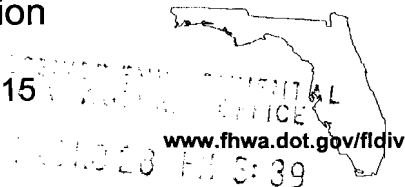




#31

Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, FL 32301
(850) 942-9650



November 27, 2000

IN REPLY REFER TO: HPO-FL

Mr. Jeraldo Comellas, Jr., P.E.
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6456

Subject: Type 2 Categorical Exclusion
Federal-Aid Project No.: NH-75-1(91)275
WPI Seg. No.: 2587361
SR 93 (I-75), from South of SR 56 to North of SR 52
Pasco County

Dear Mr. Comellas:

The Federal Highway Administration (FHWA) has reviewed and concurred in the Class of Action determination for the subject project limits. We are also granting approval of the Final I75/SR52 Interchange Modification Report. A signed copy of the Type 2 Categorical Exclusion and the Interchange Modification Reports are enclosed for your use.

Should you have any questions, please contact me at (850) 942-9650 Ext. 3032.

Sincerely,

For: James E. St. John
Division Administrator

Enclosure

FLORIDA DEPARTMENT OF TRANSPORTATION

INTERCHANGE MODIFICATION PROPOSAL

REVIEW CHECKLIST AND CERTIFICATION STATEMENT

Interchange Location: Mainline: Interstate 75 Crossroad: State Road 52

DOT District: Seven District Contract: C-6227

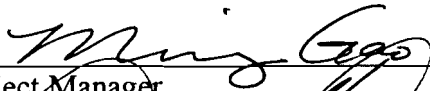
Applicant: FDOT District Seven, Environmental Management Office

Contact: Mr. Kirk Bogen, P.E., District Project Development Engineer

EXCEPTIONS (POLICY, PROCEDURE, STANDARDS):

CERTIFICATION:

This document has been reviewed to ensure consistency with the analysis techniques and documentation requirements as agreed to in the Methodology Letter of Understanding (MLOU) and the Interchange Process (except as noted above).



Project Manager

11-2-2000

Date



District Planning Manager

2 Nov 00


Date



District Interchange Review Coordinator

11-2-2000

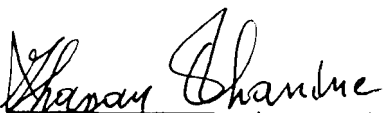
Date



 District Secretary or designee

11/3/00

Date

APPROVED:  DATE: 11/27/2000
For the Division Administrator

6. IMPACT EVALUATION

Topical Categories	S I g n	M I n	N o n	N o I n v	REMARKS
A. SOCIAL IMPACTS					
1. Land Use Changes	[]	[]	[X]	[]	<u>See Attachment A</u>
2. Community Cohesion	[]	[]	[]	[X]	
3. Relocation Potential	[]	[X]	[]	[]	<u>See Attachment A</u>
4. Community Services	[]	[]	[]	[X]	
5. Title VI Considerations	[]	[]	[X]	[]	<u>See Attachment A</u>
6. Controversy Potential	[]	[]	[X]	[]	<u>See Attachment A</u>
7. Utilities and Railroads	[]	[X]	[]	[]	<u>See Attachment A</u>
B. CULTURAL IMPACTS					
1. Section 4(f) Lands	[]	[]	[]	[X]	
2. Historic Sites / District	[]	[]	[X]	[]	<u>See letter dated 4/24/1998</u>
3. Archaeological Sites	[]	[]	[X]	[]	<u>See letter dated 4/24/1998</u>
4. Recreation Areas	[]	[]	[]	[X]	
C. NATURAL ENVIRONMENT					
1. Wetlands	[]	[X]	[]	[]	<u>See Attachment A</u>
2. Aquatic Preserves	[]	[]	[]	[X]	
3. Water Quality	[]	[]	[X]	[]	<u>WQIE dated 6/19/2000</u>
4. Outstanding Florida Waters	[]	[X]	[]	[]	<u>See Attachment A</u>
5. Wild and Scenic Rivers	[]	[]	[]	[X]	
6. Floodplains	[]	[X]	[]	[]	<u>See Attachment A</u>
7. Coastal Zone Consistency	[]	[]	[X]	[]	<u>See letter dated 8/11/97</u>
8. Coastal Barrier Islands	[]	[]	[]	[X]	
9. Wildlife and Habitat	[]	[X]	[]	[]	<u>See letter dated 3/1/99</u>
10. Farmlands	[]	[]	[]	[X]	
D. PHYSICAL IMPACTS					
1. Noise	[]	[X]	[]	[]	<u>See Attachment A</u>
2. Air	[]	[]	[X]	[]	<u>See Attachment A</u>
3. Construction	[]	[X]	[]	[]	<u>See Attachment A</u>
4. Contamination	[]	[X]	[]	[]	<u>See Attachment A</u>
5. Navigation	[]	[]	[]	[X]	
a.	[]				FHWA has determined that a Coast Guard permit IS NOT required in accordance with 23 CFR 650, Subpart H.
b.	[]				FHWA has determined that a Coast Guard permit IS required in accordance with 23 CFR 650, Subpart H.

