

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation
In cooperation with the US Coast Guard

I-75 (SR 93A) FROM MOCCASIN WALLOW RD TO S OF US 301

District: FDOT District 7

County: Hillsborough County

ETDM Number: 8001, 14267

Financial Management Number: 419235-2-22-01

Federal-Aid Project Number: N/A

Project Manager: Ashley Henzel

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

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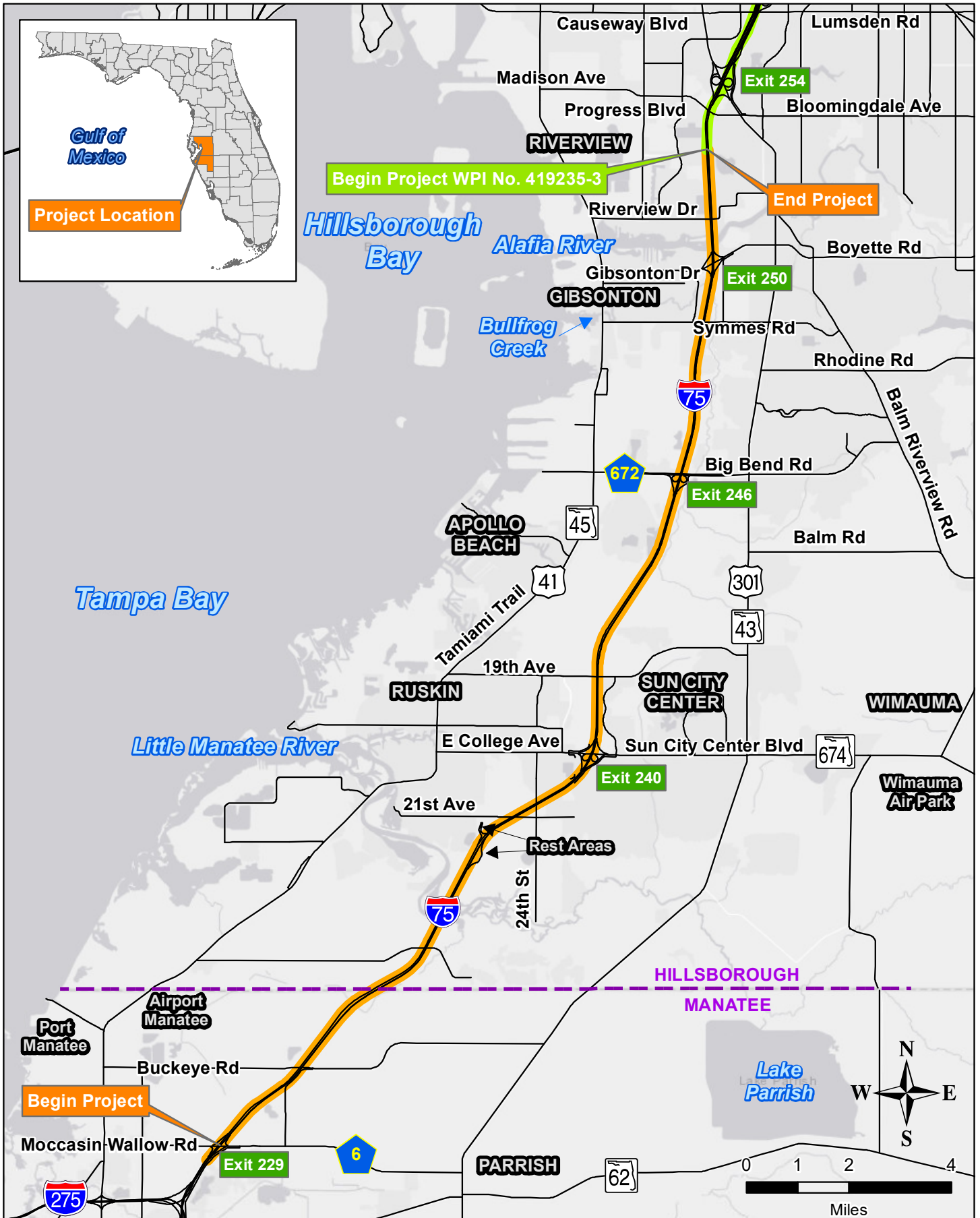
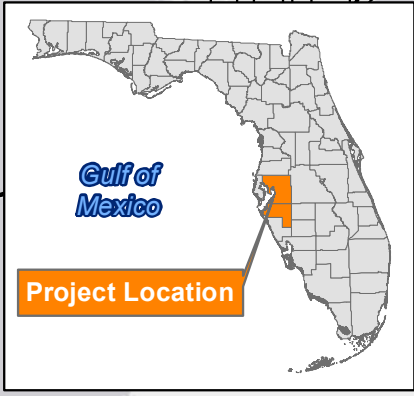
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I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to south of US 301
 WPI Segment No.: 419235-2
 Manatee and Hillsborough Counties

Project Location Map

Source: ESRI

1. Project Information

1.1 Project Description

The project consists of capacity improvements for I-75, an existing 6-lane limited access facility, by adding two express lanes (ELs) in each direction from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County. The project length is approximately 23 miles. The Preferred Build Alternative Typical Section includes the existing mainline lanes to be designated as General Use Lanes (GULs). The three 12-foot lanes in each direction will remain from Moccasin Wallow Road to Gibsonton Drive and the three lanes plus one auxiliary lane in each direction will remain north of Gibsonton Drive to south of US 301. Outside shoulders will remain at 12-foot wide. Adjacent to the GULs, within the median, two 12-foot Express Lanes (ELs) with 12 to 15-foot inside shoulders will be added in each direction. The inside shoulders will be 15-foot wide where median barrier is proposed and 12-foot wide (10-foot paved) in bifurcated areas. The ELs will be separated from the GULs by a 4-foot painted and delineated buffer. There are three existing interchanges within the project limits, Sun City Boulevard (SR 674), Big Bend Road, and Gibsonton Drive. The project includes improvements at SR 674 and Gibsonton Drive interchanges. Interchange improvements to the I-75 interchange with Big Bend Road are included in WPI Segment No. 424513-3 which is under construction, and thus this interchange is excluded from this study. An Interchange Modification Report (IMR) is being prepared for the Gibsonton Drive interchange under WPI Segment No. 437650-2. As part of this project, stormwater management facilities (SMF) and floodplain compensation (FPC) sites were evaluated.

