
1. GENERAL INFORMATION

Counties:	Pasco, Hernando, and Sumter Counties; Florida	
Project Name:	I-75 (SR 93) Project Development and Environment (PD&E) Study	
Project Limits:	From north of SR 52 to south of CR 476B; approximately 20.8 miles	
Project Numbers:	0751-120I	411014 1
	Federal Aid Program Number	Work Program Item Segment Number

2. PROJECT DESCRIPTION

A. EXISTING CONDITIONS

I-75, State Road (SR) 93, is an interstate, limited access freeway. It is included in the State Highway System (SHS), designated as SR 93. It is also included in the Florida Intrastate Highway System (FIHS), the Strategic Intermodal System (SIS), and the Federal Aid Interstate System. I-75 also serves as a major evacuation route within the limits of the project. According to FIHS standards, all of the I-75 components (mainline, ramps, merge/diverge areas) should provide adequate capacity to operate at level of service (LOS) “C” or better.

The study area for this project extends from just north of SR 52 in Pasco County to just south of County Road (CR) 476B in Sumter County, Florida; a distance of approximately 20.8 miles. Within these limits, I-75 is a four-lane, divided, limited access, rural highway that generally occupies 300 feet of right of way. No major improvements have been made to this segment of I-75 since its original construction in the 1960s.

The study area includes two interchanges and two rest areas (one in each direction). More specifically, a partial cloverleaf interchange is currently provided at CR 41 (Blanton Road) approximately 6.3 miles north of SR 52 in Pasco County and a diamond interchange at US 98/SR 50 (Cortez Road), approximately 9.3 miles north of CR 41 in Hernando County. The rest areas are located approximately 4.9 miles north of SR 50, in Sumter County.

From north of SR 50 to the northern terminus of the project, a distance of approximately 6.0 miles, I-75 travels through the Croom Tract of the Withlacoochee State Forest (WSF). WSF functions as a wildlife refuge area and also provides several recreational facilities for the public. At the Hernando/Sumter county line, approximately 1.5 miles south of the northern project terminus, I-75 crosses over the Withlacoochee River Canoe Trail, in the Withlacoochee River. South of the Withlacoochee River, I-75 crosses over the Withlacoochee State Trail, a 46-mile-long paved, multi-use trail that runs through the WSF. Refer to **Appendix A** for a project location map.

Currently, on average, I-75 carries from approximately 46,000 to 53,000 vehicles per day (vpd) along its various segments. All of its components (mainline, merge/diverge areas, and ramps) currently operate at LOS “C” or better except the northbound off-ramp diverge areas at CR 41 and SR 50, which operate at LOS “D”.

B. PROPOSED IMPROVEMENTS

The proposed improvements to I-75 will accommodate the forecasted design year 2030 traffic demand on this facility, which is expected to range from approximately 90,000 to 107,000 vpd. To efficiently accommodate these volumes the existing four-lane typical section of I-75 will need to be expanded to an eight-lane typical section. The addition of the four new lanes (two in each direction) will be accomplished within the existing right-of-way of I-75. However, additional right-of-way will be needed for the placement of stormwater management facilities. In addition, the existing interchanges of I-75 at CR 41 and SR 50 need to be expanded and/or reconfigured, thereby necessitating additional right-of-way acquisition. Construction of the proposed improvements will be accomplished in two phases, as follows:

B.1 Phase 1 Improvements

In Phase 1, the mainline of I-75 will be widened to provide six lanes by constructing a 12-foot-wide travel lane in each direction of I-75 within the median, along the existing inside lane. The widening of I-75 will be accommodated within the existing right-of-way. **Appendix B** provides the proposed six-lane typical sections for I-75. This phase will also include the replacement of the existing I-75 bridges over SR 50 to accommodate the need for additional lanes along SR 50. The proposed replacement bridges over SR 50 and the I-75 profile approaching the bridges will be at a higher elevation to meet current design standards. These elevation changes will require the ramps to be reconstructed and lengthened in order to “tie in” to the new roadway in a safe and efficient manner. With the exception of widening the existing structures at Croom Rital Road and the Withlacoochee River, it is not anticipated that other bridges in the study section will be affected during this phase of construction.

Phase 1 will also include right-of-way acquisition for the sites and construction of the stormwater management facilities, as required, to accommodate the “ultimate” improvements of I-75.

It is estimated, based on the current traffic growth trends, that these improvements will be sufficient to accommodate the traffic demands along I-75 until the year 2021.

B.2 Phase 2 Improvements

In Phase 2, the mainline of I-75 will be widened to provide eight lanes by constructing an additional travel lane in each direction of I-75 along the outside shoulders. **Appendix B** provides the proposed eight-lane typical sections for the mainline and bridges along I-75. To accommodate this widening and provide adequate horizontal clearances, all minor roadway overpass bridges (with the exception of Church Road) will need to be replaced. The widening of I-75 will occur within the existing right-of-way.

Phase 2 also includes the construction of the improvements at the interchanges of I-75 at CR 41 and SR 50 as described below.

- **CR 41 Interchange:** The existing northbound ramps in the northeastern quadrant will be replaced with a “diamond-type” interchange ramp arrangement similar to the existing SR 50 ramps. The new northbound diamond off-ramp will provide for additional deceleration and queuing of vehicles at the ramp terminal. Additional right-of-way will be required in the southeastern quadrant for construction of the new off-ramp.

The southbound ramps in the southwestern quadrant will be reconstructed with a partial clover configuration that will meet current design standards and provide sufficient queuing for vehicles at the ramp terminal with CR 41. Additional right-of-way will also be required in the southwestern quadrant to accommodate the expanded footprint of the new ramp design.

In order for the interchange to operate at an acceptable level of service, CR 41 will need to be widened to provide a four-lane rural typical section from east of the northbound ramps to west of the southbound ramps.

The improvements will also include the relocation of the existing access roads in the northwestern and southeastern quadrants of the improved interchange. The access road intersections will be relocated further from I-75 along CR 41 to allow for expansion of limited access right-of-way limits to meet current standards.

- **SR 50 Interchange:** A direct “flyover” ramp will be constructed to accommodate the motorists who are traveling northbound on I-75 and are destined to westbound SR 50, thus removing this traffic entirely from traveling through the signalized intersections of the termini of I-75 northbound and southbound off-ramps at SR 50. To avoid access and relocation impacts to several businesses along SR 50, the “touchdown” point of the ramp is proposed within the SR 50 median. The northbound exit ramp terminal will be constructed approximately 3,900 feet south of SR 50 to allow for sufficient distance for deceleration and decision time for the movement to

either the westbound flyover ramp or the eastbound at-grade ramp. Additional right-of-way will be required along the east side of I-75 to accommodate this new northbound ramp design.

B.3 Construction Segments

Based on review of the land uses in the study corridor as well as the length and the geographic features of the project, the project has been divided into the following construction segments:

- Segment 1: from north of SR 52 (southern project terminus) to the Pasco/Hernando County Line; 7.8 miles,
- Segment 2: from the Pasco/Hernando County Line to SR 50; 7.0 miles, and
- Segment 3: from SR 50 to just south of CR 476B (northern project terminus); 6.0 miles.

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 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 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 Environmental Determination DOES NOT constitute location and design concept acceptance for this project.
 - 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 DOES NOT constitute location and design concept acceptance for this project.