E. PERMITS REQUIRED

Southwest Florida Water Management District (SWFWMD)
 United States Army Corps. of engineers (USACOE)
 United States Environmental Protection Agency (USEPA)

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

8. **MITIGATION AND COMMITMENT COMPLIANCE**

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

ATTACHMENT 1 - PROJECT DESCRIPTION

A. Existing Conditions:

The I-75 corridor is primarily a north/south facility that, in its entirety, extends from a southern terminus at Miami, Florida to a northern terminus at Sault Saint Marie, Michigan. The PD&E Study corridor encompasses the portion of I-75 from south of the new interchange with S.R. 56 to north of the existing interchange with S.R. 52, in Pasco County, Florida, a distance of approximately 19.15 kilometers (km) [11.90 miles (mi)]. I-75's functional classification is "rural interstate." The facility is also a part of the Federal Aid Interstate System, the Florida Intrastate Highway System (FIHS) and State Highway System.

Please note, the new S.R. 56 interchange is currently under construction and is scheduled to open in August 2001. This interchange will therefore be considered an existing condition for the PD&E Study.

B. Proposed Improvements:

Following an extensive public involvement program, which included a public workshop and a public hearing, a preferred alternative was selected for the I-75 improvements. It is described as Alternative 5 in the Preliminary Engineering Report (PER) of this Study. The proposed improvements consist of widening into the border of the I-75 mainline and providing a loop ramp in the northwest quadrant of the I-75/S.R. 52 interchange. The preferred alternative mainline typical section features three 3.6 meters (m) [(12 feet (ft))] lanes each way, 3.6 m (12 ft) outside shoulders (of which 3.0 m/10 ft is paved), while retaining the existing 19.507 m (64 ft) depressed median and 3.657 m (12 ft) inside shoulders (of which 3.048 m/10 ft is paved). A reduced border width of 21.567 m (70 ft) is proposed in order to avoid the need for additional Right of Way acquisition. Since the resultant border width is less than the required 25.0 m (82 ft), a design variation will be required for this typical section.

Providing a loop ramp in the northwest quadrant of the I-75/S.R. 52 interchange would eliminate the conflict of the westbound to southbound left-turn movement with the eastbound through movement. The loop ramp would also eliminate the conflict of the westbound to southbound left-turn movement with the eastbound to southbound right-turn movement, as these movements merge together on the southbound entrance ramp to I-75. The implementation of the loop ramp would reduce the signal operation from the existing three-phase to a two-phase signal operation, thus increasing the capacity of the intersection on the west side of the interchange. The loop ramp would ensure that the interchange could accommodate anticipated heavier traffic volumes while maintaining an acceptable LOS.

