

RECEIVED
PLANNING UNIT
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DETERMINATION
2004 MAY 11 PM 12:11

1. GENERAL INFORMATION

County: Hillsborough and Pasco
Project Name: I-75 PD&E Study
Project Limits: From south of Fowler Avenue to south of SR 56
Project Numbers: FPN 408459 I; FAP No. 0751 105 I

2. PROJECT DESCRIPTION

See Attachment

3. CLASS OF ACTION

a. Class of Action:

Environmental Assessment

Environmental Impact

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 December 17, 2003 and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.

An opportunity for a 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 held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.

An opportunity for a public hearing will be afforded and a 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.

d. Cooperating Agency: COE USCG FWS EPA NMFS None

4. REVIEWER'S SIGNATURE

Reik Adair for

FDOT Environmental Administrator

4, 7, 04

Date

[Signature]

FDOT Modal Planning & Development Manager

7, 14, 04

Date

[Signature]
FHWA Urban Transportation Engineer

[Signature]

Date

5. FHWA CONCURRENCE

Marcus Williams

(For) Division Administrator

May, 10, 2004

Date

6. IMPACT EVALUATION

Topical Categories	S i g h	M i n	N o n e	N o i n v	REMARKS
A. SOCIAL IMPACTS					
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.1
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.2
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.3
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.4
5. Title VI Consideration	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.5
6. Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A.6
7. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A.7
B. CULTURAL IMPACTS					
1. Section 4(f) Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment B.1
2. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment B.2 (See attached letters)
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment B.3 (See attached letters)
4. Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Attachment B.4
C. NATURAL ENVIRONMENT					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.1
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C.3
4. Outstanding Fla. Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.4
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C.6
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C.7 (See attached letter dated 3/29/02)
8. Coastal Barrier Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C.9
10. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D. PHYSICAL IMPACTS					
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.1
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment D.2
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.3
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D.4
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a. <input type="checkbox"/> FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.					
b. <input type="checkbox"/> FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.					
E. PERMITS REQUIRED					

U.S. Army Corps of Engineers Dredge and Fill Permit, Southwest Florida Water Management District Environmental Resource Permit, USEPA National Pollutant Discharge Elimination System Permit

7. WETLANDS FINDING

Based upon the above considerations, it has been 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. See Attachment C.1.

8. COMMITMENTS AND RECOMMENDATIONS

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-affected locations identified during this Study, contingent upon the following conditions:

1. Detailed noise analysis updates during the final design process continue to support the opportunity to provide noise abatement walls at NSA 1 and NSA 5;
2. Community input regarding desires, types, heights, and locations of barriers has been solicited by the FDOT; and
3. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed.

ATTACHMENT TO ENVIRONMENTAL DETERMINATION FORM 650-040-02

PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) has conducted studies to evaluate and document the proposed improvements to I-75 from south of Fowler Avenue in Hillsborough County to CR 54 in Pasco County. A PD&E Study has been conducted for the I-75 segment from south of Fowler Avenue to south of SR 56 in Hillsborough and Pasco Counties, Florida. Figure 1 indicates the limits of the PD&E Study.

- a. **Existing:** I-75 extends north-south along the west coast of central Florida. I-75 within the project limits includes the following interchanges: Fowler Avenue, Fletcher Avenue, Bruce B. Downs Boulevard, and I-275. The project study limits are from south of Fowler Avenue in Hillsborough County to south of SR 56 in Pasco County, a distance of approximately 10.7 miles (see Figure 1). The existing facility is a four-lane divided urban and rural expressway.
- b. **Recommended Improvements:** The improvements to I-75 will include widening to accommodate future traffic demand. The traffic analysis for this project recommends the following capacity improvements for the I-75 project corridor:
 - a. Six lanes with two auxiliary lanes (three through and one auxiliary lane in each direction) and a merge/diverge lane between the on- and off-ramps for each direction of travel from south of the Fowler Avenue interchange to the Fletcher Avenue interchange.
 - b. Six lanes with two auxiliary lanes (three through and one auxiliary lane in each direction) from the Fletcher Avenue interchange to the Bruce B. Downs interchange.
 - c. Six lanes (three through lanes in each direction) from the Bruce B. Downs interchange to the I-275 interchange.
 - d. Six lanes with four auxiliary lanes (three through lanes in each direction with one northbound auxiliary lane and three southbound auxiliary lanes) from the I-275 interchange to south of SR 56. A two-lane off-ramp from I-75 and I-275 would run parallel to the I-75 mainline to SR 56.

Improvements at interchanges would include the following:

Fowler Avenue

Widening the northbound I-75 to westbound Fowler Avenue flyover ramp from one to two lanes.

