-of-way would be required, mostly along the north side of 118th Avenue.

3. CLASS OF ACTION

- a. Class of Action:
- Environmental Assessment
 - Environmental Impact Statement
 - Type 2 Categorical Exclusion
- b. Other Actions:
- Section 4(f) Evaluation
 - Section 106 Consultation
 - Endangered Species Assessment
- c. Public Involvement:
1. A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
 2. A public hearing was held on August 18, 2005, and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
 - An opportunity for public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
 3. A Public Hearing will be afforded and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.
 - A Public Hearing will be afforded and the certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.
- c. Cooperating Agency: COE USCG FWS EPA NMFS NONE

4. REVIEWERS' SIGNATURES



FDOT Modal Planning & Development Manager

9 / 5 / 06
Date



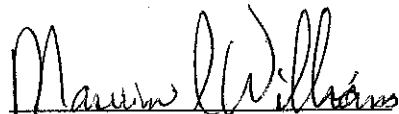
FDOT Environmental Administrator

1 / 9 / 06
Date

FHWA Transportation Engineer

Date

5. FHWA CONCURRENCE



(For) Division Administrator

4 / 6 / 2006
Date

6. IMPACT EVALUATION

Topical Categories	S i g n	M i n	N o n e	N o I n v	REMARKS
A. SOCIAL IMPACTS					
1. Land Use Changes	[]	[]	[X]	[]	See Attachment A
2. Community Cohesion	[]	[]	[X]	[]	See Attachment A
3. Relocation Potential	[]	[X]	[]	[]	See Attachment A
4. Community Services	[]	[X]	[]	[]	See Attachment A
5. Title VI Considerations	[]	[]	[X]	[]	See Attachment A
6. Controversy Potential	[]	[]	[X]	[]	See Attachment A
7. Utilities and Railroads	[]	[X]	[]	[]	See Attachment A
B. CULTURAL IMPACTS					
1. Section 4(f) Lands	[]	[]	[]	[X]	
2. Historic Sites/District	[]	[]	[X]	[]	See Attachment A
3. Archeological Sites	[]	[]	[X]	[]	See Attachment A
4. Recreation Areas	[]	[]	[]	[X]	
C. NATURAL ENVIRONMENT					
1. Wetlands	[]	[X]	[]	[]	See Attachment A
2. Aquatic Preserves	[]	[]	[]	[X]	
3. Water Quality	[]	[]	[X]	[]	See Attachment A
4. Outstanding Florida Waters	[]	[]	[]	[X]	
5. Wild and Scenic Rivers	[]	[]	[]	[X]	
6. Floodplains	[]	[X]	[]	[]	See Attachment A
7. Coastal Zone Consistency	[]	[]	[X]	[]	See Attachment A
8. Coastal Barrier Islands	[]	[]	[]	[X]	
9. Wildlife and Habitat	[]	[]	[X]	[]	See Attachment A
10. Farmlands	[]	[]	[]	[X]	
D. PHYSICAL IMPACTS					
1. Noise	[]	[X]	[]	[]	See Attachment A
2. Air	[]	[]	[X]	[]	See Attachment A
3. Construction	[]	[X]	[]	[]	See Attachment A
4. Contamination	[]	[X]	[]	[]	See Attachment A
5. Navigation:	[]	[]	[]	[X]	
a. [X]	FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.				
b. []	FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.				
E. PERMITS REQUIRED: NPDES, SWFWMD, US Army Corps of Engineers (Section 404)					

7. WETLANDS FINDING Based upon the considerations discussed in the Attachment, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

8. COMMITMENTS AND RECOMMENDATIONS There are no project-specific commitments. It is recommended that the Recommended Build Alternative (Alt. "DmodG", as described above) be selected as the Preferred Alternative and advanced for future project development phases.