1.2 Purpose and Need

The purpose of the project is to evaluate alternatives to address the corridor's capacity and relieve congestion. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits.

I-75 is a south-north interstate highway that is a major trade and tourism corridor. I-75 is part of the highway network that provides access to regional intermodal facilities such as several general aviation airports, MacDill Air Force Base, several seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. It is part of the SIS and is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

I-75 is a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network. Improvements to I-75 will improve evacuation efforts, when needed, will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region. Statewide and regional transportation plans and studies by FDOT and the Hillsborough County Transportation Planning Organization (TPO) identify the need for interstate improvements.

1.3 Planning Consistency

Segment Description: 419235-5: I-75 (SR 93A) from Manatee CO/L to S of US 301

Currently Adopted L RTP-CFP	COMMENTS
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Yes	The project is identified in the Hillsborough County Transportation Planning Organization's (TPO) 2045 Long Range Transportation Plan (LRTP) [It's Time Hillsborough] on the FDOT Strategic Intermodal System (SIS) Cost Feasible Projects for 2020-2045. The LRTP shows project funding of \$5.51M for design in FY 2030/31 - 2034/35, \$35M for ROW in FY 2035/36 - 2044/45 and \$1,696.08M for construction in FY 2035/36 - 2044/45.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N	N/A	N/A	
STIP	N	N/A	N/A	
R/W				
TIP	N	N/A	N/A	
STIP	N	N/A	N/A	
Construction				
TIP	N	N/A	N/A	
STIP	N	N/A	N/A	

Segment Description: 419235-7: I-75 (SR 93A) from Moccasin Wallow Rd to Hillsborough CO/L

Currently Adopted LRTP-CFP	COMMENTS			
	The project is not identified within the Sarasota/Manatee Metropolitan Planning Organization's (MPO) 2045 LRTP (Transform 2045).			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N	N/A	N/A	
STIP	N	N/A	N/A	
R/W				
TIP	N	N/A	N/A	
STIP	N	N/A	N/A	
Construction				
TIP	N	N/A	N/A	
STIP	N	N/A	N/A	

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

The study area is located in Manatee and Hillsborough Counties. There are community service facilities, religious facilities, schools and other social resources located along the approximately 23-mile study area. The I-75 mainline widening will occur within the existing limited access right of way (ROW). Additional ROW will be required for 28 of the SMF and FPC sites. The additional right of way is approximately 142 acres and involves 32 parcels. This project was developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968 along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice). This ensures that minority and/or low-income households are neither disproportionately impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers. There will be no adverse or disproportionate impacts to minority populations, low income communities or other protected population groups in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) 6640.23A.

3.2 Economic

The project should benefit local businesses as a result of increased highway capacity. The facility is designed to carry regional traffic and thus creates a market for businesses located near the corridor, which could translate to increased tax revenues and greater employment opportunities.

3.3 Land Use Changes

Existing land use vegetative cover along the study area was classified utilizing a variety of resources including the FDOT's Florida Land Use, Cover and Forms Classification System (FLUCCS), (1999), National Wetlands Inventory (NWI), the Natural Resources Conservation Service's (NRCS) Soil Surveys for Hillsborough and Manatee Counties, U.S. Geological Survey (USGS) topographical maps, aerial photographs, land use mapping from the Southwest Florida Water Management District (SWFWMD, 2017), and field verification during habitat and species reviews. Land use along the southern portion of the study area is dominated by agricultural use/open lands with moderately interspersed urban and built up areas primarily associated with major interchanges. The northern portion of the study area is dominated by urban and built up land uses but still maintains a moderate amount of open lands. The major land uses along the project area include approximately 32.1% Transportation, 12.4% Residential, 14.7% Open Land, 5.9% Cropland and Pastureland, 5.0% Pine Flatwoods, 4.7% Hardwood Conifer Mixed, 4.4% Streams and Waterways, and 4.0% Wetland Forested Mixed. The I-75 mainline widening will occur within the existing limited access ROW; however, 28 of the SMF and FPC sites will require additional ROW. Since the majority of the project is located within the existing ROW, there are no major land use changes as part of this project. The interstate improvements are anticipated to accommodate increased travel demand resulting from the population and employment growth in the area.

3.4 Mobility

Improvements to the existing I-75 facility will enhance mobility, improve safety and enhance freight movement within the Tampa Bay region. I-75 plays a key role in local and regional transportation. The interstate is essential to the movement of goods throughout Tampa Bay, the state and nationally. The project includes the addition of two ELs in each direction along I-75. Interchange improvements are also considered as part of this study. Interchange improvements to the I-75 interchange with Big Bend Road are included in WPI Segment No. 424513-3, and thus the improvements evaluated in that study are taken to be the future existing condition for the No-Build and Build alternatives in this study. The Gibsonton Drive interchange is proposed as a Diverging Diamond Interchange (DDI) and is being studied by an Interchange Modification Report (IMR) being prepared under WPI Segment No. 437650-2. The SR 674 interchange will be updated to accommodate the mainline improvements along with some other minor adjustments. An IMR will be prepared for this project prior to future project phases.

3.5 Aesthetic Effects

The Preferred Alternative is to widen I-75 within the existing median. This would prevent the encroachment of the highway closer to the existing residential areas and minimize project effects to the local community. The project includes the addition of SMF and FPC sites within the interchanges as well as at off-site locations as shown in the concept plans. Potential noise barriers have been identified as part of this study, and could be perceived as a negative appeal to some residents. Noise barriers will be further analyzed during design, and public involvement with the affected communities will be conducted at that time. There are no historic resources that are identified as eligible for listing in the National Register of Historic Places (NRHP) that would experience viewshed impacts. No adverse aesthetic impacts are anticipated from the proposed improvements.