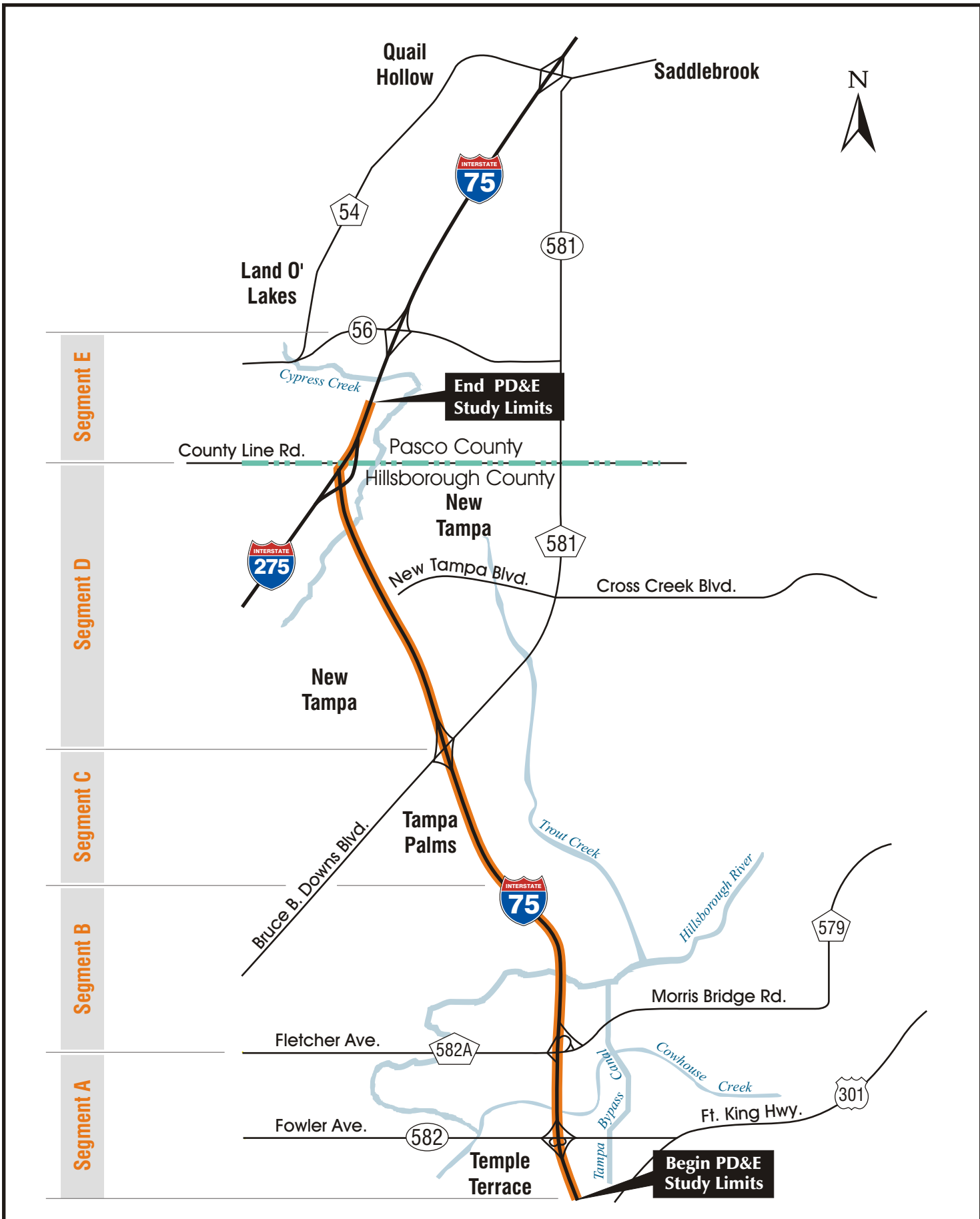
Fletcher Avenue

Widening the northbound I-75 to Fletcher Avenue loop ramp from one to two lanes.

I-275

In addition to the existing two-lane ramp from I-275 to I-75, an additional-one lane ramp from I-275 will join with a new one-lane ramp from I-75 to form a two-lane exit ramp to SR 56.

Minor amounts of right-of-way will be required for the new ramps and the widening of I-75 from south of I-275 to SR 56. In addition, right-of-way will be required for stormwater management facilities and floodplain compensation sites.



I - 75 PD&E Study
 from south of Fowler Avenue to south of SR 56
 Hillsborough and Pasco Counties
 WPI Seg. No: 408459 1 / FAP No: 0751 105 I

PROJECT LOCATION MAP

Figure 1

SOCIAL IMPACTS

A.1 LAND USE CHANGES

The project corridor primarily contains open land, agricultural lands, conservation lands, interspersed with residential uses, water, and commercial uses. Since the proposed project is limited to improvements to an existing facility, the proposed project will not have any effect on future land use patterns.