D. COOPERATING AGENCY: COE USCG FWS EPA NMFS NONE

4. REVIEWERS' SIGNATURES




 FDOT Modal Planning and Development Manager

11/15/07
 Date



 FDOT Environmental Representative

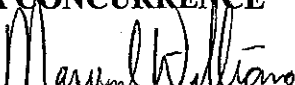
1/10/07
 Date



 FHWA Urban Transportation Engineer

03/13/2007
 Date

5. FHWA CONCURRENCE



 (For) Division Administrator

03/13/2007
 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
5. Title VI Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
6. Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
7. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
B. CULTURAL IMPACTS					
1. Section 4(f) Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment B
2. Historic Sites / Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“ SHPO letter dated 4-3-06
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“ SHPO letter dated 4-3-06
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	“
C. NATURAL ENVIRONMENT					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C
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
4. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
10. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
D. PHYSICAL IMPACTS					
1. Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment D
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	“
4. Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	“
a.	<input checked="" 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

Anticipated permits include but are not limited to:

- Southwest Florida Water Management District (SWFWMD) – Environmental Resource Permit
- U.S. Army Corps of Engineers – Dredge and Fill Permit
- Florida Department of Environmental Protection – EPA NPDES Permit

7. WETLANDS FINDING

Based on the evaluations of this PD&E Study, it was determined that there is no practical alternative to the proposed construction in wetland areas. The proposed action includes all practical measures to minimize harm to wetlands which may result from such use.

8. COMMITMENTS AND RECOMMENDATIONS

As discussed in **Attachment B, Section B.1**, for approximately 6.0 miles north of SR 50, I-75 travels through the WSF-Croom Tract property which is a Section 4(f) resource. Although the widening improvements for I-75 will be accomplished within its existing right-of-way without affecting the WSF property or any of its recreational facilities, there is no prudent and feasible avoidance alternative to accommodate the stormwater runoff from the project but to store it within the WSF property. To minimize effects, use of the natural depressions within the WSF is planned instead of constructing stormwater management facilities. In a letter dated December 18, 2006, the Florida Division of Forestry (DOF) –the lead agency responsible for managing the WSF-Croom Tract– concurred with this solution for the project segments where there are no feasible sites to provide stormwater management facilities outside the WSF.

During the design phase for the I-75 project(s) that would involve the use of the WSF, the FDOT will model the water flow and storage conditions within the WSF to assure that the available channels and natural depressions are sufficient for stormwater conveyance and storage. The FDOT will also continue to coordinate with the DOF to implement any appropriate measures to mitigate any stormwater flow and storage effects on the WSF property.

ATTACHMENT A – SOCIAL IMPACTS

A.1 LAND USE CHANGES

A.1.1 Existing Land Use

Presently, the properties adjacent to I-75 are used mainly for agricultural and rural residential purposes. The Croom Tract of the Withlacoochee State Forest, a publicly-owned conservation land, makes up a significant portion of the study area north of SR 50.

Residential developments are concentrated along SR 50. These developments are generally of lower gross density (less than 6 dwelling units per acre). Ridge Manor West, consisting of 367 approved units, is a planned residential development located at the northeast quadrant of the SR 50 interchange. Ridge Manor, another large low-density residential development, is located farther to the east along SR 50.

There are two recreational vehicle (RV) parks near the project corridor. Tall Pines RV Park is located at the northeast quadrant of SR 50 and I-75, near Ridge Manor West. Travelers Rest Resort RV Park is located approximately one mile west of I-75 on Johnston Road in Pasco County.

Several commercial land uses also exist along SR 50 near the interchange at I-75 including retail shopping plazas, hotels, gas stations, restaurants, a bank, and other retail uses. Industrial uses near the project corridor include an electronics manufacturing facility along Power Line Road, just north of the Pasco/Hernando County Line and a distribution center of a major commercial enterprise approximately one mile east of I-75 on Kettering Road. The Cortez Crossings Industrial Park is located at the southwest quadrant of I-75 and SR 50. The majority of the parcels in this park are currently vacant.

A.1.2 Future Land Use

The Pasco County 2015 Future Land Use Map designates much of the land within the project area for agricultural/rural land uses, with residential densities limited to two dwelling units per gross acre. Areas surrounding the SR 52 and CR 41 interchanges are designated for mixed use development, which permits high-density residential, retail, office, and light industrial land uses.

The Hernando County Future Land Use Map shows two primary future land use designations near I-75: planned development south of SR 50 and conservation, corresponding to the Croom Tract of the WSF, north of SR 50. The planned development designation is intended to encourage a mix of land uses including industrial, commercial, residential, and public facility uses. Two Developments of Regional Impact (DRIs) have recently been proposed for this area: 1) the Sunrise DRI is a mixed use development district planned to be located west of I-75 and south of SR 50, and 2) the Hickory Hills DRI is a residential low gross density development proposed west of I-75 and south of SR 50. Combined, these two DRIs propose to build over 10,000 residential dwelling units in addition to retail and office development. The area around the SR 50 interchange is designated for commercial land use, with residential uses extending east and west along SR 50. The Sherman Hills Golf Club area north of SR 50 is designated for recreation. Rural use is designated for an area surrounded by the WSF on the east side of I-75 and for the area west of the immediate corridor area in the southern portion of the county.

The Sumter County Future Land Use Map designates most of the land within the project area for conservation, corresponding to the Croom Tract of the WSF. The CR 476B interchange area includes rural residential (one dwelling unit per acre) and agricultural (one dwelling unit per ten acres) future land use designations. An area designated for public/institutional use, corresponding to jail facilities, is located northwest of this interchange.

A.2 COMMUNITY COHESION

The proposed improvements were developed to comply with Executive Order 12898, Environmental Justice, issued on February 11, 1994. As noted in Attachment 1, the proposed project consists of widening improvements of an existing limited access highway. Within the limits of the study area, I-75 mainly travels through rural and conservation areas. With the exception of acquiring land for placing

stormwater management facilities and for expanding the interchanges at CR 41 and SR 50, the proposed widening of I-75 will be accomplished within its existing right-of-way. As such, this project is not expected to cause the splitting or isolation of any neighborhoods or to harm in any way elderly, physically challenged, non-driving, transit dependent, and minority individuals. Minor changes in property access should be expected along SR 50 in the vicinity of I-75 due to the application of access management as part of the proposed improvements. Therefore, the proposed project improvements will have no effect on the cohesiveness of the community.

The proposed improvements of this project are consistent with the actions taken by the Florida Department of Transportation (FDOT) and the local governments to widen I-75 along its existing alignment statewide in view of its vital role in providing interstate and intrastate transportation of people and goods, accommodating access to numerous communities and multi-modal facilities, and supporting evacuation needs. This is particularly true for the segment studied in this PD&E study as, in addition to being a component of the overall highway system for intra- and interstate travel, it also links the rapidly growing residential communities in Pasco and Hernando counties with the employment centers and multi-modal transportation facilities of the Tampa Bay area and therefore, it is highly important for their economies.

A.3 RELOCATION POTENTIAL

The proposed widening of I-75 will be accomplished within its existing right-of-way. However, the proposed improvements will require right-of-way acquisition for the placement of stormwater management facilities and for expanding the interchanges at CR 41 and SR 50. The proposed improvements are expected to cause only one residential relocation in the southwest quadrant of the CR 41 interchange.

For the relocation resulting from this project, the FDOT will carry out a right-of-way acquisition and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

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

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as: (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; (4) moving owner - occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;

4. Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's relocation assistance program and R/W acquisition program are: "*Your Relocation: Residential*", "*Your Relocation: Businesses, Farms and Nonprofit Organizations*", "*Your Relocation: Signs*", and "*The Real Estate Acquisition Process*." All of these brochures are distributed at all public hearings and made available upon request to interested persons.

A.4 COMMUNITY SERVICES

With the exception of the recreational facilities located within the WSF – Croom Tract, discussed in Section B.1, there are no other community services and facilities in the immediate vicinity of the project. Several churches are located near the project corridor. Along Church Road in Hernando County, New Jerusalem Church of God and New Life in Christ Church are located just west of I-75 and Mt. Pleasant Missionary Baptist Church is located approximately 1.0 mile west of I-75. First Lutheran Church is located in the Ridge Manor West community, north of SR 50 just east of I-75. Oriole Cemetery is located approximately 750 feet west of I-75 in the Withlacoochee State Forest, approximately 2.0 miles north of SR 50.