3.6 Relocation Potential

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

The project is located within the urban boundary north of the Manatee County/Hillsborough County lines and south of SR 674; therefore, farmlands were not evaluated for this portion of the project area. The mainline improvements are proposed within the existing ROW, but there are 10 SMF/FPC pond sites outside the urban boundary that will require additional ROW. There are 42.4 acres of farmlands and/or farmland soils identified within the project area. Coordination was conducted with The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). The form NRCS-CPA-106 was submitted to and completed by NRCS on November 17, 2021, and a coordination letter was received on November 18, 2021. A copy of this letter is attached.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 01/19/2010. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

A CRAS was originally prepared for this project in October 2009. There were 10 previously recorded archaeological sites. The field survey resulted in the identification of three (8HI478, 8HI524 and 8HI532) of the 10 previously recorded sites. One new archaeological site (8HI11359) and one archaeological occurrence (AO) were discovered. 8HI11359 was determined as not potentially eligible for listing in the NRHP and the AO was considered not significant.

One historic resource, 8HI1029, had been recorded previously within the project APE. This site was documented as destroyed in 1998. One resource group (8MA1337) was evaluated by the SHPO as ineligible for listing in the NRHP. Historical/architectural field survey resulted in the identification and evaluation of eight historic buildings (8HI11295-11302). All are residences constructed between ca. 1945 and ca. 1960. None of the eight newly identified historic resources is considered eligible for listing in the NRHP.

The October 2009 CRAS identified no significant archaeological sites or historic resources are located within the I-75 PD&E Study project APE. Therefore, project development will have no involvement with any archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further work was recommended. As previously stated, SHPO concurred with these finding on January 19, 2010. A copy of the concurrence letter is attached.

A CRAS Technical Memorandum for SMF and FPC sites was completed in May 2020. No archaeological sites were discovered within the APE (proposed SMF and FPC sites) and only one archaeological occurrence (consisting of one single flake) was identified. No further archaeological fieldwork is recommended except at two proposed pond sites (FPC 27A and SMF 29B) which were not tested due to access issues. FDOT is committing to field surveying these two sites and coordinating with the SHPO before any ground disturbance is conducted within those FPC and SMF sites.

A Historic Resources Survey Update (HRSU) Technical Memorandum was completed for the I-75 mainline in May 2020. The HRSU identified the potential for six new historic resources (8HI14678-8HI14683) within the APE. Field survey also revealed that two previously recorded historic resources (8HI11300 & 8HI11301) are no longer extant. The SHPO concurred with the findings of the May 2020 CRAS Technical Memorandum and May 2020 HRSU Technical Memorandum on September 22, 2020. A copy of the SHPO concurrence letter is attached.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

There are public lands that may qualify as Section 4(f) resources adjacent to I-75. The I-75 mainline improvements and the interchange improvements for SR 674 and Gibsonton Drive will be conducted within the existing L/A ROW. Additional ROW will be required for SMF and FPC sites along the corridor. There will be no acquisition or occupation of land from the protected [Section 4(f)] properties located along the project corridor, on either a temporary or permanent basis. There will be no meaningful proximity impacts to protected properties, and there will be no impacts to the access and usage of protected properties. The Big Bend Road interchange is not included as part of this study. A de minimis determination for impacts to the Golden Aster Scrub Nature Preserve was processed as part of the Big Bend Interchange project, WPI Segment No. 424513-6.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The study area and preferred pond sites were assessed for the presence of suitable habitat for federal- and/or state-listed protected species in accordance with 50 Code of Federal Regulation (CFR) Part 402 of the ESA of 1973, as amended, Chapters 5B-40 and 68A-27 F.A.C., and Part 2, Chapter 16 - Protected Species and Habitat of the FDOT PD&E Manual.

Literature reviews, agency data base searches, and preliminary field reviews (2008/2009 and 2018/2019) of potential habitat areas were conducted to identify state and federally protected species occurring or potentially occurring within the study area. Several federal and state listed and/or protected faunal and floral species were identified that have potential to exist within the project area. A Natural Resource Evaluation (NRE) was prepared for this project and can be found in the project file. Consultation with the U.S. Fish and Wildlife Service (USFWS) and coordination with the Florida Fish and Wildlife Conservation Commission (FWC) is currently underway. A summary of the effect determinations for listed and protected species is provided below.

Federal Listed Faunal Species

The FDOT has made an effect determination of may affect, not likely to adversely affect for the eastern indigo snake (*Drymarchon corais couperi*), Florida scrub-jay (*Aphelocoma coerulescens*), eastern black rail (*Laterallus jamaicensis jamaicensis*), wood stork (*Mycteria americana*), Audubon's crested caracara (*Polyborus planus audubonii*), and the West Indian manatee (*Trichechus manatus*); and has made an effect determination of no effect for the Atlantic loggerhead sea turtle (*Caretta caretta*), green sea turtle (*Chelonia mydas*), Kemp's ridley sea turtle (*Lepidochelys kempii*), Hawksbill sea turtle (*Eretmochelys imbricata*), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), rufa red knot (*Calidris canutus rufa*), red-cockaded woodpecker (*Dryobates borealis*), and piping plover (*Charadrius melodus*). Below is a summary of findings for federal threatened (T) and endangered (E) faunal species:

- Eastern indigo snake (T): Although no individuals were observed during field reviews, suitable habitat is present within the ROW and proposed SMF and FPC sites. The *Eastern Indigo Snake Programmatic Effect Determination Key* was used to support the effect determination for this project.
- Florida scrub-jay (T): Scrub habitat within the right of way and proposed SMF and FPC sites do not support scrub-jays. The impacted potential habitats are too small, fragmented and overgrown to support this species.
- Eastern black rail (T): No individuals were observed during field reviews. There are small areas of tidal marshes along the Little Manatee River and no inland marshes.
- Wood stork (T): Suitable foraging habitat is present within the project action area. Mitigation will be provided for impacts to wetlands and suitable foraging habitat. The *Wood Stork Key for Central and North Peninsular Florida* was used to support the effect determination.
- Audubon's crested caracara (T): No individuals or aggregations were observed during field reviews. There are small areas of suitable habitat, but the project is located about 1-mile outside the USFWS consultation area for this species.
- West Indian manatee (E): Manatees are known to occur in the Alafia and Little Manatee Rivers. The *Standard Manatee Conditions for In-Water Work* as well as other conditions to protect the manatee will be implemented during construction. The *Effect Determination Key for the Manatee in Florida* was used to support the effect determination for

this species.