A.2 COMMUNITY COHESION

The proposed improvements to I-75 involve widening the existing facility on the same alignment to accommodate additional lanes. Because the proposed improvements would occur within the existing roadway corridor, the proposed alignment would not split existing neighborhoods or lead to social isolation.

A.3 RELOCATION POTENTIAL

There are no residential or business relocations associated with this project.

A.4 COMMUNITY SERVICES

The proposed improvements will not affect schools, churches, social service agencies, medical facilities, community centers, or police or fire protection services.

A.5 TITLE VI CONSIDERATION

Title VI of the 1964 Civil Rights Act (Title VI), and related statutes, provides that no person shall, on the grounds of race, color, age, religion, sex, national origin, handicap/disability, or financial status be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State or local government. Title VIII of the 1968 Civil Rights Act (Title VIII) guarantees each person equal opportunity in housing.

This project has been developed in accordance with Title VI, Title VIII and Executive Order 12898 (Environmental Justice).

A.6 CONTROVERSY POTENTIAL

Proposed improvements to I-75 would enhance community assets and the quality of life in Hillsborough and Pasco Counties. This would be accomplished by improving the level of traffic service, improving emergency evacuation, improving highway safety for travelers on the road network, and decreasing crash potential by improving freedom of movement while driving on I-75. The City of Tampa, City of Temple Terrace, Hillsborough County, and Pasco County support the proposed project. The project is consistent with the Hillsborough County Metropolitan Planning Organization's (MPO) 2025 Long Range Transportation Plan (LRTP), adopted November 2001 (amended April 15, 2003); the Pasco County MPO 2025 LRTP, adopted November 2001, and the City of Temple Terrace Comprehensive Plan, May 1999. The project is included on page 45 of the Hillsborough County TIP (signed June 3, 2003) and on page 24 of the Pasco County TIP (signed May 8, 2003).

A.7 UTILITIES AND RAILROADS

Utilities

Utility locations were obtained using the Utility Request Package processed through the FDOT District Utility Engineer. Utility services within the project corridor that have the potential to be affected by the various alternatives analyzed for this proposed action include:

- City of Tampa Utilities
- Hillsborough County Utilities
- Pasco County Utilities
- Florida Gas Transmission Company
- Florida Power
- Tampa Bay Water
- TECO Peoples Gas
- Verizon, FL

Railroads

There are no railroads within the project limits.

CULTURAL IMPACTS

B.1 SECTION 4(F) LANDS

Three potential Section 4(f) properties exist within the project area: Flatwoods Park, the Cypress Creek Preserve Environmental Lands Acquisition and Protection Program (ELAPP) area, and the New Tampa Nature Park. All of these sites are located within Hillsborough County.

Flatwoods Park is located immediately east of the I-75 right-of-way, north of Fletcher Avenue. It is owned by the Southwest Florida Water Management District (SWFWMD) and maintained by Hillsborough County.

The Cypress Creek Preserve ELAPP area is situated on both sides of Cypress Creek east of Livingston Road, west of I-75, and north of CR 581. The park is situated adjacent to Lizard's Tail Road, which is adjacent to the I-75 limited access right-of-way.

The New Tampa Nature Park is a City of Tampa property purchased under the ELAPP program. It is currently being planned by the City of Tampa.

The recommended project would not require the acquisition of any right-of-way from any of these properties. Additionally, the recommended project would not impair or diminish the activities, features, or attributes that qualify these Section 4(f) properties for protection. Therefore, the recommended project will have no involvement with these Section 4(f) properties.

B.2 HISTORIC SITES/DISTRICTS

The historic structures field survey identified two previously unrecorded historic structures (8HI7389 and 8HI7840). Neither is considered eligible for listing in the National Register of Historic Places (NRHP).

B.3 ARCHAEOLOGICAL SITES

A Cultural Resources Assessment Survey (CRAS) was undertaken to comply with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655), as amended, and the implementing regulations 36 CFR 800 (revised May 1999), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in conformity with Part 2, Chapter 12 - Archaeological and Historical Resources - of the FDOT's PD&E Manual (revised January 1999), and the standards contained in the Historic Preservation Compliance Review Program of the Florida Department of State, Division of Historical Resources Manual (revised November 1990).

The purpose of the CRAS was to locate, identify, and evaluate any cultural resources contained within the project Area of Potential Effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural and archaeological field surveys were conducted between November 2002 and March 2003. This report documents the results of the CRAS component of the PD&E Study and Reevaluation, and includes the roadway alignment alternatives as well as proposed alternate pond and Floodplain Compensation (FPC) sites.

Archaeological background research, including a review of the Florida Master Site File (FMSF) and the NRHP, indicated that 28 archaeological sites are located within or adjacent to the project corridor. Among these resources, six (8HI99, 8HI450, 8HI471, 8HI472, 8HI473, and 8HI483) were determined NRHP-eligible by the Florida State Historic Preservation Officer (SHPO) in 1979. Field survey was concentrated within each of these site areas, as contained within the existing and proposed rights-of-way, as well as proposed alternate pond and FPC sites. A review of relevant site location information for environmentally similar areas

within Hillsborough and Pasco Counties and the surrounding region indicated a moderate to high probability for the occurrence of prehistoric sites at a few locations within the project APE. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. The results of the historical research suggested a low potential for historic period archaeological sites.