Approximately 1.0 mile east of I-75 on SR 52 are the San Antonio Volunteer Fire Department and a post office. There is also a post office in Sunrise Plaza on SR 50, about 1.0 mile east of I-75. The East Hernando Branch Library is located in Ridge Manor West, just east of I-75. The Pasco County Juvenile Detention Center is located on SR 52 approximately 0.25 miles west of I-75. A Florida Detention Center and the Sumter County Correctional Institution Forest Camp are located approximately 0.5 miles west of I-75 near the northern terminus of the project.

The FDOT operates a rest area on each side of I-75 just north of the Sumter-Hernando County line. Hernando County operates a welcome center in the Best Western motel at the northwest quadrant of I-75 and SR 50. There are no schools or medical facilities near the project corridor.

The proposed project improvements will not affect these community services. I-75, as an interstate limited access facility, does not provide direct access to these community services; however, I-75 accommodates their regional access. The proposed improvements will enhance access to these facilities.

A.5 TITLE VI CONSIDERATIONS

This project has been developed in accordance with Title VI and Title VIII of the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Title VI provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, 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 guarantees each person equal opportunity in housing. The proposed project is not expected to result in any disproportionate adverse impacts to any distinct minority ethnic, elderly, or handicapped groups and/or low-income households.

Along with the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency (EPA), 1994).

The project is not expected to adversely affect any groups that traditionally experience a higher level of impact relatively to the population at large, such as elderly persons, disabled persons, non drivers and transit-dependent individuals, minority and/or ethnic groups, and low-income individuals and households.

A.6 CONTROVERSY POTENTIAL

A comprehensive Public Involvement Program is being initiated for this project. This Program is in compliance with the FDOT “*Project Development and Environment (PD&E) Manual*”; Section 339.155, Florida Statutes (F.S.); Executive Orders 11990 and 11988; Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA); and, 23 CFR 771.

An *Advance Notification (AN)* package was mailed to the Florida State Clearinghouse, and local and federal agencies on March 21, 2005. As a result of the AN review process, comments were received from the Florida Department of Environmental Protection (FDEP) Southwest District, the Tampa Bay Regional Planning Council (TBRPC), the Withlacoochee Regional Planning Council (WRPC), the Department of Agriculture and Consumer Services (DACS) Division of Forestry, the Southwest Florida Water Management District (SWFWMD), Division of Historical Resources, the US Coast Guard (USCG), the US Army Corps of Engineers (USACE), National Marine Fisheries Service (NMFS), and the Creek Nation of Oklahoma.

A kick-off newsletter, announcing the commencement of the project development and describing this project, was mailed in May 2006. In lieu of an Alternatives Public Workshop, the study team prepared a video presentation detailing the PD&E study process and the project alternatives under consideration. The video was broadcasted on local television and was made available on DVD at public libraries. A Public Hearing was held for the project on December 13, 2006.

As a result of early and continuous coordination with the public, the local governments, and the agencies, this project has not been controversial with regards to the proposed improvements.

A.7 UTILITIES AND RAILROADS

A comprehensive utility coordination effort was conducted with the utility companies that are known to operate equipment within or in the vicinity of state highways to identify those that exist within or in the vicinity of the I-75 right-of-way. Several utility companies maintain equipment along the roadways that cross over or under of I-75. The project is expected to have minimal impacts to utilities.

The project does not involve any railroad crossings.

ATTACHMENT B – CULTURAL IMPACTS

B.1 SECTION 4(f) LANDS

In accordance with Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (Title 49, U.S.C., Section 1653 (f), amended and recodified in Title 49, U.S.C., Section 303, in 1983), the project study area was examined for potential effects on Section 4(f) resources. A *Programmatic Section 4(f) Evaluation* was prepared. A summary of the findings follows below.

There are two Section 4(f) resources within the study area: 1) the Withlacoochee River Canoe Trail, and 2) the Withlacoochee State Forest (WSF) – Croom Tract, which includes some recreational facilities such as the Silver Lake Recreational Complex, the Croom Motorcycle Area, and the Croom Tract hiking and horse trails.

As a waterway of Florida, the Canoe Trail is owned by the State of Florida. The Florida Department of Environmental Protection (FDEP) Division of Recreation and Parks is the lead agency responsible for managing the trail. I-75 crosses over the Withlacoochee River Canoe Trail. The widening improvements under consideration for I-75 would not have any direct or indirect effects on this Section 4(f) resource because the improved bridges will allow, at a minimum, the same horizontal and vertical clearances as currently afforded by the existing bridges.

North of SR 50, for approximately 6.0 miles, I-75 travels through WSF lands. Review of the Hernando County and Sumter County Property Appraiser’s records indicates that the Croom Tract of the WSF is

publicly-owned in fee simple by the State of Florida through its Board of Trustees of the Internal Improvement Trust Fund (TIITF). The Florida Division of Forestry (DOF) is the lead agency responsible for managing the Croom Tract. The widening improvements under consideration for I-75 will be accomplished within its existing right-of-way and therefore, will not directly affect this Section 4(f) resource or any of its recreational facilities. However, there is no prudent and feasible avoidance alternative to accommodating the stormwater management facilities (SMF) for this project but to place them within the WSF property. As a solution to minimize adverse effects on the WSF, the option to allow stormwater runoff to flow to the natural depressions within the WSF in a pattern equivalent to existing drainage patterns is proposed. This solution will not require any SMF construction within the WSF. The SWFWMD has indicated that this would be an acceptable solution as long as the State is agreeable to this solution and appropriate modeling is done during the permitting phase to assure that natural flow channels and natural depressions are sufficient for stormwater conveyance and storage.

In a letter dated December 18, 2006, the DOF concurred with the recommendation to allow stormwater runoff from I-75 to flow to the natural depression areas of the forest, for the project segments where there are no feasible solutions to provide stormwater management facilities outside the WSF.

Based on the considerations presented in the Section 4(f) document, it is evident that there is no feasible and prudent alternative to the use of land from the WSF and the proposed action includes all possible planning to minimize harm to the WSF from the intended use.

B.2 HISTORIC SITES / DISTRICTS

In accordance with the National Historic Preservation Act of 1966, as amended, and Chapters 253 and 267, Florida Statutes, a Cultural Resource Assessment Survey (CRAS) was conducted to assess the potential for impacts to any historical resources within the study area. The CRAS included background research and a field survey coordinated with the State Historic Preservation Officer (SHPO). The CRAS considered the proposed widening improvements as well as the alternative sites under consideration for stormwater management facilities.

Background research and a review of the data at the Florida Master Site File (FMSF) and the National Register of Historic Places (NRHP) indicated that no previously recorded historic resources were located within or adjacent to the project area of potential effect (APE). The Wild Cow Prairie Cemetery (8SM34) is situated proximate to the I-75 right-of-way near the southeastern quadrant of the I-75 and CR 476B interchange; however, it is not believed to meet the criteria of eligibility for listing in the NRHP. As a result of field survey, five Frame Vernacular style historic residences, 8HE552-8HE556, constructed between ca. 1889 and ca. 1950, were identified and evaluated. Four of these resources –sites 8HE552, 8HE553, 8HE555, and 8HE556– are considered ineligible for listing in the NRHP, either individually or as part of a historic district.

However, Site 8HE554, the St. Clair/O’Neal Homestead Residence, is considered potentially NRHP eligible under Criteria A and C. This ca. 1889 Frame Vernacular style house, constructed by Nathaniel O’Neal, appears to be the oldest surviving residence associated with the pioneer community of Twin Lakes. In addition to its historical association with the development of this community, the structure is an early example of Florida vernacular architecture of which good examples are rare. The east boundary of this historic property lies approximately 350 feet from the I-75 right-of-way, well outside the proposed project right-of-way.

In a letter, dated April 3, 2006, the SHPO concurred that this project will have no effects on historic properties.