- Sea turtles - Atlantic loggerhead and green sea turtles (T); and hawksbill and Kemp's ridley sea turtles (E): The Alafia and Little Manatee Rivers are contiguous to the Florida Gulf Coast; however, no suitable nesting or foraging habitat is present for these species within the project area.
- Florida grasshopper sparrow (E): No suitable grasshopper sparrow habitat is present within the project area and no individuals were observed during field reviews.
- Rufa red knot (T): The red knot utilizes beaches and mud flats in Florida as stopover foraging, and the project area does not contain suitable habitat for this species.
- Red-cockaded woodpecker (E): Suitable habitat including large expanses of mature pine forest do not exist within or immediately adjacent to the study area, including the SMF and FPC sites. No individuals or nest cavities were observed during field reviews.
- Piping plover (T): The project is located outside the USFWS consultation area for this species. No suitable habitat including sandy beaches, sand flats, and mudflats exist in the project area.

Federal Listed Floral Species

The FDOT has made an effect determination of may effect, not likely to adversely effect for the Florida golden aster (*Chrysopsis floridana*) and a determination of no effect for the Florida bonamia (*Bonamia grandiflora*), Robin's bellflower (*Campanula robinsiae*), pygmy fringetree (*Chionanthus pygmaeus*), aboriginal prickly-apple (*Harrisia aboriginum*), and Britton's beargrass (*Nolina brittoniana*). The FDOT determined that the Florida golden aster has been identified within the project area. Potential impacts to the Florida golden aster were identified at the Big Bend Road interchange and is being coordinated as part of that design-build project (WPI Segment No. 424513-3). The other five species were not observed during field reviews and are not anticipated within the project area.

USFWS Critical Habitat

The study area was assessed for Critical Habitat designated by Congress in *50 CFR Part 17*. The project area includes USFWS designated Critical Habitat for the West Indian manatee within the Little Manatee River. Potential impacts to this Critical Habitat are limited to 1.84 acres on the interior of the existing bridge structure over the Little Manatee River for the Preferred Alternative. The project will have no adverse modifications of Critical Habitat.

State Listed Faunal Species

The FDOT has made an effect determination of no adverse effect anticipated for the gopher tortoise (*Gopherus polyphemus*), Florida pine snake (*Pituophis melanoleucus mugitus*), Florida burrowing owl (*Athene cunicularia floridana*), snowy plover (*Charadrius nivosus*), little blue heron (*Egretta caerulea*), reddish egret (*Egretta rufescens*), tricolored heron (*Egretta tricolor*), Florida sandhill crane (*Grus canadensis pratensis*), American oystercatcher (*Haematopus palliatus*), black skimmer (*Rynchops niger*), roseate spoonbill (*Platalea ajaja*) and least tern (*Sternula antillarum*); and has made an effect determination of no effect anticipated for the short-tailed snake (*Stilosoma extenuata*). Below is a summary of findings for state-designated threatened (ST) faunal species:

- Gopher tortoise (ST): Active and inactive gopher tortoise burrows were identified within the project area. Comprehensive surveys for tortoises and their burrows will be conducted prior to construction per the most recent FWC *Gopher Tortoise Permitting Guidelines*. Permitting will be conducted per FWC guidelines based on final design and survey results.
- Florida pine snake (ST): Minimal suitable habitat was identified for this species, and no individuals were observed during field reviews.
- Florida burrowing owl (ST): There are pastures and other open lands that support this species; however, no individuals were observed. Areas of suitable habitat will be reassessed during design.

- Short-tailed snake (ST): There are no sandy, xeric habitats to support this species.
- Snowy plover (ST), Little blue heron (ST), Reddish Egret (ST), Tricolored heron (ST), Florida sandhill crane (ST), American oystercatcher (ST), Black skimmer (ST), Roseate spoonbill (ST), and Least Tern (ST): These wetland-dependent avian species utilize different wetland types, ranging from coastal flats and mangroves to inland marshes and swamps, for foraging. Wetland impacts will be evaluated in detail during design and mitigation will be provided for all wetland impacts that provide foraging habitat.

State Listed Floral Species

The FDOT determined a finding of no adverse effect anticipated for giant leather fern (*Acrostichum danaeifolium*), nodding pinweed (*Lechea cernua*), pine pinweed (*Lechea divaricate*), cinnamon fern (*Osmunda cinnamomea*), royal fern (*Osmunda regalis*), and Simpson's zephyr lily (*Zephyranthes simsonii*). The FDOT determined that habitat within the project area has been degraded, but the potential for removal of some of these species exists; however, it is unlikely the project will have long term impacts to regional populations of these species.

Other Protected Species

Species that are no longer listed by the USFWS or FWC, but are still afforded protection, include the bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), and Florida black bear (*Ursus americanus floridanus*). There are no adverse impacts anticipated to these species.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

Wetlands and surface waters were classified based on the NWI, FLUCCS, and the USFWS guidelines. Wetland locations and boundaries were identified and approximated using aerial interpretation and field reconnaissance in the spring and summer of 2008, and summer of 2019. Wetland boundaries were visually approximated using the Corps of Engineers Wetland Delineation Manual (1987), Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (2010), The Florida Wetlands Delineation Manual (1995), and Rule 62-340, F.A.C., Delineation of the Landward Extent of Wetlands and Surface Waters. The Preferred Alternative will result in approximately 35.38 acres of impacts to wetlands and 2.20 acres of impacts to other surface waters.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Wetland mitigation options include purchase of wetland mitigation credits through an approved mitigation bank, or creation, restoration or enhancement of wetlands within the project watersheds. The Manatee, Hillsborough River, Tampa Bay, and Alafia River Mitigation banks provide service to sizable portions of the I-75 corridor.