The investigation resulted in the identification and evaluation of one newly recorded site, 28 previously recorded archaeological sites, one archaeological occurrence, and two historical structures.

The newly recorded site, 8HI7877 is a small lithic scatter. Based on the information provided in the Study, the SHPO concurred with the determination that the site does not meet the criteria for listing in the NRHP. The location of 15 previously recorded sites could not be verified by this investigation, including site 8HI450 that was considered eligible for listing in the NRHP. The locations of 13 other previously recorded sites were verified and updated FMSF has been provided. These included 8HI10, 8HI99, 8HI471, 8HI472, 8HI473, 8HI483, 8HI5431, 8HI5432, 8PA357, 8PA480, 8PA481, 8PA632, and 8PA633. Of these, 8HI99, 8HI471, 8HI472, 8HI473, and 8HI483 were evaluated previously as eligible for listing in the NRHP.

The SHPO concurred with the findings of this Study, that 8HI99 could no longer be located, that 8HI471 and 8HI472 have suffered significant damage as a result of the construction of I-75 and that no significant archaeological deposits associated with site 8HI471 and 8HI472 are contained within the project APE.

The SHPO also concurred with the field study results regarding the identification and evaluation of two historic buildings, 8HI7839 and 8HI7840. Both are modest Frame Vernacular style residences constructed in the 1940's. Neither is considered eligible for listing in the NRHP.

The SHPO concurred with the finding of the Study that the proposed development plans will have no effect to properties of historical or archaeological value. The SHPO coordination letters are attached.

B.4 RECREATIONAL AREAS

See Section B.1 above.

NATURAL ENVIRONMENT

C.1 WETLANDS

Wetlands within the project area are comprised largely of palustrine forested systems, most of which are dominated by cypress (*Taxodium* sp.) or deciduous hardwoods such as red maple (*Acer rubrum*) and sweetgum (*Liquidambar styraciflua*). Other wetland types include palustrine emergent marsh and palustrine scrub shrub wetlands dominated by Carolina willow (*Salix caroliniana*) and primrose willows (*Ludwigia peruviana*). I-75 crosses riverine systems at Cowhouse Creek (a tributary of the Hillsborough River), the Hillsborough River and Cypress Creek (two locations). Both the Hillsborough River and Cowhouse Creek are classified as Class I waterbodies. In addition, the Hillsborough River and Cypress Creek are also designated as Outstanding Florida Waters (OFWs).

A total of 67.15 acres of wetlands would be affected by the proposed improvements from south of Fowler Avenue to south of SR 56. The vast majority of direct wetland effects resulting from the proposed improvements are within the existing right-of-way. These will be fringe type effects and are minimal in nature. Options for mitigating the loss of wetlands include mitigation banking, upland and/or wetland preservation, wetland restoration, enhancement, and creation. Mitigation is also available in the form of a transfer to the Florida Department of Environmental Protection (FDEP) of \$84,937 (FY2002/2003) per acre of impact (F.S. 373.4137).

C.3 WATER QUALITY

A water quality impact evaluation will be performed as part of this study. The proposed stormwater facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the Southwest Florida Water Management District in Rules Chapters 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

C.4 OUTSTANDING FLORIDA WATERS

The proposed project would involve the widening of existing structures over the Hillsborough River and Cypress Creek which are both OFWs. The proposed stormwater facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the SWFWMD in Rules Chapters 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts to OFWs will be needed.

C.6 FLOODPLAINS

The Federal Emergency Management Agency (FEMA) has prepared Flood Insurance Studies (FIS) for the unincorporated areas of Hillsborough and Pasco Counties. The Flood Insurance Rate Map (FIRM) Community-Panel Numbers that cover the project area are as follows: 120230 430E, 120230 0410E, 120230 425E, 120112 0230E, 120122 0236C, 120122 0238C, 120112 0070E, & 120112 0210E.

According to Floodway Boundary Maps and coordination with the FEMA coordinators for Hillsborough and Pasco Counties, the project encroaches within one regulatory floodway south of the I-75 / I-275 interchange at Cypress Creek.

It is anticipated that the floodway will not be adversely affected for the following reasons:

- Hydrologic and hydraulic analysis will be performed using standard engineering practice to demonstrate there will not be an increase in flood levels.

- The project's drainage design will be consistent with FEMA, FDOT, and SWFWMD's Stormwater Management Master Plan design guidelines. Therefore, no significant changes in base flood elevations or limits will occur.
- Providing compensation within the same floodplain will mitigate for encroachments into the floodplain.