B.3 ARCHAEOLOGICAL SITES

Background research and a review of data at the FMSF and the NRHP indicated that no archaeological sites have been previously recorded within the project area of potential effect (APE). However, 26 sites were recorded previously within one mile, of which three sites --sites 8HE493, 8HE509, and 8SM366-- are located adjacent or proximate to the I-75 APE. Site 8HE509 was evaluated by the Florida State

Historic Preservation Officer (SHPO) as ineligible for NRHP listing; Sites 8HE493 and 8SM366 have not been evaluated by the SHPO.

On the basis of prior archaeological surveys in the vicinity, as well as regional site location predictive models, several segments of the project APE were considered to have a high to moderate potential for the location of prehistoric period archaeological sites, largely in view of their relative elevation, better drained soils, and proximity to a freshwater source. In addition, examination of historical documents, including nineteenth century federal surveyor's plats and field notes, indicated the potential for historic period archaeological sites in some areas. Prehistoric sites were expected to be lithic or artifact scatters; historic period sites were anticipated to be mid- to late-nineteenth century refuse deposits associated with former trails, or early residential settlement and agricultural activity. Historical research also suggested the possibility for homestead activity associated with the early community of Twin Lakes and/or the homestead of Nathaniel O'Neal. Historic period Seminole sites also were considered possible.

In a letter, dated April 3, 2006, the SHPO concurred that this project will have no effects on archaeological sites.

B.4 RECREATION AREAS

The major recreational facilities located within or adjacent to the project study area were previously discussed in **Section B.1**, Section 4(f) Lands. The improvements of I-75 are not expected to adversely affect any of these recreational resources.

The Silver Lake Recreational Complex is located within the WSF – Croom Tract grounds just east of I-75 in the vicinity of the Withlacoochee River. It includes three campgrounds, a day use area with a boat launch, and a hiking trailhead. The Croom Motorcycle Area, on the west side of I-75, is designated for use by off-road vehicles. Croom Tract hiking trails and horse trails are located near I-75.

The Withlacoochee State Trail is 46 miles long and extends from near Dunnellon to U.S. 301 north of Dade City. This paved, multi-use trail was established as a Rails-to-Trails project in 1992 and is the longest rail-trail in Florida. Within the study area, the trail runs through the Croom Tract of the WSF along the Withlacoochee River and crosses under I-75. The Withlacoochee State Trail in the project area is publicly-owned in fee simple by the State of Florida through the TIITF. The FDEP, Division of Recreation and Parks, is the lead agency responsible for managing the trail.

The Withlacoochee River Canoe Trail is officially designated as part of Florida's Statewide System of Greenways and Trails. The trail extends 29 miles along the Withlacoochee River, from the Coulter Hammock Recreation Area west of Lacochee, northwesterly to Dunnellon. The trail flows through multiple tracts of the WSF, including the Croom Tract. Two, seven-span, 350-foot-long bridges, carrying the northbound and southbound traffic flows of I-75, cross over the Withlacoochee River within the WSF.

The proposed I-75 improvements would not impair or diminish the recreational resources noted above.

ATTACHMENT C – NATURAL ENVIRONMENT

C.1 WETLANDS

In accordance with Executive Order 11990, "Protection of Wetlands," dated May 23, 1977, a study was conducted to identify, characterize, and evaluate wetland systems that traverse or parallel I-75 in the study area of this project. The findings of this study were presented in the *Wetlands Evaluation and Biological Assessment Memorandum*.

All existing wetlands within 300 feet on either side of the right-of-way were inventoried using the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory Maps; the United States Geological Survey (USGS) Quadrangle Maps; the National Resource Conservation Service Soil Surveys for Pasco, Hernando and Sumter counties; the SWFWMD Land Use Maps; USFWS Classification of Wetlands and

Deepwater Habitats of the United States; Geographic Information System (GIS) data bases; aerial photography; and ground-truthing.

Every consideration was given to protect the wetland resources along the project. However, some of the upland and wetland habitats outside the current right-of-way of I-75 will be affected due to the expansion of the interchanges at CR 41 and SR 50 and the construction of the stormwater management facilities or – for the WSF – Croom Tract– the storage of stormwater in natural depression areas. A total of 35.24 acres of 30 aquatic features (does not include swales) have been identified in the study area as having the potential to be affected by the proposed improvements. All wetlands affected by the proposed improvements were grouped and classified according to the USFWS's Classification of Wetlands and Deepwater Habitats of the United States and the Florida Land Use/Cover and Forms Classification System.

These effects will need to be coordinated with the responsible state and federal regulatory agencies through the issuance of the appropriate permits. An Environmental Resource Permit will be required from the SWFWMD and a Section 404 Dredge and Fill Permit will be required from the U.S. Army Corps of Engineers prior to construction.

There are several options available for the FDOT to compensate for the anticipated wetland effects:

- The FDOT may participate in a public or private mitigation bank, provided that wetland credits are available for use on this project during the permitting and Final Design phase.
- The FDOT may choose to create, restore, enhance, or preserve wetlands in the project's watershed. Depending on the type or combination of types employed, the offsetting ratios will vary considerably.
- The FDOT may utilize Chapter 373.4137 of the Florida Statutes. This legislation allows the Department to offset wetland effects with a monetary payment through the Department of Environmental Protection to the SWFWMD. The SWFWMD will then provide a regional wetland mitigation plan on an annual basis to be approved by the Florida State Legislature, which will include mitigation for specific FDOT project effects.

Evaluations and decisions on the most suitable mitigation options will be performed during the Final Design phase through the permitting negotiations.

C.3 WATER QUALITY

Although additional impervious surface will be added due to the proposed improvements, there should be no degradation of surface water quality. Stormwater run-off will be treated, and impacts to the adjacent water bodies will be avoided. The proposed project stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rules 40D-1, 40D-4, 40D-40, 40D-45, and 40D-400, FAC and the Environmental Protection Agency (EPA). A *Water Quality Impact Evaluation (WQIE)* checklist has been completed for this project and is available for further information

C.4 OUTSTANDING FLORIDA WATERS

The project crosses the Withlacoochee River which is designated as an Outstanding Florida Water (OFW) under Section 62-302.700(9), F.A.C. This designation indicates that a higher than usual emphasis will be placed on the treatment standards of stormwater runoff from the bridge and the out-falling stormwater management facilities, in accordance with the requirements set forth by the FDEP and the SWFWMD. No direct stormwater discharge to the Withlacoochee River should be expected either from the proposed project improvements or the stormwater management facilities. The stormwater runoff from the project in the vicinity of the Withlacoochee River will be directed to the natural depression areas within the WSF-Croom Tract which abuts both sides of the river. Should this condition changes during the Final Design phase and stormwater discharge is considered to the Withlacoochee River from stormwater management facilities, they should be designed as wet detention systems providing treatment for 1.5 inches of stormwater runoff in facilities discharging directly to the Withlacoochee River and treatment of 1.0 inch of stormwater runoff for facilities not discharging directly to an OFW system. Since the project

will be constructed within the existing right-of-way, no adverse effects are expected on the Withlacoochee River. Construction activities at the bridge will be designed to minimize disturbance of the river.

C.6 FLOODPLAINS

The Federal Emergency Management Agency (FEMA) has designated 100-year base floodplain areas in seven locations along the I-75 project corridor; encroachment to the 100-year floodplain occurs only at three locations. The areas of encroachment to the 100-year floodplain are designated as Zone A. Zone A is defined as special flood hazard area inundated by 100-year flood with no base flood elevations determined. The remainder of the project is designated as Zone X. Zone X is described as areas determined to be outside the 500-year floodplain. There are no regulatory floodways within the I-75 project corridor.