Pursuant to Executive Order 11990 Protection of Wetlands, all federally-funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, wetland and surface water impacts have been minimize to the extent practicable. There is no practicable alternative to avoid impacts. As avoidance and minimization measures have been applied, and mitigation will be provided for any unavoidable wetland impacts, the proposed project will have no significant short-term or long-term adverse impacts to wetlands or surface waters. A NRE was prepared for this project and is included in the project file.

5.3 Essential Fish Habitat (EFH)

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH.

EFH, as defined by the Magnuson-Stevens Act, is present within portions of the Alafia and Little Manatee Rivers. An EFH assessment has been prepared as part of the NRE, and consultation was previously initiated and will continue in accordance with the Magnuson-Stevens Act. Multiple avenues of protection will be employed to negate and minimize any potential affects to protected species. Some of the measures employed will include best management practices (BMPs) during construction and adherence to FDOT's *Standard Specification for Road and Bridge Construction*.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The project is estimated to impact approximately 74.87 acre-feet of floodplains. Floodplain compensation will be provided for any fill placed within the floodplain. Floodplain impacts are estimated based on estimated floodplain encroachment area and approximate average depths. Floodplain compensation (FPC) site areas are estimated based on the required compensation volume and depth to water table. A Location Hydraulics Report (LHR) was completed for this project and is located in the project file.

Floodplain Finding: The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a 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.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

A Pond Siting Report (PSR) was prepared to identify stormwater management facility (SMF) and floodplain compensation (FPC) sites, and the PSR can be found in the project files. There was one preferred alternative and at least one additional alternative evaluated for each basin, unless the SMF and/or FPC site could be located within the existing ROW. The preferred SMF and FPC sites are also shown in the project concept plans. The floodplains are discussed in **Section 5.4**. A Water Quality Impact Evaluation (WQIE) Checklist was also completed for this project and is included in the project file.

The project traverses the Alafia River and Little Manatee River, as well as several minor waterways within the project area that include Archie Creek, Bullfrog Creek, Curiosity Creek, and Cabbage Slough. There are 36 drainage basins identified within the project limits with 67 cross drains identified, including 16 bridges. Water quality treatment will be provided in accordance with Southwest Florida Water Management District (SWFWMD) criteria. Pre-application meetings and permitting will occur during design of the project. The Alafia River is included on the Nationwide Rivers Inventory, maintained by the National Park Service, Department of the Interior. The inventory lists more than 3,200 free-flowing river

segments in the U.S. that are believed to possess one or more "outstandingly remarkable" values. There are two existing bridges (one northbound and one southbound) that traverse the Alafia River. The Preferred Alternative will widen the existing bridges to the inside, and a new two-lane bridge will be constructed to the east of the existing northbound bridge to accommodate the Gibsonton Drive interchange improvements. The proposed bridge piers will align with the existing bridge piers and/or be designed to not impede the Alafia River's free-flowing condition. Best management practices (BMPs) will be utilized during bridge construction to address water quality issues.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

The Little Manatee River is designated as an Outstanding Florida Water (OFW). Currently there is an existing I-75 twin bridge structure over the river with a total of six (6) lanes and emergency pull off areas. Additional lanes will require an increase in bridge width with the Preferred Alternative resulting in the increase on the interior of the existing structure. BMPs will be utilized during bridge construction to address water quality issues. Additionally, future design of stormwater management plans for the road expansion will incorporate design standards for the protection of OFWs.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

This project is identified as a Type I project pursuant to 23 CFR Part 772 and 335.17, F.S. A total of 1,317 receptors representing 1,617 properties for which there are Noise Abatement Criteria for the use of the land were evaluated. The properties are comprised of 1,600 residences, seven medical facilities, an active sports area (the Vance Vogel Sports Complex), eight recreational areas (seven common use areas in subdivisions and a Young Men's Christian Association (YMCA) facility), and a school (Spoto High School). The noise receptors were identified in 31 Common Noise Environments (CNE's). The noise receptor locations can be found in the Noise Study Report (NSR), located in the project file.

The results of the traffic noise analysis indicate that 933 of the 1,617 properties would be impacted by traffic noise in the project's design year (2045) with the Preferred Build Alternative. Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as abatement measures, but these measures were not determined to be both feasible and reasonable methods of reducing/eliminating the predicted impact. Noise barriers were also considered. Based on the results of the evaluation, noise barriers, evaluated five feet within the FDOT's right-of-way, were determined to potentially be a feasible and reasonable traffic noise abatement method for 10 of the 31 CNEs.

The FDOT is committed to the construction of the noise barriers at the locations identified in the NSR as being a potential abatement measure contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement;
- The detailed analysis confirms that the cost of a noise barrier would not exceed the cost effective criteria;
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved; and
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed.

Notably, the final recommendation on the construction of a noise barrier will be made during the project's final design phase and the public involvement that will be conducted at that time.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard

Specifications for Road and Bridge Construction.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared for the proposed project, including the SMF and FPC sites. This report is included in the project file. This CSER was prepared pursuant to the FHWA's Technical Advisory 26640.8a., dated October 30, 1987, and the FDOT's PD&E Manual, Contamination.

All properties within a half mile radius from the centerlines of both directional lanes of I-75 were evaluated to the extent necessary for potential contamination sources within or near the project area. Thirty-six (36) sites were considered to have potential for contamination. Five (5) sites were rated as High risk, 10 sites were rated as Medium risk, 14 sites were rated as Low risk, and seven sites were rated as No risk.

Medium and High rated potential contamination sites are as follows:

- Nichols Transportation Truck Spill - High
- J H Williams Tanker Spill - High
- Gulf Shore Excavating Spill - High
- RaceTrac Petroleum #631 - Medium
- South County Regional Wastewater Treatment Plant - Medium
- Sun City Shell (F.K.A. Chevron Station #53513) - Medium
- MacAsphalt Diesel Spill - High
- Hillsborough County Fleet Management #3 - Medium
- Hillsborough County Public Works - South Service Unit - Medium
- Ring Power Corporation - Medium
- Murphy USA - Medium
- Gibsonton Mobil - Medium
- B Line Carriers Inc. Spill - High
- RaceTrac Petroleum #2489 - Medium
- Circle K #2707642 - Medium

For those locations with a risk rating of "Medium" or "High", including preferred SMF and/or FPC sites, a Level II field screening will be conducted during the design phase.