The project encroaches into the 100-year floodplain in several locations and would affect approximately 59.57 acre-feet of floodplains. The encroachments will be minimized or avoided by following the existing roadway alignment and utilizing the existing roadway embankment to the greatest extent possible. Providing compensation within the same floodplain will mitigate for the encroachments. Therefore, no natural and beneficial floodplain values will be significantly affected.

C.7 COASTAL ZONE CONSISTENCY

Through the Advance Notification process, the Florida Department of Community Affairs in a letter dated March 29, 2002, determined that the project is consistent with the Florida Coastal Management Program.

C.9 WILDLIFE AND HABITAT

There are no direct impacts to threatened and endangered species associated with this project. No protected species were identified within the project corridor during formal surveys. It is anticipated that there will be minimal impacts to wading bird habitat associated with wetlands, surface waters and swales located within the project area. Impacts to wetland systems will be mitigated.

A bird rookery and nesting area exists adjacent to the project area south of the apex between the I-275 northbound and I-75 southbound lanes. It is entirely contained within the Cypress Creek Preserve. Several types of wading birds including wood storks utilize this rookery. Although this area will not be directly impacted by the proposed project, additional field surveys, coordination and impact analysis will be required during the design phase of this project to insure that impacts to the rookery are avoided or minimized.

Coordination has been conducted with the US Fish and Wildlife Service (USFWS). In a response dated December 22, 2003, the USFWS determined that, "The Proposed Action is not likely to adversely affect the resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531, et. Seq.). This finding will fulfill the requirements of the Act."

PHYSICAL IMPACTS

D.1 NOISE

A Noise Study Report was prepared in accordance with the methodology established in Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, and the FDOT PD&E Manual, Part 2, Chapter 17 (November 2001).

Primarily low density and some medium density residential land uses are scattered throughout the project area. The noise sensitive sites adjacent to I-75 include 207 single-family residences. The residences include isolated homes as well as homes within the subdivisions of Primrose Garden, Enclave at Tampa Palms, Danforth, and The Preserves. For the purpose of the noise study, the homes were grouped into nine noise sensitive areas (NSA). Table 1 lists the location and description of each NSA.

The results of the noise study indicate that 93 out of 207 sites are predicted to approach or exceed the NAC for Activity Category B as a result of the Build Alternative. The increase in noise levels from both the existing condition and No-Build Alternative to the Build Alternative is predicted to range from 0.1 to 5.3 dBA. No substantial increases above the existing noise levels were predicted.

Noise barriers were determined to be the only potentially feasible abatement measure for this project. Noise barriers were evaluated at NSAs 1, 2, 4, 5, and 7. Noise barriers were not evaluated for NSAs 3, 6, and 9 since noise sensitive receivers at those locations were not predicted to exceed the NAC as a result of the Build Alternative. According to the results, noise barriers adjacent to NSA 1 and NSA 5 would provide at least the minimum insertion loss of 5.0 dBA and would meet the cost reasonable criterion of \$35,000 per benefited residence.

None of the abatement measures considered for NSAs 2, 4, and 7 was determined to be both reasonable and feasible to abate future traffic noise. Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the traffic noise at these locations.

D.2 AIR

An Air Quality Report was prepared in accordance with the methodology established in the FDOT PD&E Manual, Part 2, Chapter 16. The proposed alternatives were subjected to FDOT's COSCREEN98 (revised August 2000 & September 2002) air quality screening model. The screening test is intended to allow an appropriate level of analysis for highway projects that have very little or no effect on air quality. The COSCREEN98 computer program makes a number of conservative assumptions about the project and indicates whether the project needs a more detailed computer analysis. The results of the COSCREEN98 program indicate that a detailed analysis is not necessary.

Using the COSCREEN98 program, CO concentrations were calculated at the closest receptor to the No-Build and Build Alternatives for both the Opening Year (2008) and the Design Year (2028) of the project. The closest possible air quality sensitive site (receptor) was determined to be approximately 107 feet west of the existing I-75 edge-of-pavement and approximately 611 feet south of the Fowler Avenue existing edge-of-pavement, just northeast of the Morris Bridge Road/Navajo Avenue intersection. This receptor is located near the most congested (heaviest traffic) area of the I-75 project corridor. This receptor is also the closest receptor to I-75. One "worst-case" receptor was used in COSCREEN98.