In accordance with Executive Order 11988, “Floodplain Management,” USDOT Order 5650.2, “Floodplain Management and Protection,” and Chapter 23, Code of Federal Regulations, Part 650A, effects to floodplains from the construction of the proposed improvements for I-75 were considered. The effects of the proposed improvements on the floodplains were presented in the *Location Hydraulics Report* and the *Alternative Stormwater Management Facility Report*. It is anticipated that the proposed improvements may affect approximately a total of 2.35 acres of floodplains. The SWFWMD Environmental Resource Permit (ERP) Information Manual (Section 4.4, 3/11/2004 edition) states that no net encroachment into the floodplain, up to that encompassed by the 100-year event, which will adversely affect either conveyance, storage, water quality, or adjacent lands, will be allowed. Compensating storage will be required for any fill encroachment in these floodplains. Compliance with the “Historic Basin Storage” (Section 4.7, ERP) and “Offsite Lands” (Section 4.8, ERP) criteria will also be necessary. Mitigation for encroachment into the 100-year floodplain will be compensated through the construction of floodplain compensation areas. These areas will be addressed in the Final Design phase of this project.

With regards to the base floodplain construction activities, this project can be categorized as Category 4: “Projects on Existing Alignment Involving Replacement of Existing Drainage Structures with no Record of Drainage Problems.” The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse effects on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

C.7 COASTAL ZONE CONSISTENCY

Under F. S. 380, the FDEP is charged with establishing a coastal zone management program in accordance with Title 15, Section 930 of the CFR Section 307 of the Coastal Zone Management Act (CZMA) and requires all federal agencies to review activities that directly affect the coastal zone in order to develop consistency determinations.

Responding to the Advance Notification (AN), with a letter dated May 19, 2005, FDEP determined that “... the allocation of federal funds for the proposed project is consistent with the Florida Coastal Management Program. The applicant must, however, address the issues identified by DEP, TBRPC, and DACS staff prior to project implementation. The state’s continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during subsequent reviews. The state’s final concurrence of the project’s consistency with the FCMP will be determined during the environmental permitting stage.”

C.9 WILDLIFE AND HABITAT

This project was evaluated for potential impacts to threatened and endangered species in accordance with 50 CFR, Part 402 and the Endangered Species Act of 1973 as amended by Rules 39-25.002, 39-27.002, and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, F.A.C.), and Part 2, Chapter 27 of the FDOT’s *PD&E Manual*. The data bases of the US Fish and Wildlife Service (USFWS), the

Florida Fish and Wildlife Conservation Commission (FFWCC), the Florida Natural Areas Inventory (FNAI), the National Resource Conservation Service (NRCS), and the FDOT's *Threatened & Endangered Species List* were consulted to establish a list of threatened and/or endangered species that potentially occur within the study area. The project area was surveyed during the Fall of 2005 and Spring of 2006. In addition, random surveys were performed along the corridor throughout the duration of the study to obtain data on resident and transient species. The findings of these surveys as well as the potential effects of the proposed improvements on the listed species were presented in the *Wetlands Evaluation and Biological Assessment Memorandum*.

The project occurs through predominantly rural lands and some forested uplands and wetlands. These areas, usually home to a variety of common wildlife, also present the potential for being inhabited or visited by rare and listed species. The following are the federal and state listed species expected to be encountered in the project corridor:

Federal Listed Species:

- There is one active **bald eagle** nest (HN012) located approximately 1,000 feet east of the I-75 right-of-way in the vicinity of Oriole Lake in the northern portion of Hernando County. The proposed improvements are not expected to impact any existing foraging areas or any potential nesting trees in or adjacent to the corridor. Per recent guidelines from the USFWS, the nest is located greater than 660 feet from the proposed action. Therefore, the proposed action will have no effect on this nest.
- There are nine historic **wood stork** rookeries within 20.0 miles of this project. One rookery is within 1.0 mile in Pasco County at the beginning of the project. Foraging habitat for this species is available depending on the existing water levels in ditches, swales, and other wetlands. Wetland mitigation will replace any lost wetlands and the creation of wet stormwater management facilities may increase the amount of foraging areas available to this species in the project area. Mitigation will occur within the core foraging area of the wood stork rookery adjacent to this project. This species could possibly be affected as wetlands in the area will be affected.
- The **eastern indigo snake** may occur in wetland and upland habitats along the project corridor, although the prevalence of open rangeland and residential areas within the study corridor limits their utilization by this species with the exception of the WSF. To minimize effects to individual indigo snakes during construction, a special provision must be included in the contract to advise the contractor of the potential presence of this species and its protected status. If an indigo snake is sighted during construction, the contractor will be required to cease any operations(s) that might cause harm to the snake. If the snake does not move away from the construction area, Florida Fish and Wildlife Conservation Commission (FFWCC) will be contacted to capture and relocate it to other suitable habitat.

State Listed Species:

- **Gopher tortoises** are common in the upland areas of the region; however, loss of gopher tortoise habitat due to the project would be insignificant on a regional scale. Effects to the state-listed gopher tortoise populations are unavoidable, since the occurrence of these tortoises occurs in the current right-of-way. Coordination with the FFWCC will continue throughout the Final Design phase of the project. Relocations of any affected tortoises may be recommended. This relocation should take place immediately prior to the clearing of areas for roadway construction.
- During the field review, one **Florida sandhill crane** was observed foraging and nesting in the study area.

The *Wetlands Evaluation and Biological Assessment Memorandum* has been reviewed by the USFWS, which has concurred on December 7, 2006 that the planned 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.).

C.10 FARMLANDS

Within the project limits, I-75 travels through mainly rural areas south of SR 50 and the WSF-Croom Tract north of SR 50. Based on field reconnaissance, some properties adjacent to I-75 south of SR 50 are currently being used for grazing of cattle and horses. There are no organized farming activities of any kind in the vicinity of the I-75 corridor.

This project is not expected to require additional right-of-way acquisition, other than for the placement of SMFs and the improvements of two I-75 interchanges at CR 41 and SR 50. In a letter dated August 15, 2006, the Natural Resources Conservation Service of the US Department of Agriculture concurred that this project will not involve any Prime and Unique Farmlands as defined by 7 CFR 658.

ATTACHMENT D – PHYSICAL IMPACTS

D.1 NOISE

In accordance with 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, and with the FDOT's *PD&E Manual, Part 2, Chapter 17*, an assessment of potential traffic noise impacts was conducted for the proposed improvements and documented in a *Noise Study Report*.

The FHWA has established guidelines for the relationship between land use and design year noise levels. Residences, churches, motels, hospitals, parks, and recreation areas are land use categories in Activity Category B with Noise Abatement Criteria (NAC) level of 67 decibels on the A-weighted scale (dBA). Noise sensitive sites where the noise levels are predicted to approach within 1 dBA of the NAC or exceed the NAC will be identified. The noise study was conducted utilizing the FHWA approved Traffic Noise Model (TNM), Version 2.5.

Sixty-four noise sensitive sites (representing 2 churches, 1 library, 40 single-family residences, 10 mobile homes, 2 hotels, a golf course, and 10 campsites) were evaluated. For the eight-lane highway, the modeling analysis indicates that exterior traffic noise levels would range from 59.3 to 75.9 dBA. In addition, noise levels for the 63 sites modeled are predicted to increase between 2.4 and 6.4 dBA. Thirty-eight sites (22 single-family homes, 8 mobile homes, 2 golf greens, and 6 campsites) are predicted to experience noise levels that will approach, meet, or exceed the NAC, should the proposed project improvements be implemented. Noise abatement measures such as traffic management, alternative roadway alignment, and noise barriers were considered for the affected noise sensitive sites. None of these measures were found to be feasible and cost reasonable.

To reduce the potential for additional noise sensitive sites to be located within an area with incompatible traffic noise, noise level contours were developed for the future improved roadway. The results of the analysis indicate that the level of 66 dBA (approaching the FHWA's NAC) contour would extend approximately 350 feet from the outside edge of the closest travel lane of the eight-lane roadway.