Figure 1 – Project Location Map

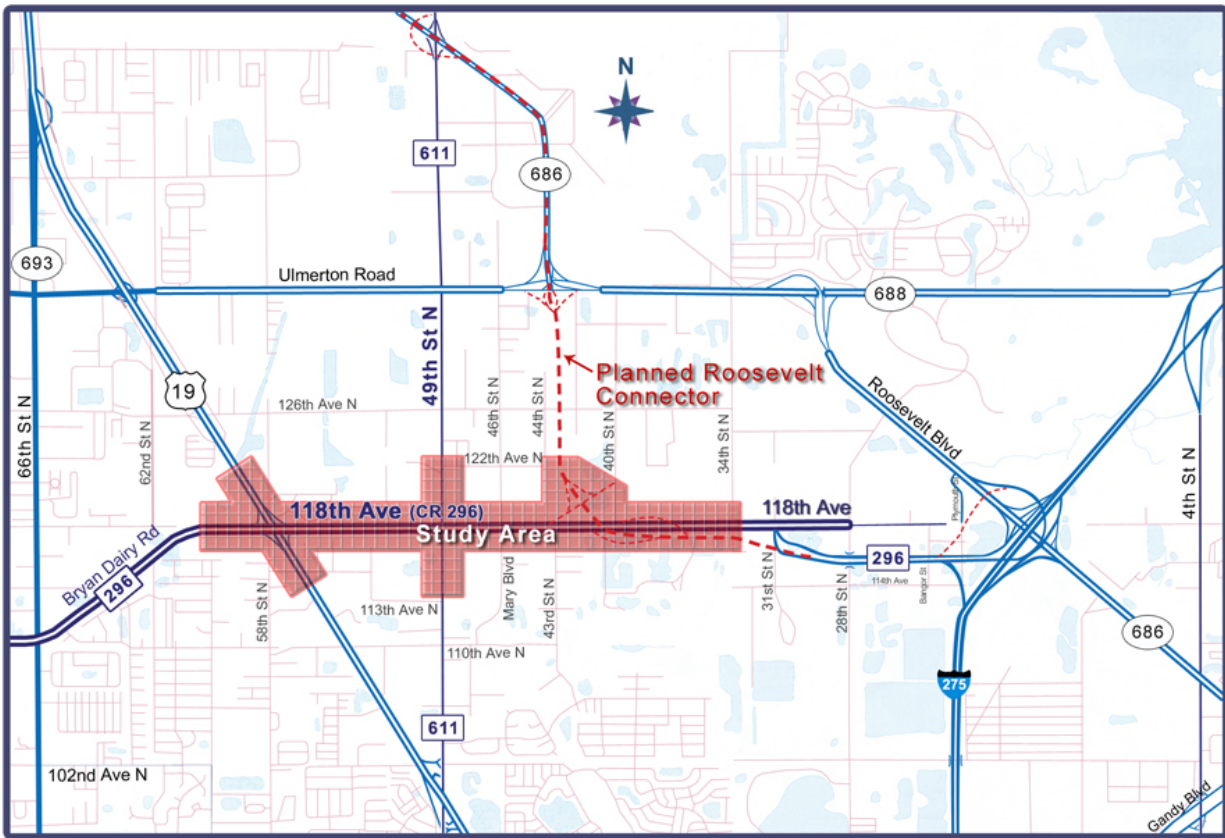


Figure 2 – Existing Typical Section

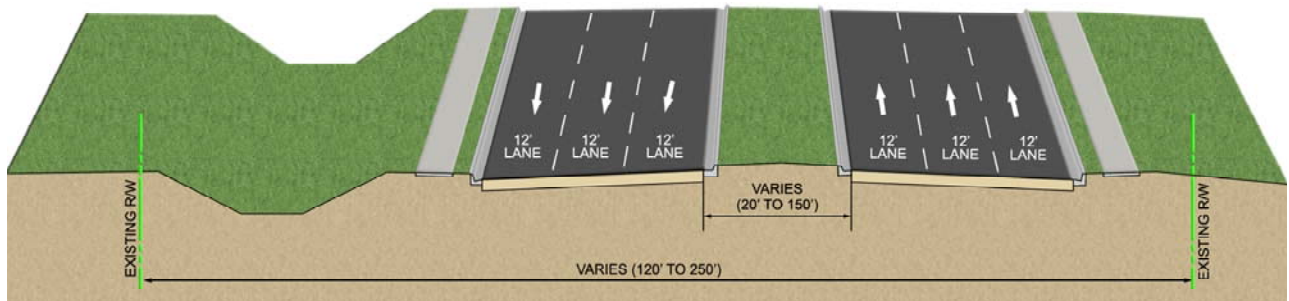
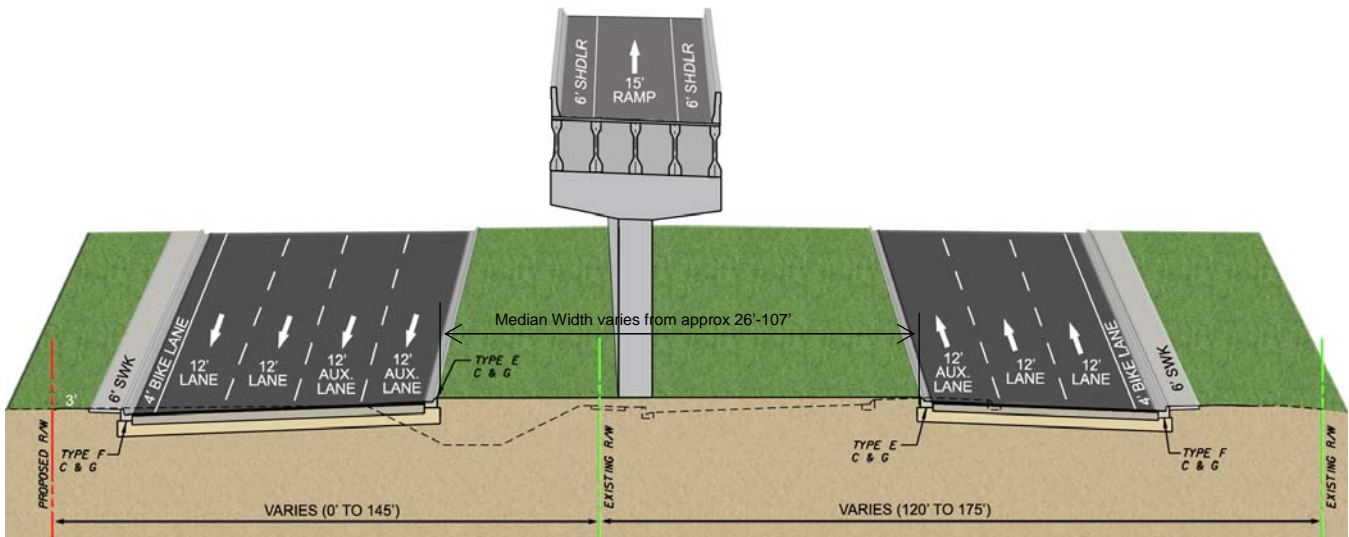
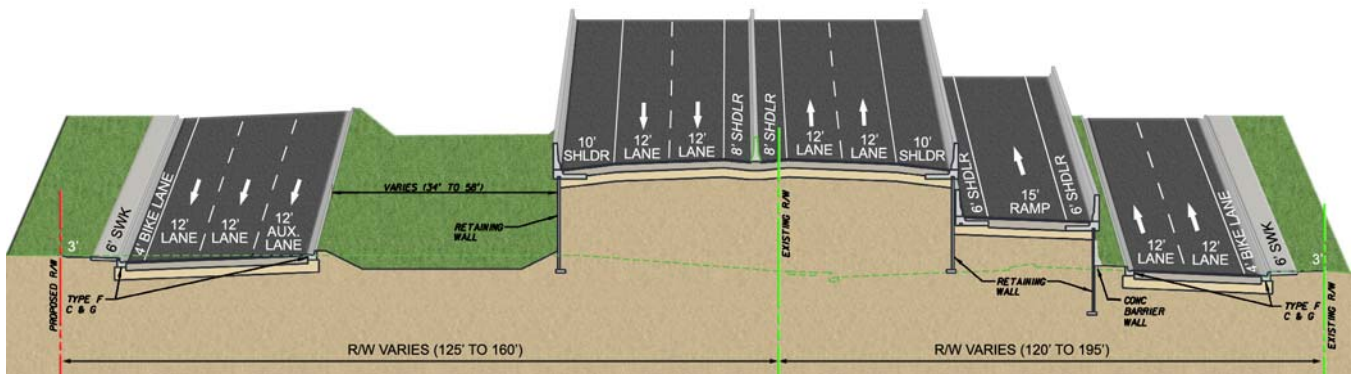


Figure 3 – Proposed Typical Sections

West of 49th Street



East of 49th Street



Attachment A

6A. SOCIAL IMPACTS:

1. Land Use Changes:

The predominant existing 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 CR 296, west of US 19. Additional right-of-way will be required for the proposed project. The proposed improvements minimize property acquisition and are consistent with local, regional, and state land use plans and with the Long Range Transportation Plan of the Pinellas County Metropolitan Planning Organization (MPO).