6.4 Utilities and Railroads

There are numerous utilities throughout the study corridor based on a One-Call design ticket on October 19, 2021. Coordination with utility owners is ongoing, and additional information is provided in the Preliminary Engineering Report for this project. The utilities are identified in the table. Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities.

Utility Owner	Type of Facilities	County
Spectrum	CATV	Hillsborough/Manatee
Tampa Electric Company	Electric	Hillsborough/Manatee
Tampa Electric (TECO) Peoples Gas Transmission	Natural Gas Lines	Hillsborough/Manatee

City of Tampa Sewer	Sewer Lines	Hillsborough
Frontier Communications	Telephone	Hillsborough/Manatee
AT&T	Fiber-optic Communications	Hillsborough
MCI	Fiber-optic Communications	Hillsborough/Manatee
Unti Fiber, LLC	Fiber-optic Communications	Hillsborough
Zayo Group	Fiber-optic Communications	Hillsborough
TECO Peoples Gas	Gas	Hillsborough
Mosaic Fertilizer, LLC	Water	Hillsborough
Central Florida Pipeline	Gas Pipeline	Hillsborough
Florida Gas Transportation	Gas Pipeline	Hillsborough
Hillsborough County Traffic Service Unit	Traffic Service	Hillsborough
Hillsborough County Water Resource Services	Water	Hillsborough
Century Link	Fiber-optic Communications	Hillsborough
Progressive Casualty Insurance	Fiber	Hillsborough
City of Tampa Water	Water	Hillsborough
Tampa Pipe Transport	Ammonia Pipeline	Hillsborough
Tampa Bay Water	Water/Sewer Lines	Hillsborough
Florida Power & Light	Fuel oil pipeline	Manatee
Florida Power & Light	Electric	Manatee
Gulfstream Natural Gas System	Gas	Manatee
Manatee County Utility Operations	Water/Sewer Lines	Manatee
Peace River Electric Cooperative	Electric	Manatee

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Entrances to all businesses and residences will be maintained during project construction. A Maintenance of Traffic (MOT) plan will be developed during final design for the implementation of the Preferred Alternative.

Construction activities for the proposed project will have temporary noise, water quality, traffic flow, and visual effects for the residents and travelers within the immediate vicinity of the project. These effects will be minimized through the application of the Department's Standard Specifications for Road and Bridge Construction.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Draft PER Displayed for Public Hearing.

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USCG Bridge Permit

Status

To be acquired
To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
FWC Gopher Tortoise Relocation Permit
State 404 Permit

Status

To be acquired
To be acquired
To be acquired
To be acquired

Permits Comments

USCG permits will be required for the bridge over the Alafia River (Bridge Nos. 100358 & 100359) and the bridges over the Little Manatee River (Bridge Nos. 100352 & 100353). The existing horizontal navigational clearance for the Alafia River is 52.4 feet and the vertical clearance is 26.2 feet above mean high water (MHW). The existing horizontal navigational clearance for the Little Manatee River is 50.0 feet, and the vertical clearance is 22.5 feet above MHW. The horizontal and vertical clearances will, at a minimum, likely need to be maintained for any widening, replacement or addition of new structures over these waterbodies. Coordination with the USCG will be conducted during permitting.

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was originally developed for this project in April 2008 and was updated in July 2018, with final updates in November 2021. The PIP is located in the project file.

An initial Programming Screen Summary Report was published as part of the FDOT's ETDM process on January 11, 2007. This project is designated as ETDM Project #8001. The FHWA determined that the project qualified as a Type 2 Categorical Exclusion.

An initial AN Package was forwarded to the Florida State Clearinghouse at the FDEP, as well as local and Federal agencies on June 4, 2008 in accordance with Executive Order 95-359. The package specified that the project had been screened through the ETDM process and that the Class of Action was determined to be a Categorical Exclusion by FDOT and FHWA based upon in-house environmental evaluations and comments received through coordination with other agencies through the ETDM EST. The AN was updated and forwarded to agencies through the FDOT's Environmental Screening Tool on February 29, 2016 under ETDM #14267.

On February 9, 2009, the Project Team along with the FDOT conducted a Visioning Workshop. Nearly 20 local groups were represented at this workshop.

Five newsletters were or will be distributed for this project. The first newsletter was distributed in August 2008. The purpose of this newsletter was to notify the public about the commencement of the PD&E study. The second newsletter was published in May 2009. The primary purpose of this newsletter was to promote the alternatives public workshops and to invite readers to attend the workshops. The third newsletter was published in April 2010. The primary purpose of this newsletter was to promote the initial public hearing in May 2010, and to invite readers to attend the hearing. The fourth newsletter will be published in Fall 2021. The primary purpose of this newsletter is to promote the public hearing and to invite readers to attend the hearing. The fifth newsletter will be published after the FDOT OEM has issued Location and Design Concept Acceptance for the project.

Prior to the first public hearing in 2010, the FDOT had met with the South County Roundtable, Newland Communities, and the mall developer at Big Bend Road. More recently, from 2019-2021 the FDOT has met with Sun City Center Community Association, Concerned Citizens of Gibsonton Area, Ruskin Neighborhood Association, and Covington Gardens Community Development District. Presentations have been given to the Hillsborough County TPO along with the Citizens Advisory Committee, and the Technical Advisory Committee. At these meetings, a shorter version of the PowerPoint presentation that was presented at the Alternatives Public Workshop was shown.

Public information workshops were held on June 15 and 17, 2009. Workshop 1 was held at the United Methodist Church of Sun City Center. Workshop 2 was held at the Florida State Fairgrounds, Florida Center Building, at 4800 US Highway 301 in Tampa, Florida. The purpose of this workshop was to provide interested persons with the alignment and interchange alternatives developed to date and to allow the public the opportunity to comment. Approximately 38 citizens attended workshop 1 and approximately 47 citizens attended workshop 2.