D.2 AIR

In accordance with the Clean Air Act Amendments of 1990 and Part 2, Chapter 16 of the FDOT's *PD&E Manual*, an air quality analysis was conducted to assess the effects of the proposed project on air quality and summarized in the *Air Quality Memorandum*.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The FDOT's screening model, *CO Florida 2004* (released September 7, 2004), which uses the latest approved software (Mobile 6 and CAL3QHC) by the United States Environmental Protection Agency (USEPA), was applied to produce estimates of one-hour and eight-hour CO concentrations at SR 50 near I-75 which is considered the intersection with the highest total volume. The opening year (2010) and the design year (2030) were evaluated. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient

Air Quality Standards (NAAQS) for the pollutant with either the No-Build or Build alternatives. As such, the project “passed” the screening model.

The project is located in an area that has been designated as “attainment” for the 8-hour National Ambient Air Quality Standard for ozone under the criteria provided in the Clean Air Act and therefore, transportation conformity does not apply.

D.3 CONSTRUCTION

Construction activities for the proposed project will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with the FDOT’s *Standard Specifications for Road and Bridge Construction* as directed by the FDOT’s Construction Engineer.

Noise and vibration effects will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in the FDOT’s *Standard Specifications for Road and Bridge Construction*. Specific noise level or vibration problems that may arise during construction of the project will be addressed by the FDOT’s Construction Engineer in cooperation with the appropriate District Environmental Specialist.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities, which could excessively inconvenience the community so that motorists, residents and business persons can plan travel routes in advance. All provisions of the FDOT’s *Standard Specifications for Road and Bridge Construction* will be followed.

Construction of the roadway and bridges requires excavation of unsuitable material (muck), and placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. De-mucking is anticipated at most of the wetland sites and will be controlled by Section 120 of the FDOT’s *Standard Specifications for Road and Bridge Construction*. Disposal will be on-site in detention areas or off-site. The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads; in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT’s *Standard Specifications for Road and Bridge Construction*, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

D.4 CONTAMINATION

In accordance with the FDOT policy and the FHWA requirements, a contamination screening evaluation was performed to evaluate potential impacts from contaminated sites to the project. A *Contamination Screening Evaluation Report (CSER)* was prepared pursuant to the FHWA’s Technical Advisory T6640.8A and the FDOT *PD&E Manual, Part 2, Chapter 22*.

A total of eight (8) sites were identified and evaluated through federal and state databases, property data, aerial photographs and on-site investigation. Five of the eight records were for tanker accidents that occurred within the right-of-way, along the northern third of the project corridor. The remaining three records are for fuel retail stations, two of which are closed and/or undergoing remediation.

These sites were rated either None, Low, or Medium for their potential to contain petroleum or hazardous materials contamination. Based on available information and field inspection, there are no **High**-rated sites in the study area. Two accident sites had potential or documented discharges and/or violations that were assigned a **Low** rating. Six sites –three fuel/service stations and three accident sites– were assigned

a **Medium** rating for potential contamination impacts to the project corridor. It is not anticipated that any of these sites will create contamination for the proposed project.

The sites being considered for placing stormwater management facilities (SMF) were also screened for the potential of contamination. All sites were found to be free of any type of contamination.

This proposed project contains no known significant contamination.

D.5 NAVIGATION

The FHWA has determined that, per 23 CFR 650 Subpart H, the project will not be subject to a USCG permit for the future widening of the I-75 bridges over the Withlacoochee River. The determination was based on the FHWA's review of a Bridge Project Questionnaire, and its subsequent reply dated August 29, 2006.

