

Florida Department of Transportation

PROJECT REEVALUATION

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: Type II Categorical Exclusion November 27, 2000
- c. Project Numbers: 258736 1 NH-75-1-(91)275  
(If applicable) Financial Project Federal Aid
- d. Project Local Name, Location and Limits: I-75 from south of SR 56 to north of SR 52, Pasco County, FL
- e. Highway Segment having the Design Change: I-75 from south of SR 56 to CR 54, Pasco County (FPN 408459 4)
- f. Name of Analyst(s): Rick Adair

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of the FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK

Rick Adair  
District Environmental Representative

1/29/04  
Date

III. FHWA CONCURRENCE BLOCK

Mavis Williams  
Federal Highway Administration, Division Administrator

Feb 12, 2004  
Date

**IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE**

	<b>YES / NO</b>		<b>COMMENTS</b>
<b>A. SOCIAL IMPACTS</b>			
1. Land Use Changes	[ ]	[ x ]	
2. Community Cohesion	[ ]	[ x ]	
3. Relocation Potential	[ ]	[ x ]	
4. Community Services	[ ]	[ x ]	
5. Title VI Considerations	[ ]	[ ]	[ x ]
6. Controversy Potential	[ ]	[ x ]	
7. Utilities and Railroads	[ ]	[ x ]	
<b>B. CULTURAL IMPACTS</b>			
1. Section 4(f) Lands	[ ]	[ x ]	
2. Historic Sites / Districts	[ ]	[ x ]	
3. Archaeological Sites	[ ]	[ x ]	
4. Recreation Areas	[ ]	[ x ]	
5. Pedestrian / Bicycle Facilities	[ ]	[ x ]	
<b>C. NATURAL ENVIRONMENT</b>			
1. Wetlands	[X]	[ ]	<u>See Attachment "A"</u>
2. Aquatic Preserves	[ ]	[ x ]	
3. Water Quality	[ ]	[ x ]	
4. Outstanding Florida Waters	[ ]	[ x ]	
5. Wild and Scenic Rivers	[ ]	[ x ]	
6. Floodplains	[X]	[ ]	<u>See Attachment "A"</u>
7. Coastal Zone Consistency	[ ]	[ x ]	
8. Coastal Barrier Islands	[ ]	[ x ]	
9. Wildlife and Habitat	[ ]	[ x ]	
10. Farmlands	[ ]	[ x ]	
11. Visual / Aesthetics	[ ]	[ x ]	
<b>D. PHYSICAL IMPACTS</b>			
1. Noise	[x]	[ ]	
2. Air	[ ]	[ x ]	
3. Construction	[ ]	[ x ]	
4. Contamination	[x]	[ ]	<u>See Attachment "A"</u>
5. Navigation	[ ]	[ x ]	

## **STATUS OF PROJECT CORRIDOR**

The Florida Department of Transportation (FDOT) is conducting 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 is being conducted for the I-75 segment from south of Fowler Avenue to south of SR 56 in Hillsborough and Pasco Counties, Florida. This Design Change Reevaluation is being prepared separately for the remaining I-75 segment from south of SR 56 to CR 54 in Pasco County. The Study Reevaluation compares and documents the present proposed design concepts to those contained in the original I-75 PD&E Study that was approved by the Federal Highway Administration (FHWA) on November 27, 2000. The combined length of these studies is approximately 13.9 miles. Figure 1 indicates the limits of the PD&E and Reevaluation Studies. Figure 2 indicates the original PD&E Study limits.

## **V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA**

### **Typical Section**

#### **From South of Cypress Creek to SR 56**

The proposed typical section contained in the FHWA approved 2000 PD&E Study would have provided three 12-foot lanes for each direction of travel, 12-foot inside and outside shoulders, and a 64-foot median. The proposed typical section would consist of six 12-foot travel lanes (three in each direction), three 12-foot auxiliary lanes in the southbound direction, and one 12-foot auxiliary lane in the northbound direction. A two-lane exit ramp to SR 56 would run parallel to the mainline.