Date of Public Hearing: 05/06/2010

Summary of Public Hearing

The first public hearing for this project was held jointly with the PD&E study to the north (WPI Segment No. 419235-3). The public hearing was held on Thursday, May 6, 2010 from 5:00 p.m. to 7:00 p.m. at the Florida State Fairgrounds, Florida Center Building, 4800 US Highway 301 in Tampa, FL. The hearing was held to inform citizens about the project details and schedule, and afford them the opportunity to express their views concerning the proposed improvements. The hearing consisted of an open house from 5:00 p.m. to 6:00 p.m. and a formal presentation and public comment period beginning at 6:00 p.m. After the public comment period, the open house resumed until 7:00 p.m.

There were 42 attendees at the public hearing. Twenty-one written comments were received and four oral comments were made during the formal public comment period at the hearing. The majority of the comments received were regarding traffic noise/noise barriers and were in support of the project.

Date of Public Hearing: 01/27/2022

Summary of Public Hearing

The second public hearing is scheduled for January 27, 2021.

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10. Commitments Summary

1. No further archaeological fieldwork is recommended except at two proposed pond sites (FPC 27A and SMF 29B) which were not tested due to access issues. FDOT is committing to field surveying these two sites and coordinating with the SHPO before any ground disturbance is conducted within those FPC and SMF sites.

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11. Technical Materials

The following technical materials have been prepared to support this environmental document.

Cultural Resources Assessment Survey (CRAS)
Cultural Resources Assessment Survey (CRAS) - SMF & FPC Sites
Historic Resource Survey Update (HRSU)
Water Quality Impact Evaluation (WQIE)
Draft PER Displayed for Public Hearing
Public Involvement Plan (PIP)

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Attachments

Planning Consistency

Hillsborough County 2045 LRTP

Cultural Resources

SHPO Concurrence Letter - CRAS SMF/FPC & HRSU

SHPO Concurrence Letter - CRAS

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Planning Consistency Appendix

Contents:

Hillsborough County 2045 LRTP

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FDOT Strategic Intermodal System (SIS) Cost Feasible Projects for 2020-2045 (in Millions YOE)⁴



Map ID	FPN	Facility	Description	Project Costs (PDC-2018) Total	Project Funding (YOE) ¹											
					< FY 2025/26 ²			FY 2025/26-2029/30			FY 2030/31-2034/35			FY 2035/36-2044/45		
					Design	ROW	CST	Design	ROW	CST	Design	ROW	CST	Design	ROW	CST
<i>Westshore Interchange (I-275/SR60)</i>																
S-1	412531-1/2 433535-7	I-275 from Howard Frankland Bridge to E of Himes	Interchange reconstruction (add 2 toll express lanes each direction)	\$1,089.47		\$111.70		\$6.77		\$1,298.23						
S-2	433535-7	SR 60 from Cypress to N of Memorial Hwy	Interchange reconstruction (add 2 toll express lanes each direction)	\$239.50		\$80.49		\$1.36		\$210.79						
<i>I-275 Toll Express Lanes</i>																
S-3	434045-2	I-275 from E of Himes to E of Hillsborough River	Add 2 toll express lanes (each direction)	\$152.61				\$1.31	N/A	\$202.29						
<i>Downtown Interchange Operational Improvements</i>																
S-4	445056-1 445056-2 445057-1	I-275 at I-4	DTI Operational improvement	\$189.90	\$0.10			\$1.94	\$2.90	\$247.42						
<i>I-275 North of Downtown Widening and Interchange Improvements</i>																
S-5	443773-1	I-275 at MLK Blvd	Interchange Improvements	\$0.32							\$0.13			N/A	\$0.41	
S-6	431821-3	I-275 from N of Hillsborough Ave to S of Bearss Ave	Add 1 general use lane in each direction	\$196.97				\$2.03	N/A	\$260.63						
S-7	436732-2	I-275 at Hillsborough Ave	Interchange Improvements	\$2.35							\$0.13			N/A	\$4.84	
S-8	443775-1	I-275 at Busch Blvd	Interchange Improvements	\$2.42							\$0.13			N/A	\$5.00	
S-9	431821-4	I-275 at Bearss Ave	Interchange Improvements and Add 1 Lane in Each Direction from N of Bearss Ave	\$70.51							\$0.88			\$1.65	\$147.92	
S-10	443776-1	I-275 at Fowler Ave	Interchange Improvements	\$1.75							\$0.13			N/A	\$3.54	
S-11	443777-1	I-275 at Fletcher Ave	Interchange Improvements	\$1.83							\$0.13			N/A	\$3.71	
<i>I-4 Express Lanes and Interchange Improvements</i>																
S-12	431746-3	I-4 from W of Selmon Connector to E of Branch Forbes Rd	Add 2 express lanes (each direction)	\$875.88	\$7.36							\$31.01	\$1,317.39			
S-13	431746-4	I-4 from E of Branch Forbes to Polk Parkway	Add 2 express lanes (each direction)	\$306.30							\$2.99	N/A	\$477.10			
S-14	435726-1	I-4 WB from W of I-75 to E of Mango	Modify interchange/New WB CD Road	\$50.81				\$1.27	\$12.07	\$50.09						
S-15	430337-1	I-4 WB from W of Orient Rd to W of I-75	Modify interchange/New WB CD Road	\$101.29	\$6.11	\$2.58				\$123.80						
S-16	430338-1	I-4 EB from E of Orient Rd to W of I-75	Modify interchange/New EB CD Road	\$117.03	\$2.95							\$10.30	\$163.23			
<i>I-75 Express Lanes and Interchange Improvements</i>																
S-17	419235-5	I-75 from Manatee County to S of US 301	Add 2 express lanes (each direction)	\$819.96							\$5.51			\$35.00	\$1,696.08	
S-18	419235-6	I-75 from US 301 to N of Bruce B Downs	Add 2 express lanes (each direction) plus I-75/I-4 Interchange Reconstruction	\$1,857.82							\$11.84			\$100.00		
<i>\$1,745.98 in unfunded CST (PDC-2018)</i>																
S-19	TBD	I-75 from N of Bruce B Downs to N of I-75/I-275 Apex	Add 2 express lanes (each direction)	\$26.75							\$26.75					
S-20	437650-2	I-75 at Gibsonton	Interchange Improvements	\$37.80	\$4.48									N/A	\$72.49	
S-21	430573-3	I-75/I-275 CD Rd from S of County Line Rd to County Line Rd (Phase II)	Modify interchange/New SB CD road	\$13.20	\$2.08				N/A	\$14.86						
S-22	427454-3	I-75 NB on ramp from NB US 301 to NB I-75	Ramp widening	\$5.89	\$1.05	N/A	\$5.54									
<i>Other SIS Improvements</i>																
S-23	440749-1	US 41/ SR 45/S 50th St - CSX Grade Separation S of Causeway Blvd	Grade separation/New bridge	\$140.39	\$5.44	\$63.68				\$95.29						
S-24	430056-2	US 41/ SR 45/S 50th St from S of Pendola Point Rd/Madison Ave to S of Causeway Blvd	Add 1 lane each direction ³	\$26.04	\$1.48							\$4.90	\$30.91			
S-25	441250-2	US 92/SR 600/GANDY BLVD from W of Gandy Bridge to East End of Gandy Bridge	Bridge Replacement and Trail	\$381.68							\$5.28	N/A				
<i>\$376.40 in unfunded CST (PDC-2018)</i>																
S-26	441250-3	US 92/SR 600/GANDY BLVD from East End of Gandy Bridge to West Shore Blvd	Operational Improvements and Trail	\$10.36							\$1.91	N/A				
<i>\$8.45 in unfunded CST (PDC-2018)</i>																
S-27	435750-1	SR 60 from Valrico Rd to E of Dover Rd	Add Lanes and Reconstruct	\$49.83	\$4.00				\$15.80	\$40.14						
Totals				\$6,768.63	\$35.07	\$258.45	\$5.54	\$14.68	\$30.77	\$2,543.53	\$55.79	\$46.21	\$1,988.64	\$0.00	\$136.65	\$1,934.00