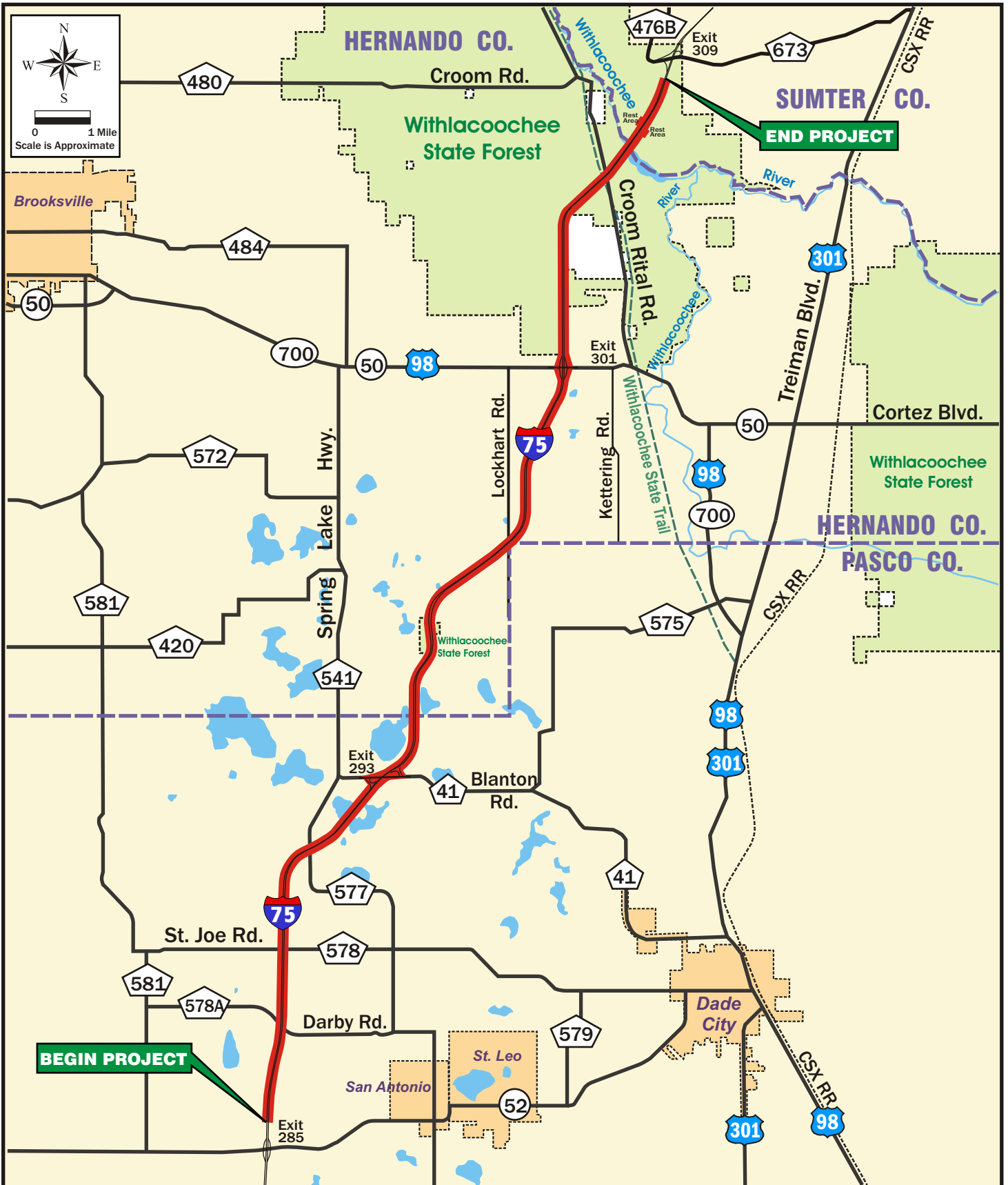
APPENDICES

APPENDIX A: Project Location Map

APPENDIX B: Typical Sections

APPENDIX A

Project Location Map



I-75 PD&E Study

From N. of SR 52 to S. of CR 476B
Pasco, Hernando & Sumter Counties

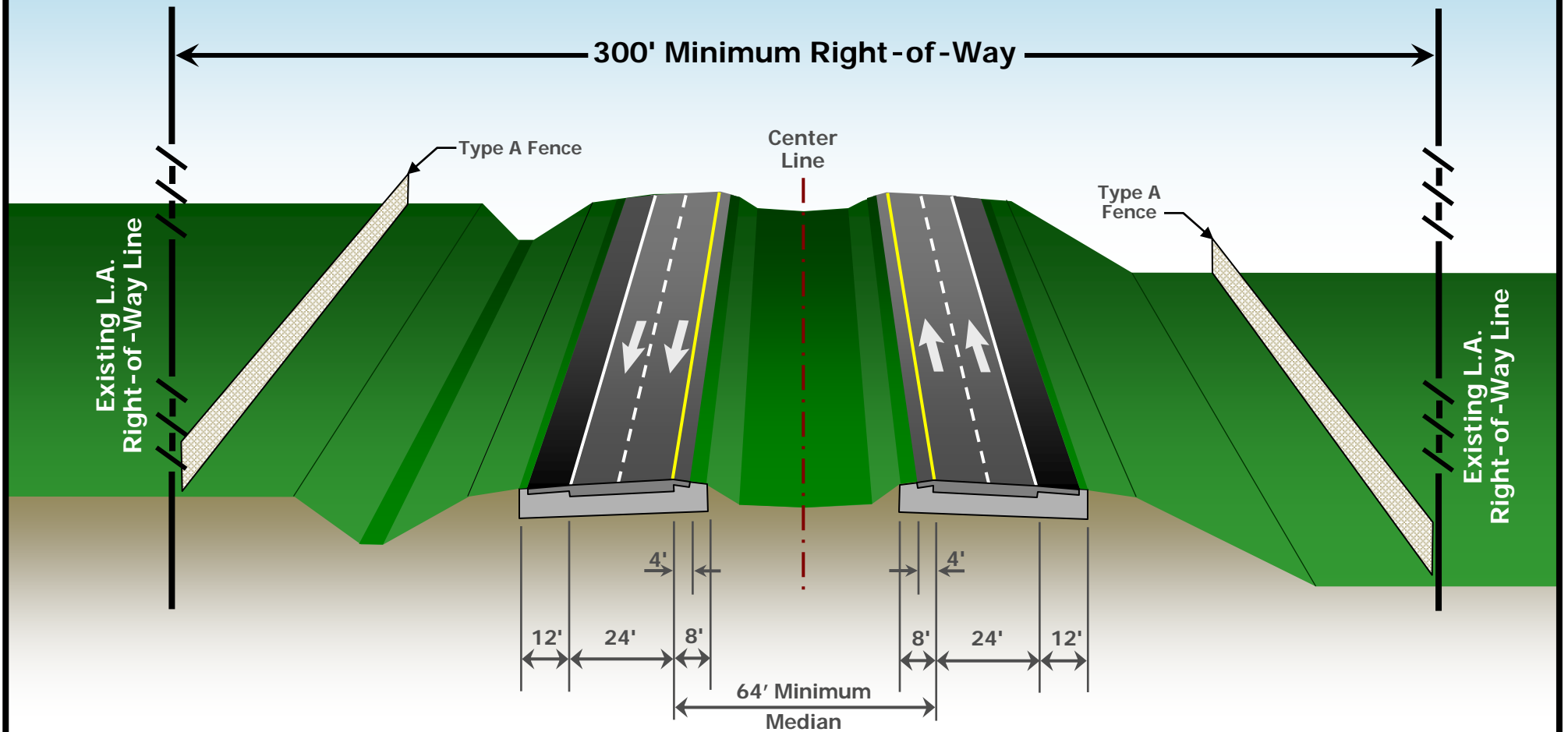
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FAP No: 0751-1201

Project Location Map

APPENDIX B
Typical Sections

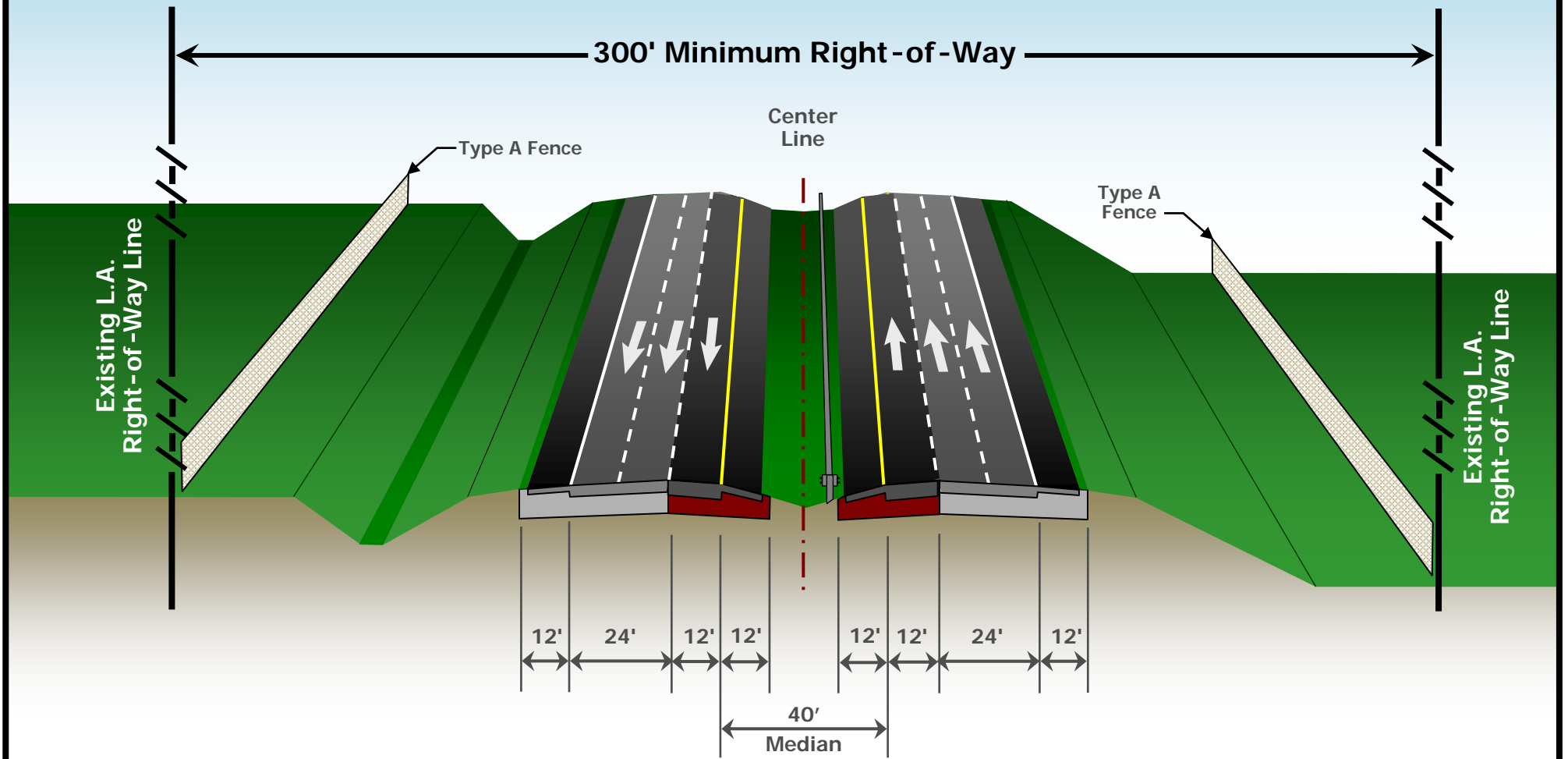
Roadway Typical Section



I-75 PD&E Study
From N. of SR 52 to S. of CR 476B
Pasco, Hernando & Sumter Counties
WPI Seg. No.: 411014 1
FAP No.: 0751- 120I