2. Community Cohesion

A small residential neighborhood exists south and west of the CR 296/US 19 intersection. The Preferred Alternative will not cause loss of neighborhood identification or segregation of residents from community facilities or services. Access will continue to be available into and through the neighborhood as is provided today. Minority groups would not be affected by the proposed improvements. The project would not alter existing or planned forms or patterns of social interaction.

3. Relocation Potential:

There are no residential relocations expected due to the proposed project. There will be approximately 24 businesses (including two government facilities) that will need to be potentially relocated for the proposed improvements. A *Conceptual Stage Relocation Plan* has been prepared for the proposed project. Future relocations would be handled in compliance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

4. Community Services

No churches, fire stations, or medical facilities exist along the corridor. Several bus stops occur on or near the corridor. No public facilities are directly involved with the project except for a Pinellas Park police substation located within the Knight's Shooting Range facility on US 19. This business and likewise, the substation, is expected to require relocation as a result of the recommended roadway improvements.

5. Title VI Consideration

The Preferred Alternative does not traverse neighborhoods consisting primarily of minority groups, nor is it routed through primarily low property value neighborhoods. This project has been developed in accordance with the Civil Right Act of 1964, as amended by the Civil Rights Act of 1968. Additionally, the project is in compliance with Executive Order 12898, Environmental Justice, issued on February 11, 1994.

6. Controversy Potential

Agency input was solicited early in this Study through the Advance Notification process. A total of six agencies responded with comments. An Alternatives Public Workshop was held for this project on October 7, 2005. A Public Hearing was held for this project on August 18, 2005 in accordance with all Federal requirements. Comments received to date have been mostly supportive, and there have been no public comments relative to any controversial issues associated with the proposed project.

7. Utilities and Railroads

The following utility services within the project corridor are anticipated to be affected by the proposed project: Bright House Networks, City of Pinellas Park, Clearwater Gas Systems, Progress Energy Florida, KMC Telecom, Pinellas County Utilities, Progress Energy – Distribution, Progress Energy – Transmission, TECO/Peoples Gas, Time Warner Communications, Verizon Communications, and Verizon Media Ventures, Inc. The utility verifications process has identified potential utility impacts and has allowed for the coordination of any required relocation activities. No railroads are involved in this project area.

6B. CULTURAL IMPACTS:

2. Historic Sites/District

A *Cultural Resource Assessment Survey* has been conducted for the proposed project. In order to identify potential impacts to archeological and historical sites, including National Register properties, information was obtained from the State of Florida Division of Historical Resources. A review of their records and the Florida Master Site Files reveals that no historical sites have been recorded near the proposed project area. The FHWA has determined that the proposed project would have no effect on any cultural resources, including archaeological sites and historic structures, which are listed, determined eligible or considered potentially eligible for listing in the NRHP. The SHPO has concurred with these findings (letters dated 1/28/05 and 11/18/05). The SHPO coordination letters are shown in Exhibit A.

3. Archaeological Sites

A *Cultural Resource Assessment Survey* has been prepared for the proposed project. In order to identify potential impacts to archeological and historical sites, including National Register properties, information was obtained from the State of Florida Division of Historical Resources. A review of their records and the Florida Master Site Files revealed one previously recorded archaeological site (8PI3365) and no previously recorded historic buildings within the project Area of Potential Effect (APE). The previously recorded site 8PI3365 is not considered eligible for listing in the NRHP, and no evidence of the site was found. No additional cultural resources were discovered. The FHWA has determined that the proposed project would have no effect on any cultural resources, including archaeological sites and historic structures, which are listed, determined eligible or considered potentially eligible for listing in the NRHP. The SHPO has concurred with these findings (letters dated 1/28/05 and 11/18/05). The SHPO coordination letters are shown in Exhibit A.