Table 1
Noise Sensitive Areas

Noise Sensitive Area (NSA)	Location	Land Use	Years Constructed*
NSA 1	West of I-75 and south of the Fowler Avenue interchange (STA 1860+00 to 1900+00)	single-family residences	1962 – 1980
NSA 2	East of I-75 and south of the Fowler Avenue interchange (STA 1862+00 to 1879+00)	single-family residences	1971 – 1972
NSA 3 Primrose Garden	West of I-75 and north of the Fowler Avenue interchange (STA 1914+00 to 1924+00)	single-family residences	1952 – 1984
NSA 4	East of I-75 and north of the Fowler Avenue interchange (STA 1918+00 to 1968+00)	single-family residences and mobile homes	late 1950's – early 1960's
NSA 5 Enclave at Tampa Palms	West of I-75 and north of the Fletcher Avenue interchange (STA 2056+00 to 2080+00)	single-family residences	late 1980's – mid 1990's
NSA 6 Danforth	East of I-75 and north of the Bruce B. Downs Boulevard interchange (STA 2228+00 to 2246+00)	single-family residences	early 2000's
NSA 7 The Preserves	East of I-75 and north of the Bruce B. Downs Boulevard interchange (STA 2276+00 to 2280+00)	single-family residences	early 2000's
NSA 9 Buckingham at Tampa Palms	West of I-75 and north of the Fletcher Avenue interchange (STA 2094+00 to 2130+00)	single-family residences	2003

Note: *The years that the homes were constructed were obtained from the Hillsborough and Pasco Counties Property Appraisers' internet databases.

The National Ambient Air Quality Standards (NAAQS) for CO are 35 parts per million (ppm) for the 1-hour period and 9 ppm for the 8-hour period. The results of this air quality analysis show that the predicted CO concentrations, including background, will fall below the NAAQS for CO for all alternatives. Therefore, it is anticipated that this project will not have a significant effect on air quality.

Hillsborough and Pasco Counties, including the I-75 project corridor, are located in the West Central Florida Intrastate Air Quality Control Region as defined in Section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f). The I-75 project corridor located in Pasco County is currently designated as an attainment area for all automobile-related pollutant standards; therefore, conformity does not apply. The I-75 project corridor located in Hillsborough County is in an area that has been designated as maintenance for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is included in the urban area's current approved conforming Transportation Improvement Plan (TIP). This project is included in the area's Conformity Determination report that was approved by the Metropolitan Planning Organization and Federal Highway Administration/Federal Transit Administration. The project's design concept and scope are the same as that found in the conforming plan and TIP.

D.3 CONSTRUCTION

Construction activities for the widening of I-75 will have temporary air, noise, water, wetlands, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

Any temporary construction related effects will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

D.4 CONTAMINATION

A Level 1 Contamination Screening Evaluation was conducted as part of the PD&E Study. Fourteen sites were identified as having the potential for petroleum or hazardous materials contamination within the PD&E study limits. Of these, 11 are considered to be potential petroleum sites and two are considered to be potential hazardous materials sites. One site is considered to be both a potential petroleum and hazardous materials site. No sites in the project area received a rating of HIGH. One site received a rating of MEDIUM, 8 sites received a rating of LOW and 5 sites received a rating of NO.

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

October 20, 2003

Mr. James E. St. John
Attn: Marvin L. Williams
U.S. Department of Transportation
Federal Highway Administration, Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301

Re: DHR Project No. 2003-8830 / Received by DHR: October 8, 2003
Financial Management No. 40859-1 / Federal-Aid Project No.075-1 (105)
*Cultural Resource Assessment Survey: I-75 (SR 93A) from South of Fowler Avenue to South of
CR 54. I-75 Project Development and Environment (PD&E) Study
Hillsborough and Pasco County, Florida*

Dear Mr. St. John:

Our office received the referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and *36 C.F.R., Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise and assist federal agencies when identifying historic properties listed or eligible for listing in the *National Register of Historic Places*, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

The investigation of the PD&E Study project Area of Potential Effect, including the existing and proposed rights-of-way as well as the proposed pond sites and Flood Plain Compensation sites, resulted in the identification and evaluation of one newly recorded site, 28 previously recorded archaeological sites, one archaeological occurrence, and two historical structures.

The newly recorded site, 8HI7877 is a small lithic scatter. It is the opinion of Archaeological Consultants, Inc. (ACI), that due to the paucity of temporally diagnostic artifacts and the sparse assemblage, site 8HI7877 does not meet the criteria for listing in the *National Register of Historic Places*. Based on the information provided, our office concurs with this determination. We further note that, since the tests were excavated near the corners of the proposed pond site, it is probable that the site area extends outside the boundaries of this proposed facility. We recommend additional testing, in case project plans change to include any area outside of site 8HI7877 as identified in the present investigation.

The location of 15 previously recorded sites could not be verified by this investigation, including site 8HI450 that was considered eligible for listing in the *National Register of Historic Places*.

The locations of 13 other previously recorded sites were verified and updated Florida Master Site File (FMSF) has been provided. These include 8HI10, 8HI99, 8HI471, 8HI472, 8HI473, 8HI483, 8HI5431, 8HI5432, 8PA357, 8PA480, 8PA481, 8PA632, and 8PA633.