I- 75 Mainline
Existing Typical Section

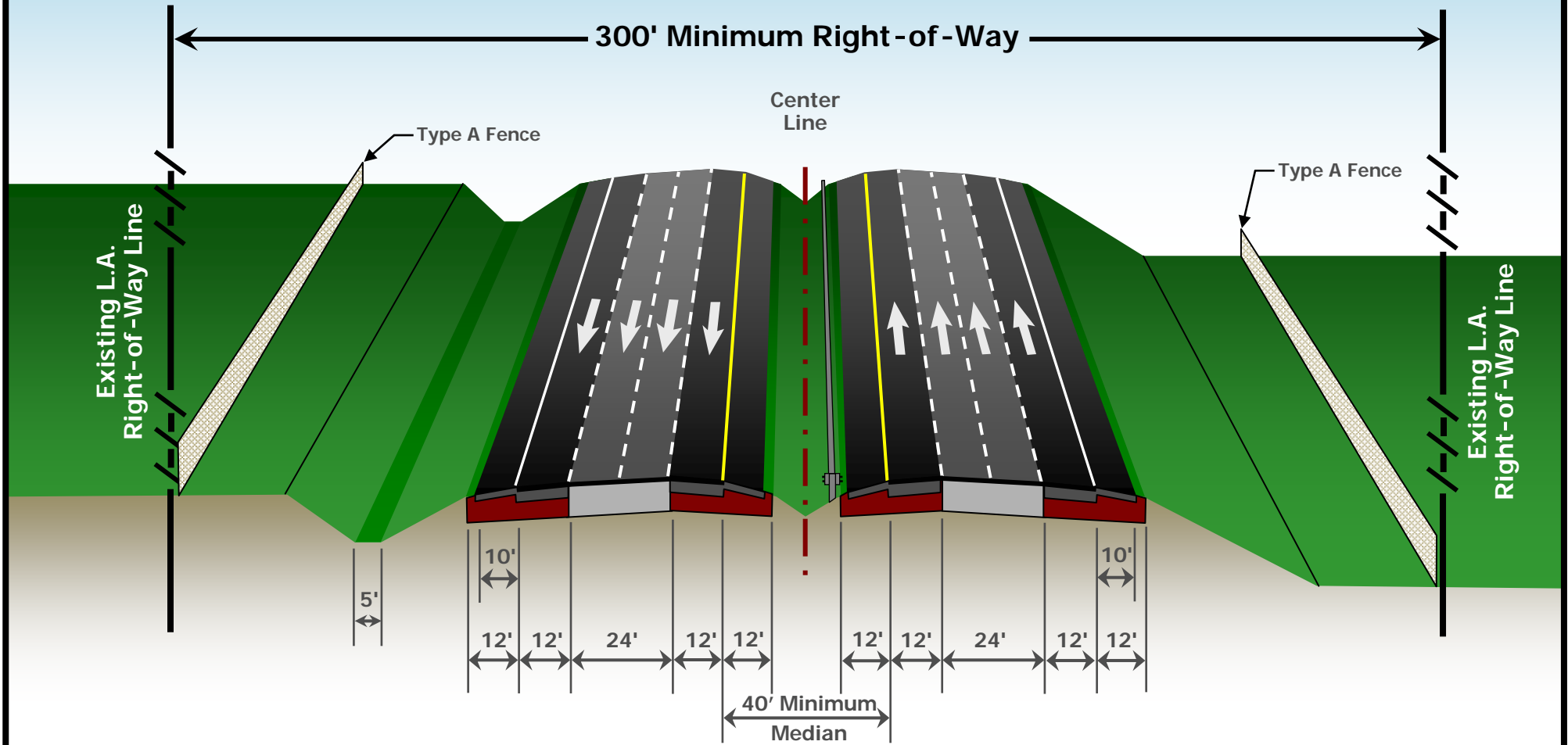
Roadway Typical Section



I-75 PD&E Study
From N. of SR 52 to S. of CR 476B
Pasco, Hernando & Sumter Counties
WPI Seg. No.: 411014 1
FAP No.: 0751- 120I

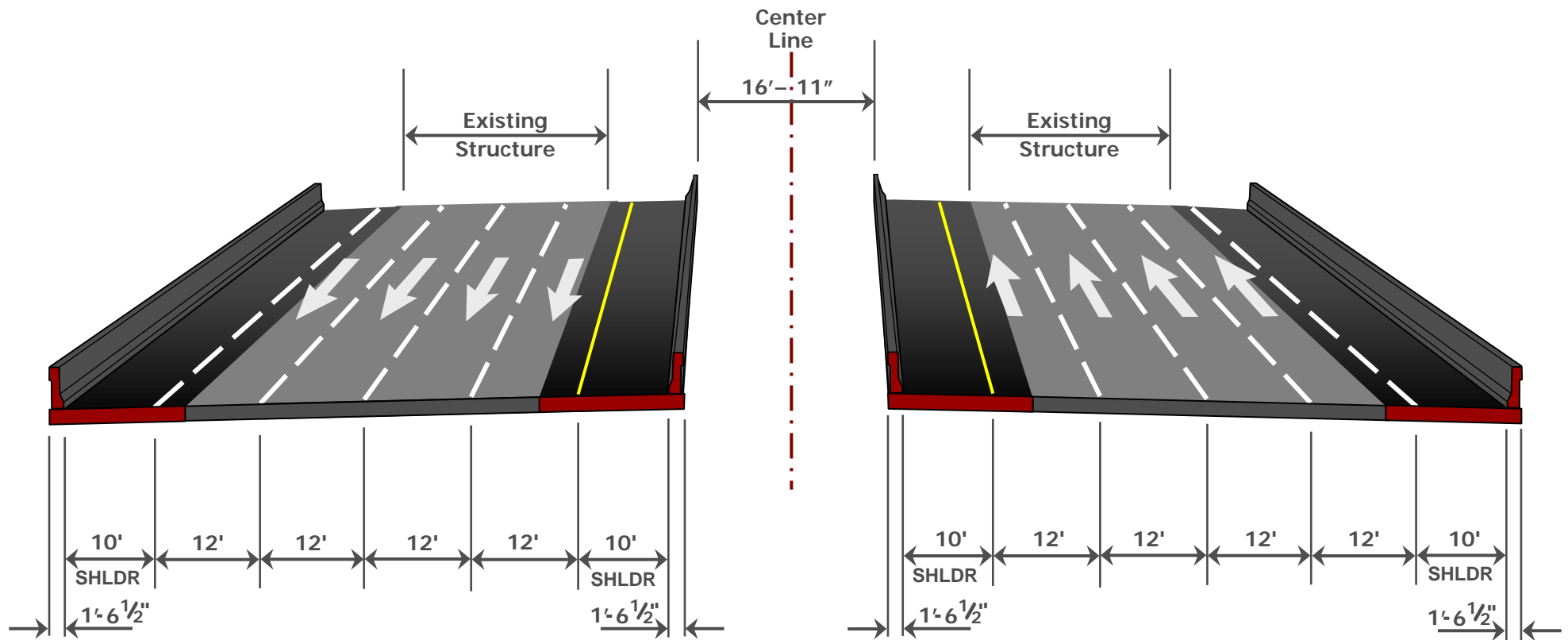
Interim Six-Lane Typical Section for I -75

Roadway Typical Section



I-75 PD&E Study
 From N. of SR 52 to S. of CR 476B
 Pasco, Hernando & Sumter Counties
 WPI Seg. No.: 411014 1
 FAP No.: 0751- 120I

**I -75 Mainline Proposed Typical Section
 "Inside & Outside" Widening Alternative**



I-75 PD&E Study
 From N. of SR 52 to S. of CR 476B
 Pasco, Hernando & Sumter Counties
 WPI Seg. No.: 411014 1
 FAP No.: 0751- 120I

I-75 Bridge Typical Section "Inside & Outside" Widening Alternative