6C. NATURAL RESOURCES

1. Wetlands

A *Wetland Evaluation Report and Biological Assessment* has been prepared for the proposed project. During initial field inspections between April and June 2003, wetlands and other surface waters (OSW) were identified and assessed that may be impacted by the proposed project. Methodology included ground truthing, and review of aerial photographs. Determination of wetlands was based upon the presence of accepted wetland indicator floral species (Chapter 17-301, Florida Administrative Code (FAC) and U.S. Army Corps of Engineers, Manual for Identifying and Delineating Jurisdictional Wetlands, 1987), including hydric soils, fauna present, and evidence of inundation and/or saturation.

A total of 17 wetland habitats and OSW areas have been identified along the project corridor that have the potential to be impacted by the proposed improvements. All wetlands and OSW affected by the proposed project have been grouped and classified according to the USFWS's Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et.al., 1979).

Initial field reconnaissance revealed areas that have been previously altered due to current land uses and/or ditching and channelizing for water conveyance purposes. Implementation of the proposed project will potentially impact an estimated 4.37 acres of wetlands for the mainline construction. The proposed project's impact on wetlands and OSW is considered minor since the wetland encroachments will occur in areas that were impacted previously as a result of the original road construction and the small acreages impacted.

Wetland impacts that will result from the construction of this project are anticipated to be mitigated pursuant to F.S. 373.4137 (Senate Bill 1986) or by creating, restoring, enhancing or preserving wetlands within the project's watershed.

3. Water Quality

Water quality should be enhanced as a result of implementing the preferred alternative. The proposed project will have stormwater facilities that meet current stormwater criteria. During construction, potential temporary increases in turbidity will be controlled by procedures and techniques outlined in the Florida Department of Transportation's "Standard Specifications", Section 104, "Prevention, Control and Abatement of Erosion and Water Pollution".

The proposed drainage improvements associated with the project is anticipated to include retention and detention ponds. The ponds will be located and designed to use larger contiguous ponds and swales instead of smaller isolated ponds. Treatment will be in the form of swales and ponds to be located adjacent to the roadway.

Water quality issues will be mitigated through compliance with the quantity design requirements placed by Southwest Florida Water Management District, an authorized regulatory agency. Stormwater management will be provided in accordance with Chapters 40D-4 and 40D-40, Rules of the Southwest Florida Water Management District; Department of Environmental Regulation, Chapters 17-4 & 17-25 and FDOT Rule Chapter 14-86 F.A.C. (attenuation of the critical duration storm).

6. Floodplains

A *Location Hydraulic Report* has been prepared for the proposed project. The FEMA Flood Insurance Rate Map (FIRM) for Pinellas County and Incorporated Areas, dated September 3, 2003, community panel numbers 0001, 0002, 0005, and 0006 for Pinellas Park, indicate that most of the project area is within Zone X (areas of or outside the 500 year floodplain). The remainder of the project area is within Zones AE and A which are special flood hazard areas inundated by a 100-year flood. The proposed project will not create substantial differences in flood elevations nor cause adverse impacts to the floodplain, as required by the SWFWMD permitting process. Impacts to the floodplain have been minimized to the extent practicable by limiting the encroachment on the 100-year floodplain. The SWFWMD requires replacement of floodplain storage lost as a result of any encroachments. In addition, the SWFWMD and FDOT design criteria for conveyance systems (e.g. culverts) allows no significant increase in flood stages. The expected floodplain encroachment is transverse. The expected impact on the floodplain is estimated to be approximately 3.4 acre-feet of lost storage volume. Several opportunities for floodplain encroachment compensation exist, including modifications to roadside ditches or other stormwater facilities along 118th Avenue.

7. Coastal Zone Consistency

The Florida Department of Environmental Protection, Office of Intergovernmental Programs, determined at the Advance Notification (AN) stage that this project is consistent with the Florida Coastal Management Program, contingent on addressing issues identified during the AN process (letter dated March 10, 2005).

8. Wildlife and Habitat

A *Wetland Evaluation Report and Biological Assessment* has been prepared for the proposed project. No federally threatened or endangered floral species were observed or are known to occur within the project corridor. The entire corridor was surveyed on numerous occasions, strongly indicating the absence of these species. Faunal species federally classified as threatened or endangered that are present or have the potential to be present include the bald eagle and wood stork.