An Interchange Modification Report (IMR) was produced for the proposed loop ramp. The recommended loop ramp alternative was selected as the most cost effective alternative that meets the objectives of the IMR. This alternative accommodates future travel demand, maintains an acceptable level of service, and by eliminating the need for an additional interstate access location, does not degrade the operations of the interstate mainline. It also reduces the queuing on the northbound exit ramp, thus improves safety along the interstate mainline. The IMR was reviewed and preliminarily accepted by FHWA.

ATTACHMENT A - SOCIAL IMPACTS

A-1. Land Use Changes

The existing land uses adjacent to the I-75 corridor consist of general agriculture, commercial, industrial and some low density residential areas in a rural setting. The proposed project is consistent with future land use plans. Population growth trends in Pasco and northern Hillsborough counties have shown a high growth rate over the past thirty years. Future land uses are expected to follow the established trends, and secondary development or land use changes associated with the proposed project are unlikely.

A-3. Relocation Potential

The proposed improvements may require the relocation of three businesses. One additional vacant commercial location may also be an additional business relocation. No residential relocations will be required as a result of the proposed improvements.

A-5. Title VI Considerations

The project is not expected to impact any distinct minority, ethnic, elderly, or handicapped groups. This project is being developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

A-6. Controversy Potential

To ensure open communication and agency and public coordination, the FDOT provided an Advance Notification Package to State and Federal agencies and other interested parties. No adverse or negative comments were received in response to the Advance Notification dated June 10, 1997. A Public Workshop was held on December 3, 1997 to present the No Build and Viable Build alternatives and to solicit comments from interested citizens. The viable Build alternatives included widening of the existing roadway by adding the additional travel lanes in the border (Alternative 1), and widening of the existing roadway by adding the additional travel lanes in the median (Alternative 2). A total of 113 public workshop notices were mailed to property owners in the I-75 project area and 32 notices were mailed to public agencies and officials. Approximately fifty persons attended the Meeting and eight written comments were received. The general consensus from the attendees was the Build alternatives. No comments were received in favor of the No Build alternative. Following the public workshop several modifications were made to the Build alternatives that led to the identification of the recommended alternative, which includes outside widening with reduced border width and a loop ramp at the S.R. 52 interchange.

A Public Hearing was held on July 27, 2000 to present the No Build and recommended Build alternatives to the public for comments. Approximately 37 persons attended the Meeting and four written comments were received. In addition to the written comments, one person spoke during the formal portion and one person made an oral statement during the informal portion. All comments received from the Public Hearing were in support of the project; however, requests were made to include improvements to the I-75/S.R. 54 interchange as part of this Study. A separate PD&E Study for this interchange was completed in 1988 and therefore it was excluded from the current Study. As a result of the Public Hearing, the proposed improvements in the 1988 Study were included as part of the preferred alternative of this Study.

A-7. Utilities and Railroads

Several utility companies including Pasco County Utilities, Peoples Gas Systems, Tampa Electric Company, Withlacoochee River Electric Cooperative, Tampa Bay Water, Florida Power Corporation, FSN Cable, Inc., and GTE Florida, Inc. have facilities within the I-75 ROW. Coordination with the utility companies will continue through the project development and construction phases. There are no railroad crossings within the project limits.

ATTACHMENT B - CULTURAL IMPACTS

B-2. Historic Sites/District

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 project study area. The CRAS included background research and a field survey coordinated with the SHPO. The historical/architectural survey resulted in the recording of one historic cemetery within the viewshed of the I-75 project corridor. The Holten Cemetery [Florida Site File (FSF) site 8PA619] was established in the 1880s and is still used for burials. Based on the lack of significant historical evidence, and unique gravestones and burial practices, the FHWA, after application of the National Register Criteria of Significance, found that the Holten Cemetery was not eligible for listing on the National Register of Historic Places (NRHP). The SHPO rendered the same opinion, as stated in a letter dated April 24, 1998. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the FHWA, after consultation with the SHPO, has determined that no NRHP properties would be affected. The FHWA issued a letter dated May 1, 1998 indicating this opinion.