#### **From SR 56 to CR 54**

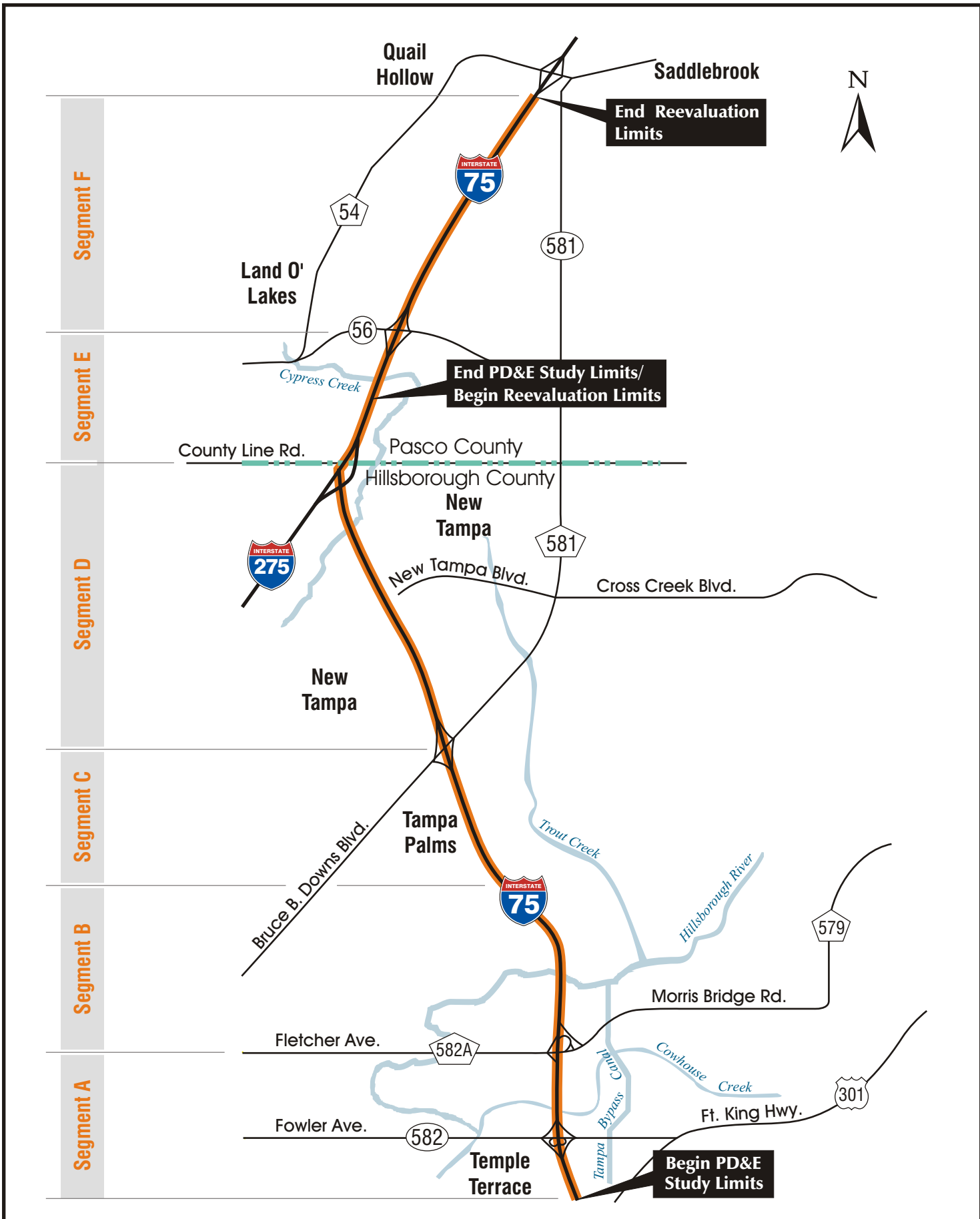
The proposed typical section will change from the six-lane typical section described above to a six-lane typical section (12-foot lanes) with one auxiliary lane (12-foot) in each direction.