No state threatened or endangered floral or faunal species were observed within the corridor. The project corridor contains suitable conditions for the gopher tortoise, a species of special concern; however, gopher tortoises or their burrows were not observed and are not expected due to the highly developed nature of the study corridor. The U.S. Fish and Wildlife Service concurred with FDOT's determination of "No Effect" in a letter dated July 11, 2005.

6D. PHYSICAL IMPACTS

1. Noise

A *Noise Study Report* has been prepared for the proposed project. Potential impacts were examined for the residential area located south of CR 296 and west of US 19. The results of the analysis indicate that existing (year 2003) exterior traffic noise levels are predicted to range from 57.1 to 63.9 dBA at the 17 residential noise-sensitive sites evaluated, with traffic noise levels predicted to be below the FHWA's Noise Abatement Criteria (NAC) at all of the sites. For the No-Build Alternative, with the future improvements to US 19 included (year 2025), exterior traffic noise levels are predicted to range from 60.0 to 67.1 dBA, with levels predicted to approach, meet, or exceed the NAC at 2 of the sites. In the future (year 2025), with the proposed improvements to 118th Avenue (and US 19 as part of another project noted above), exterior traffic noise levels are predicted to range from 60.0 to 67.2 dBA, with levels predicted to approach, meet, or exceed the NAC at 2 of the sites. The 2 noise-sensitive sites are all single-family residences. The average difference in noise levels at the 17 noise-sensitive sites between the No-Build and Build Alternative is less than 0.1 dBA (0.053 dBA).

Based on the results of the analysis, predicted traffic noise levels are almost identical between the No-Build and Build Alternatives. The 2 noise-sensitive sites that are predicted to experience noise levels that are above 66 dBA are not a result of the proposed project. Rather, the noise levels impacts are a result of traffic noise due to the future Build conditions on US 19 as part of another project. Therefore, noise abatement is not required.

2. Air

An *Air Quality Technical Memorandum* has been prepared as part of this study to evaluate potential air quality impacts resulting from the proposed project. The proposed project was subjected to a Screening Test using the computer program CO Florida 2004. Results from the Screening Test show that the one-hour and eight-hour CO levels for the Preferred Alternative are projected to be well below the National Ambient Air Quality Standards. Further, there were no substantial differences between the results of the Screening Test for the No-Build and Build alternatives. Therefore, no impacts to air quality are expected as a result of the proposed project.

3. Construction

Construction activities for the Preferred Alternative will have temporary air, noise, water quality, traffic flow and visual impacts for those residents and travelers within the immediate vicinity of the project. Measures to reduce or eliminate construction-related impacts will be followed as delineated in the Florida Department of Transportation *Standard Specifications for Road and Bridge Construction*.

4. Contamination

A *Level I Contamination Screening Evaluation Report* has been performed to identify hazardous waste and petroleum contamination risk areas within the study limits and to locate and define areas along the existing roadway where contamination of soil and/or groundwater may have occurred in the past, where contamination or deleterious conditions presently exist, or where the potential for contamination exists due to present land use.

Fifty-one (51) sites were identified as having potential for petroleum and/or chemical contamination and evaluated. Most of the sites are businesses selling used automobiles and/or auto parts. In addition, there are printing shops, machinery businesses, metal and welding businesses, a gas station, a petroleum business and a chemical company. Several of the sites were vacant but had evidence of possible contamination due to the nature of the business. Risk rankings were assigned after reviewing data obtained from on-site reviews of the parcels, a review of historical land use, hazardous and petroleum regulatory site lists, city directory records, and other pertinent information.

The fifty-one evaluated sites have the potential to involve petroleum or hazardous materials contamination as defined by the FDEP. All sites in the project corridor were evaluated to determine risk potential. Risk ratings were assigned to each site based on field reviews, land use, historical tenancy evaluations, and regulatory agency research. Of the 51 sites, 5 were identified as having a "High" risk probability, 19 were identified as "Medium" risk probability, 23 were identified as "Low" risk probability, and 4 were identified as "No" risk probability. The 24 sites identified as "High" or "Medium" risk probability warrant further environmental assessments including soil and groundwater testing prior to construction.