A probability analysis was also conducted for 20 preferred pond sites and 7 preferred floodplain compensation (FPC) sites. All of these sites are located within the previously surveyed Area of Potential Effects (APE) and will not require further historical/architectural field survey. No historic structures are associated with any of the preferred pond and FPC sites.

B-3. Archaeological Sites

In accordance with the National Historic Preservation Act of 1966, as amended, and Chapters 253 and 267, Florida Statutes, a CRAS was conducted to assess the potential of impacts to any archaeological sites in the project study area. The CRAS included background research and a field survey coordinated with the SHPO. Background research and a review of the FSF indicated that one archaeological site was recorded within the project corridor. As a result of the field survey, the location of the previously recorded site was confirmed and fifteen new sites were discovered. Among the 16 total sites, two are classified as single artifact sites, three as artifact scatters, and 11 as lithic scatters. All are considered to have limited research potential. Neither the previous site nor the newly discovered sites will be affected by the proposed project. The FHWA, after application of the National Register Criteria of Significance, found that the sites were not eligible for listing on the NRHP. The SHPO rendered the same opinion, as stated in a letter dated April 24, 1998. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the FHWA, after consultation with the SHPO, has determined that no NRHP properties would be affected. The FHWA issued a letter dated May 1, 1998 indicating this opinion.

A probability analysis was also conducted for 20 preferred pond sites and 7 preferred FPC sites. Six previously recorded archaeological sites are associated with eight of the preferred pond and FPC sites. These recorded sites include single artifacts, and lithic and artifact scatters. None is considered eligible for listing in the NRHP. As assessment of archaeological site location probability indicated that ten of the preferred pond and FPC sites have a high potential for site occurrence; six were considered to have a moderate potential; and 11 are deemed to have a low site probability. If archaeological sites are discovered, they are anticipated to be small lithic or artifact scatters, and with rare exception, would not be considered significant in terms of NRHP eligibility criteria. However, the proposed pond and FPC sites which have a moderate or high archaeological site probability will need to be archaeologically field tested for review by the FHWA and the SHPO during the design phase of this project.

ATTACHMENT C - NATURAL ENVIRONMENT

C-1. Wetlands

The impact on wetlands within the project corridor is 1.29 ha. (3.19 ac). Mitigation for the loss of these wetlands will take place through Florida Statute 373.4137.

C-3. Water Quality

No adverse impacts to water quality are anticipated. The proposed storm water facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the Southwest Florida Water Management District. Therefore, no further mitigation for water quality impacts will be needed. A Water Quality Impact Evaluation (WQIE) was conducted for this project.

C-4. Outstanding Florida Waters

The Stormwater Management Facilities (SMF) sites have been evaluated assuming the facilities will be designed as wet detention systems providing treatment for 1.5 inches of runoff in facilities discharging directly in Outstanding Florida Waters (OFW) and treatment of 1 inch of runoff for facilities not discharging directly to OFW.

C-6. Floodplains

The Federal Emergency Management Agency (FEMA) (Flood Insurance Rate Maps) has completed a Flood Insurance Study (FIS) for Pasco County dated February 17, 1989, and there were no floodways indicated within the project corridor. Although Cypress Creek and Trout Creek are not considered floodways, FEMA has performed a hydraulic and hydrologic analysis for both streams.

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, impacts to floodplains from the construction of the proposed project were considered. Portions of the study area for the proposed I-75 widening are located within the floodplain limits shown on the FIRM Community Panels. The area from Cypress Creek to approximately 300 m (1000 ft) north of Trout Creek lies within the 100-year flood boundary Zone A4. Zone A4 is an area of 100-year flood, in which the base flood elevation [elevation 16.45 m (54 ft) NVGD to the west and elevation 16.15 m (53 ft) NVGD to the east] and flood hazard factors have been determined by FEMA.

The following areas intermittently lie within the 100-year flood boundary Zone A: from the northbound rest area extending north approximately 1340 m (4400 ft); from approximately 700 m (2300 ft) south of S.R. 54 to approximately 305 m (1000 ft) south of S.R. 54; from S.R. 54 extending north approximately 1220 m (4000 ft); from approximately 305 m (1000 ft) north of Tupper Road extending north approximately 305 m (1000 ft); from 488 m (1600 ft) north of Old McKendree Road extending north approximately 305 m (1000 ft). Zone A is an area of 100-year flood, in which the base flood elevation and flood hazard factors have not been determined by FEMA.