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Mr. St. John
October 20, 2003
Page 2

Of the total 28 previously recorded archaeological sites, six sites (8HI99, 8HI450, 8HI471, 8HI472, 8HI473, and 8HI483) were considered potentially eligible for listing in the *National Register of Historic Places* in 1979.

The Florida SHPO subsequently considered 8HI99 ineligible for the *National Register of Historic Places* in 1994. Archaeological testing of 8HI99, as contained within the referenced project area, indicated an absence of significant cultural material and hence, it is the opinion of ACI that site 8HI99 does not appear to be eligible for listing in the *National Register of Historic Places*. Based on the information provided, our office concurs with this determination.

While 8HI450 was considered eligible for listing in the *National Register of Historic Places* in 1979, the current investigations could not locate the site. No significant information was derived from the present investigation of sites 8HI471 and 8HI472 and it is the opinion of ACI, that both sites have suffered damage as a result of the construction of I-75, and no significant archaeological deposits associated with site 8HI471 and 8HI472 are contained within the project API. Based on the information provided, our office concurs with this determination.

The archaeological occurrence (AO #1) was identified by a single flake and did not appear to meet the minimum criteria for listing as an archaeological site.

The two historic structures 8HI7839 and 8HI7840 are Frame Vernacular Style residences representing commonly occurring types of local architecture. Due to common design, non-historic alterations, and lack of known significant historical associations, it is the opinion of ACI that these structures do not appear to meet the criteria for listing in the *National Register of Historic Places*. Based on the information provided, our office concurs with this determination. It is the opinion of ACI that the proposed developmental plans will have no effect on properties of historical or archaeological value. Based on the information provided, our office concurs with this determination.

We find the submitted report complete but insufficient in accordance with Chapter 1A-46, *Florida Administrative Code*. The requested information should be identified as an addendum to the referenced report, and include the above DHR Number (2003-8830). The report will be considered sufficient on receipt of the following information.

- Information regarding site 8HI473 and site 8HI483 is disparate in the project report (page 6-19, 6-23) and on the FMSF site forms - please clarify.
- Black and white photographs of 8HI7839 and 8HI7840 for FMSF records.

If you have any questions concerning our comments, please contact Mini Sharma, Historic Sites Specialist, at mtsharma@dos.state.fl.us or (850) 245-6333. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,



Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

Xc: Mr. Leroy Irwin, FDOT-CEMO
Mr. Waddah Farah, FDOT District Seven, Planning / EMO
Ms. Marion Almy, Archaeological Consultants, Inc.

P01057



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

RECORDED
DEC 08 2003

Mr. James E. St. John
Attn: Marvin L. Williams
U.S. Department of Transportation
Federal Highway Administration, Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301

November 25, 2003

Re: DHR Project No. 2003-8830B
Additional Information Received by DHR: November 25, 2003 *LML 12/1/03*
Financial Management No. 40859-1 / Federal-Aid Project No.075-1 (105)
Cultural Resource Assessment Survey: 1-75 (SR 93A) from South of Fowler Avenue to South of CR 54. 1-75 Project Development and Environment (PD&E) Study Hillsborough and Pasco County, Florida

Dear Mr. St. John:

Our office received the additional information on the referenced project. Based on the information provided, our office finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions concerning our comments, please contact Mini Sharma, Historic Sites Special:st, at mtsharma@dos.state.fl.us or (850) 245-6333. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Burlana E. Mattick
Historic Preservation Supervisor

for Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

Xc: Mr. Leroy Irwin, FDOT-CEMO
Mr. Waddah Farah, FDOT District Seven, Planning / EMO
Ms. Joan Deming, Archaeological Consultants, Inc.

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Mike

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

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JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

March 29, 2002

Mr. Robert M. Clifford
District Planning Manager
Florida Department of Transportation
11201 North McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

RE: Advanced Notification - Project Development and Environmental (PD&E) Study
- Interstate 75 From South of Fowler Avenue in Hillsborough County to North of
State Road 54 in Pasco County - Work Program Item Segment Number 408459 -
FAP Number 0751 105 I - Hillsborough and Pasco Counties, Florida
SAI: FL 200201241466C

Dear Mr. Clifford:

The Florida State Clearinghouse, pursuant to Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 14 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated the review of the above-referenced project.

The Department of Environmental Protection (DEP) indicates that the funding for the Federal Aid action and PD&E study (Interstate 75 From South of Fowler Avenue in Hillsborough County to North of State Road 54 in Pasco County) is consistent with the DEP's authorities in the Coastal Management Program. The project will require an Environmental Resource Permit issued by the Southwest Florida Water Management District; however, detailed information regarding the project is not yet available and should be provided as soon as it becomes available. In addition, the DEP has provided detailed comments and recommendations for consideration during the development of the project and the PD&E Study. Please refer to the enclosed DEP comments.