Investigative work may include visual inspection, monitoring of ongoing cleanups, and possible subsurface investigations. At known contamination sites, estimated areas of contamination will be marked on design drawings. Prior to construction, any necessary cleanup plans will be developed. Actual cleanup will take place during construction, if feasible. Special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package.

EXHIBIT A

SHPO CONCURRENCE LETTERS

**FLORIDA DEPARTMENT OF STATE
DIVISION OF HISTORICAL RESOURCES**

**January 28, 2005
November 18, 2005**

RECEIVED
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FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Robert Wright, Acting Division Administrator
U.S. Department of Transportation
Federal Highway Administration, Florida Division
545 John Knox Road, Suite 200
Tallahassee, FL 32303

January 28, 2005

Attn: Marvin Williams

RE: DHR Project File Number: 2005-00155
Received by DHR: January 7, 2005
Financial Management #: 413622-1
Federal-aid Project I.D. #: 9045 (054)
Project: Cultural Resources Assessment Survey for 118th Avenue (CR 296) Connector from
U.S. 19 to East of Roosevelt Connector PD&E Study, Pinellas County, Florida.

Dear Mr. Wright:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, *36 CFR Part 800: Protection of Historic Properties*, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the *National Historic Preservation Act of 1966*, as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

A Cultural Resources Assessment Survey (CRAS) was completed for the proposed project in September 2004 and revised in November 2004. Background research identified one previously recorded archaeological site (8PI3365) within the Area of Potential Effect. No evidence of this site was found during the survey nor were any previously unrecorded archaeological sites or historic structures identified as a result of the survey. Furthermore, the 14 stormwater retention/ detention areas identified for the proposed project are delineated as existing wetlands and were not surveyed for the presence of cultural resources.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6436

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340

Mr. Robert Wright
January 28, 2005
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As a result of the information presented in the CRAS, the Federal Highway Administration has determined that the proposed undertaking will have no effect on any resources listed, or considered eligible for listing, in the *National Register of Historic Places*. Based on the information provided, our office concurs with the determination 'No Historic Properties Affected' and finds the submitted report complete and sufficient.

If you have any questions concerning our comments, please contact Brian Yates, Compliance Review Archaeologist, by electronic mail byates@dos.state.fl.us, or at 850-245-6372.

Sincerely,

Barbara E. Matlock
Deputy SHPO for Survey & Registration

for Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Mr. Rick Adair, FDOT District Seven, EMO
Mr. Gabor Farkasfalvy, FDOT District Seven, EMO

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FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. David C. Gibbs
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

November 18, 2005

RE: DHR Project File Number: 2005-11532
Received by DHR: November 1, 2005
Project: *Cultural Resource Assessment Survey for 118th Avenue (CR 296) Connector from U.S. 19 to East of Roosevelt Connector Pond Site Alternatives*
Federal-aid Project No.: 9045 (054)
Financial Management #: 413622-1
County: Pinellas

Dear Mr. Gibbs:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the National Historic Preservation Act of 1966 as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

A cultural resources assessment survey was conducted and two previously recorded archaeological sites (8P13365 and 8P11174) were identified within the project's Area of Potential Effect (APE). No evidence of the sites was found and neither is considered eligible for listing in the National Register of Historic Places. As a result, the Federal Highway Administration (FHWA) concluded that no historic properties will be affected by the undertaking. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings.

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- Director's Office (850) 245-6300 • FAX: 245-6435
- Archaeological Research (850) 245-6444 • FAX: 245-6436
- Historic Preservation (850) 245-6333 • FAX: 245-6437
- Historical Museums (850) 245-6400 • FAX: 245-6433
- Palm Beach Regional Office (561) 279-1175 • FAX: 279-1476
- St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
- Tampa Regional Office (813) 272-3843 • FAX: 272-2340

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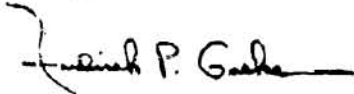
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Mr. David C. Gibbs
November 18, 2005
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If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@doh.state.fl.us, or at 850-245-6432.

Sincerely,



Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Mr. Rick Adair, FDOT, District Seven
Mr. Gabor Farkasfalvy, FDOT, District Seven