The remaining corridor of the project limits either lies in Zone C (areas of minimal flooding) or Zone X (areas determined to be outside the 500-year floodplain).

This project can be categorized as Category 4: PROJECTS ON EXISTING ALIGNMENT INVOLVING REPLACEMENT OF EXISTING DRAINAGE STRUCTURES WITH NO RECORD OF DRAINAGE PROBLEMS as defined in the FDOT Drainage Manual.

Mitigation for encroachment into the 100 year floodplain will be compensated through the construction of floodplain compensation ponds. These ponds and their locations will be addressed in the design phase of this project.

C-7. Coastal Zone Consistency

In accordance with Section 307 of the Coastal Zone Management Act (CZMA) and Chapter 15, Code of Federal Regulations, Part 930, Federal Consistency with Approved Coastal Management Programs, this project was reviewed for Coastal Zone Consistency. As identified in the Advance Notification stage, the State Clearinghouse, Office of the Governor, determined on August 11, 1997, that the proposed Federal activity is consistent with the Florida Coastal Zone Management Program (FCMP). Environmental documents will be reviewed to determine continued consistency with FCMP as provided in 15 CFR 930.05.

C-9. Wildlife and Habitat

This project has been evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with 50 CFR, Part 402 and the Endangered Species Act of 1973, as amended. The United States 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 Threatened & Endangered Species List were all consulted to establish a list of threatened or endangered species potentially occurring within the project area. The project area was surveyed between August and October 1997. Observation of habitat adjacent to the I-75 ROW indicates that the listed species with the greatest potential for occurrence are wading birds foraging in the wetland areas. Due to the large amount of suitable foraging and nesting habitat in the project area, impacts from the proposed improvements to I-75 are expected to be minimal. Disturbed vegetative conditions associated with the potential habitat areas limit the use and/or presence of listed species. Only minimal effects to upland species are expected and limited primarily to the gopher tortoise, a state species of special concern. The growing concentration of residential areas within the upland portions of the study area and the fragmentation of available upland habitat by agricultural activities limit the potential occurrence of protected wildlife. The proposed project is not located in an area designated as "Critical Habitat" by the USFWS. On April 4, 1999, the USFWS concurred that there would be "No Effect" on any federally protected threatened or endangered species.

ATTACHMENT D - PHYSICAL IMPACTS

D-1. Noise

In accordance with 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise", an assessment of traffic noise was conducted for this project. 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 in Category B with a Noise Abatement Criteria (NAC) level of 67 decibels on the A-weighted scale (dBA). Noise sensitive sites predicted to "approach" within 1 dBA of the NAC or exceed the NAC were identified.

The noise study was conducted utilizing the FHWA STAMINA 2.0 (Florida Version 2.1) traffic noise prediction model. The traffic noise impact evaluation identified 3 noise sensitive sites in Segment B, 17 in Segment C and 12 in Segment D as approaching or exceeding the FHWA NAC for a total of 32 affected noise sensitive sites. The sites included two motel swimming pools (Master's Inn and Comfort Inn), a swimming pool and shuffleboard court at Quail Run RV Park, and the remainder were residential sites. The range of increase from existing conditions to design year build is 1.3 to 1.7 dBA. Noise level increases up to 3 decibels are not perceptible to the average human being; therefore, noise impacts from the proposed project are considered minimal.

Noise abatement measures were evaluated for the affected noise sensitive sites including traffic system management, alignment modifications, property acquisition, land use controls and noise barriers. None of the noise abatement measures evaluated were found to be feasible and cost reasonable. Land use controls can be used to minimize the future development of noise sensitive sites.