#### **From CR 54 to North of SR 52**

There are no design changes proposed within these limits.

### **Alignment**

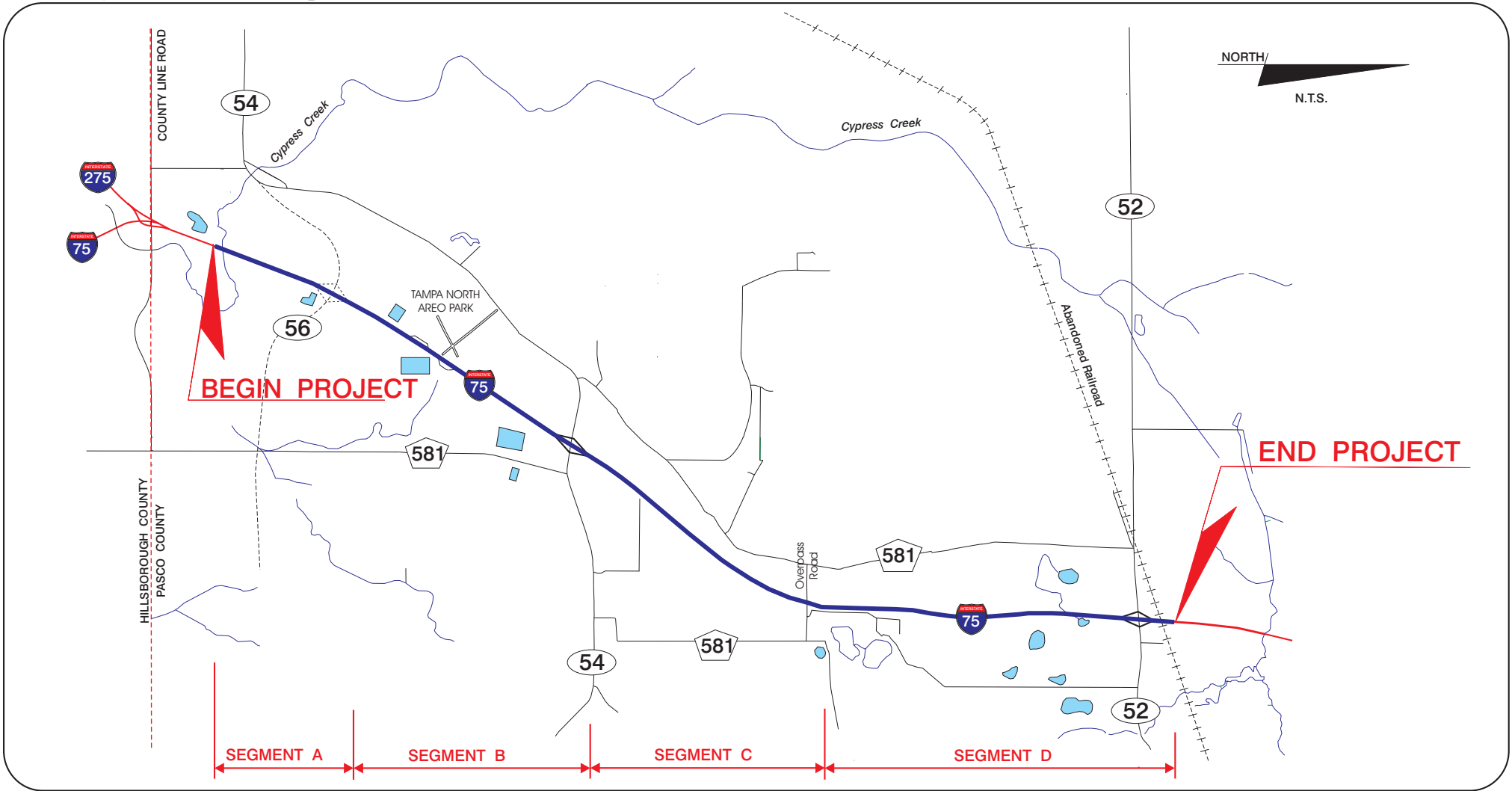
The alignment for the proposed improvements will be consistent with the alignment proposed in the original 2000 PD&E study. However, given the increase in the number of lanes and the increased pond acreage required to treat runoff from these lanes, an additional 27.1 acres of right-of-way will be required beyond the 11.36 acres stated in the previous study.