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Internet address: <http://www.dca.state.fl.us>

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Mr. Robert M. Clifford
March 29, 2002
Page Two

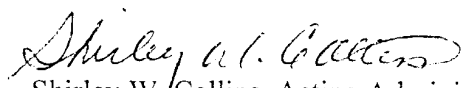
The Florida Fish and Wildlife Conservation Commission (FWC) has expressed concerns regarding the potential for habitat fragmentation; impacts to wetlands and riparian systems; direct, secondary, and cumulative impacts to the habitat of listed species; the need for supplemental wildlife surveys; and the mitigation of wetland and listed species impact. Therefore, the applicant is encouraged to conduct seasonal wildlife surveys and coordinate with the FWC to minimize impacts to listed species and habitat areas and mitigate any unavoidable impacts. Please refer to the enclosed FWC comments.

The Tampa Bay Regional Planning Council (TBRPC) notes that regionally-significant resources are located within the study area. Therefore, the applicant is encouraged to coordinate with the affected local governments to ensure compliance with all applicable local review or permit requirements. The applicant is encouraged to coordinate with the counties to ensure compliance with the requirements of their comprehensive plans. Please refer to the enclosed TBRPC comments.

Based on the information contained in the referenced Advance Notification and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the referenced project is consistent with the Florida Coastal Management Program (FCMP). However, the applicant is required to address the concerns identified by the DEP, FWC, and TBRPC. All subsequent environmental documents must be reviewed to ensure continued consistency with the FCMP. Therefore, the PD&E study should be forwarded to the State Clearinghouse for interagency review as soon as it becomes available.

Thank you for the opportunity to review this project. Should questions arise regarding this letter, please call Ms. Jasmin Raffington at (850) 922-5438.

Sincerely,



Shirley W. Collins, Acting Administrator
Florida Coastal Management Program

SWC:jj

Enclosures

cc: Lauren P. Milligan, Department of Environmental Protection
Angela Hurley, Tampa Bay Regional Planning Council
Bradley J. Hartman, Florida Fish and Wildlife Conservation Commission



Florida Department of Transportation

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JEB BUSH
GOVERNOR

JOSE ABREU
SECRETARY

November 5, 2003



FWS Log. No. 04-448 (St. Pete)

The Proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

Mr. Bryan Pridgeon
U.S. Fish and Wildlife Service
9549 Koger Boulevard, Suite 111
St. Petersburg, FL 33702

With reference to the Fish and Wildlife Coordination Act (16 U.S.C. 1531 et seq.) the Service does not have sufficient staff to review and comment on this application; therefore, we are unable to make recommendations and take no action regarding this application.

Don Palmer 12/22/03
Peter M. Benjamin Date
Assistant Field Supervisor

RE: WPI Seg. No. 408459 1/FAP No. 0751 105 I
I-75 from south of Fowler Avenue to south of CR 54, Hillsborough & Pasco Counties

Dear Mr. Pridgeon:

The Florida Department of Transportation is conducting a Project Development and Environment (PD&E) Study to address proposed improvements on I-75 within the limits noted above. This study will evaluate improving the existing four-lane limited access facility to a six-lane typical section and six-lane typical section with auxiliary lanes to satisfy the future projected traffic demands. The vast majority of the proposed improvements will occur within the existing right-of-way. Right-of-way may be required for ramp extensions and the auxiliary lanes between the I-275/I-75 apex and SR 56. The bridges spanning the Hillsborough River and the two Cypress Creek crossings will be widened to accommodate the additional lanes not replaced or reconstructed.

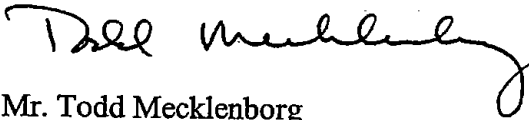
As part of the National Environmental Policy Act (NEPA) the Department is initiating informal consultation with the U.S. Fish and Wildlife Service. A *Threatened and Endangered Species Memorandum* has been prepared for your agency's review. In order to fulfill the requirements of the NEPA process, the Department solicits comments from federal, state, and local agencies. All comments received by the Department will be addressed in the support documents and made available at the public hearing during the public involvement phase.

This proposed project has been evaluated for impacts on federally protected threatened and endangered species. Based on the results of the literature review and field surveys conducted, the Department has concluded that no federally listed threatened or endangered species will be affected by the proposed improvements. Furthermore, the proposed project is not located in an area designated as Critical Habitat by the U.S. Department of Interior. Therefore, the Department on behalf of the Federal Highway Administration has determined that the proposed actions will have "No Effect" with any federally protected threatened or endangered species.

Mr. Benjamin
Page Two
November 5, 2003

If your office concurs with this determination, please respond to the Department in writing at your earliest convenience. If your agency would like a site review or any additional information, please feel free to call me at (813) 975-6457.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Mecklenborg". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Mr. Todd Mecklenborg
Biologist