The Tampa Bay Golf and Tennis Club is a master planned unit development located south of S.R. 52 and west of I-75. At the time of the noise evaluation for the PD&E Study phase of this project, construction had been completed for only one residence and a noise level of 66.5 dBA was predicted at the residence indicating that future noise abatement should be considered. All residences that have been planned, designed, and programmed (i.e., have acquired a building permit) prior to the date that FHWA approves this environmental document will be evaluated in a noise analysis and considered for abatement if predicted noise levels approach or exceed the NAC during the project's subsequent design phase. Currently, building permits are being acquired and construction is beginning on other lots in this development. The exact location and number of residences that are to be evaluated cannot be determined at this time. During subsequent reevaluations for this project, the number and location of residential properties that acquired building permits prior to the date that FHWA approves this environmental document should be determined and a noise evaluation performed for those residences.

D-2. Air

The No Build and Preferred Build Alternatives were subjected to an air quality screening test COSCREEN98. A review of the traffic data showed the signalized intersection at the S.R. 54 interchange as having the worst combination of high traffic volumes and nearby reasonable receptor sites. The results of the screening test are provided in Tables 1 and 2.

**Table 1
 Predicted Carbon Monoxide Concentrations for the No-Build Alternative**

Receptor	Opening Year 2008		Design Year 2020	
	1-Hour Concentration ¹ (ppm)	8-Hour Concentration ² (ppm)	1-Hour Concentration ¹ (ppm)	8-Hour Concentration ² (ppm)
Denny's	5.4	3.3	5.8	3.5
Citgo	5.7	3.4	6.2	3.7
Master's Inn Pool	5.2	3.1	5.5	3.3

¹ Includes background CO of 3.3 ppm.

² Includes background CO of 2.0 ppm.

**Table 2
 Predicted Carbon Monoxide Concentrations for the Build Alternative**

Receptor	Opening Year 2008		Design Year 2020	
	1-Hour Concentration ¹ (ppm)	8-Hour Concentration ² (ppm)	1-Hour Concentration ¹ (ppm)	8-Hour Concentration ² (ppm)
Denny's	5.4	3.3	5.8	3.5
Citgo	5.7	3.4	6.2	3.7
Master's Inn Pool	5.2	3.1	5.5	3.3

¹ Includes background CO of 3.3 ppm.

² Includes background CO of 2.0 ppm.

The predicted concentrations are well below the national ambient air quality standards of 35 part per million for 1-hour and 9 parts per million for an 8-hour averaging time. Therefore, the project is not expected to cause concentrations of CO that would exceed the NAAQS.

The project is in an area which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990, therefore conformity does not apply.

D-3. Construction

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

The air quality impacts will be minor and short-term in the form of dust from earthwork and unpaved roads. These impacts will be minimized or controlled by adherence to all State and local regulations, the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, and any special provisions in the construction contract.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT's Standard Specifications for Road and Bridge

Construction, "Prevention, Control, and Abatement of Erosion and Water Pollution", and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays. Access of all businesses, residences, and recreational facilities will be maintained to the extent practical through controlled construction scheduling. Signage will be used, as appropriate, to provide 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 accordingly. All provisions of the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction will be followed.

Noise and vibrations impacts 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 FDOT's Standard Specifications for Road and Bridge Construction in addition to those recommended in the Noise Impact section of the Preliminary Engineering Report. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

D-4. Contamination

A total of 11 sites were classified into one of three types of contamination potential: hazardous waste contamination only (H1, H2, etc.), petroleum products contamination only (P-1, P-2, etc.) and sites contaminated with both petroleum and hazardous waste (HP1, HP2, etc.). All 11 sites are potentially contaminated by petroleum products; no sites are potentially contaminated by hazardous wastes or by a combination of petroleum and hazardous wastes. Seven of the 11 sites are located at the S.R. 54/I-75 interchange which is in Segment B; four of the 11 sites are located at the S.R. 52/I-75 interchange which is in Segment D. Three sites (one in Segment B and two in Segment D) were assigned a risk rating of "low", eight sites (six in Segment B and two in Segment D) were assigned a "medium" risk rating, 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.