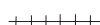


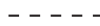
**I - 75 PD&E Study**  
 from south of Fowler Avenue to CR 54  
 Hillsborough and Pasco Counties  
 WPI Seg. No: 408459 1 / FAP No: 0751 105 I  
 WPI Seg. No: 258736 1 / FAP No: NH-75-I(91)275

**PROJECT LOCATION MAP**

**Figure 1**



**LEGEND**

-  Project Limits
-  River / Water
-  Railroad
-  State Road Numbers
-  County Road Numbers
-  Proposed Roadway

FLORIDA DEPARTMENT OF TRANSPORTATION

**I-75 (S.R. 93)**

**PD&E STUDY**

From South of S.R. 56 to North of S.R. 52  
Pasco County, Florida

**PROJECT LOCATION MAP**



## VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

### COMMITMENTS

1. Impacts to wetlands will be mitigated using Florida Statutes 373.4137

Status: The commitment is still valid. Wetland effects will be coordinated with the DEP and SWFWMD during the design and construction of the proposed improvements.

2. The number and location of residential properties in the Tampa Bay Golf and Tennis Club development that acquire building permits prior to the date that the Federal Highway Administration (FHWA) approves this environmental document will be established. During subsequent reevaluations for this project, the effect of *traffic* noise on those residences will be determined and abatement considerations evaluated, where warranted.

Status: A recent noise barrier status review/analysis was performed in response to this commitment. The review addressed the noise sensitive sites that received a building permit in the Egret Landing subdivision of the Tampa Bay Golf and Country Club as of the Location Design Acceptance (LDA) date of November 27, 2000. The review/analysis evaluated the cost reasonableness of a noise barrier for the noise sensitive sites that received a building permit as of the LDA date. The review found that a barrier would not be cost reasonable. Therefore, this commitment has been fulfilled and it wouldn't need to be addressed again in subsequent reevaluations for this portion of the original Study limits.

3. A total of 11 sites were classified as potential contamination sites. Three sites were assigned a risk rating of "low", eight sites were assigned a risk rating of "medium" and no sites were assigned a "high" risk rating. The eight sites that were assigned a risk rating of medium are recommended for further evaluation in the form of soil and groundwater sampling and testing for the presence of petroleum products during the design phase of this project.

Status: This commitment is still valid. Further evaluations will be performed during the design phase of the project.

4. Archeological field testing will be conducted for the preferred pond and floodplain compensation areas during the design phase of this project for review and concurrence by FHWA and the State Historic Preservation Officer (SHPO).

Status: This commitment is still valid. Further evaluations will be performed during the design phase of the project

## V. PERMITS STATUS

All required permits will be obtained prior to the construction phase of the proposed improvements.

**ATTACHMENT “A”**  
**Reevaluation of I-75, from south of SR 56 to CR 54, Pasco County**

**C. NATURAL ENVIRONMENT**

Wetlands: The originally approved Type II Categorical Exclusion determined that 1.02 acres of wetlands would be affected.

Status: Based on a more conservative methodology for estimating wetland effects and the increase in the number of lanes, the project within the reevaluation limits will affect approximately 16.75 acres of wetlands.

Floodplains: The originally approved Type II Categorical Exclusion determined that 21.07 acre-feet of floodplains would be affected.

Status: The proposed improvements would result in 35.44 acre-feet of floodplains being affected.

**D. PHYSICAL IMPACTS**

Contamination: The originally approved Type II Categorical Exclusion determined that 7 potential contamination sites existed within the limits of the reevaluation. Six of these were rated “medium” and one had a “low” rating.

Status: The reevaluation determined that there are currently 10 potential contamination sites within the study limits. Four of these sites are ranked “medium”, five are ranked “low”, and one is ranked “no”.