¹“ROW” represents “right-of-way”, “CST” represents “construction” and N/A represents “not applicable”.

²This Funding Time Phase is based on FDOT draft Tentative Work Program through FY 2025 which is not yet approved.

³Constrained road; amendment to Hillsborough County Comprehensive Plan needed prior to advancing

⁴SIS funds come from a combination of State and Federal sources.

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter - CRAS SMF/FPC & HRSU

SHPO Concurrence Letter - CRAS

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.
SECRETARY

July 23, 2020

Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: *Cultural Resource Assessment Survey Technical Memorandum for Stormwater Management Facilities (SMF) and Floodplain Compensation (FPC) Sites and Historic Resources Survey Update Technical Memorandum I-75 (SR 93A) from Moccasin Wallow Road to South of US 301 Hillsborough and Manatee Counties, Florida Work Program Item (WPI) Segment No.: 419235-2-22-01 Federal Aid Project No.: Not Available Division of Historic Resources (DHR) Project No.: 2009-7635*

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven, is preparing a Project Development and Environment (PD&E) Study for proposed roadway improvements along I-75 from Moccasin Wallow Road to south of US 301 in Hillsborough and Manatee Counties, Florida. The proposed project will widen the existing roadway from six-lanes to ten-lanes. A *Cultural Resource Assessment Survey* (CRAS) was originally prepared in 2009 for the PD&E Study and coordinated with the Federal Highway Administration (FHWA) and the State Historic Preservation Officer (SHPO). The FHWA approved the CRAS on December 14, 2009 and the SHPO concurred in a letter dated January 19, 2010. The SHPO letter referred to two segments of I-75 which were submitted at the same time (419235-2 for I-75 from Moccasin Wallow Road to south of US 301 and 419235-3 for I-75 from south of US 301 to north of Fletcher Avenue). This current letter only provides an update for the 419235-2 segment so the results of the previous 2009 CRAS for the 419235-2 segment are noted here. The SHPO concurred that there were no historic resources eligible for listing in the National Register of Historic Places (NRHP) within this project segment. In addition, the SHPO determined that there will be no adverse effect to the one NRHP eligible archaeological site (8HI480) as located within the project Area of Potential Effects (APE) for this project segment (DHR Project No: 2009-7635).

Improve Safety, Enhance Mobility, Inspire Innovation

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Timothy A. Parsons, Ph.D., Director
I-75 (SR 93A) from Moccasin Wallow Road to South of US 301
Hillsborough and Manatee Counties, Florida
WPI Segment No.: 419235-2
July 23, 2020
Page 2 of 4

As part of the proposed PD&E project improvements, Archaeological Consultants, Inc. (ACI) has recently prepared a *CRAS Technical Memorandum* for 40 Stormwater Management Facility (SMF) sites and 15 Floodplain Compensation (FPC) sites (June 2020). In addition, ACI prepared a *Historic Resources Survey Update (HRSU)* (May 2020) for the project corridor. The *HRSU* was prepared to update the previous 2009 PD&E Study CRAS.

Enclosed are the two documents that were recently prepared for the above referenced project. This includes the *CRAS Technical Memorandum* (June 2020) and the *HRSU* (May 2020), six original Florida Master Site File (FMSF) forms (8HI14678 – 8HI14683), one demolished building letter for two historic structures (8HI11300, 8HI11301), two Survey Log Sheets, and a CD containing an electronic version of these files.

On behalf of the FDOT District Seven, ACI conducted a *CRAS Technical Memorandum* and *HRSU* for the project. The purpose of both surveys was to identify the presence of resources listed in or considered eligible for listing in the NRHP according to the criteria set forth in 36 CFR 60.4 and if applicable, to apply the Criteria of Adverse Effect, as set forth in 36 CFR 800.5(a)(1) to the project. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

Based upon the scale and nature of the activities, the archaeological APE for the *CRAS Technical Memorandum* has been limited to the footprint of the proposed improvements (SMF and FPC sites). The historic resources APE is the archaeological APE and properties immediately adjacent. The historic resources APE for the *HRSU* extends 300 feet (ft) from the edge of the existing right-of-way (ROW) and a maximum of 3000 ft. of the centerline of I-75 along Gibsonton Drive, County Road (CR) 672 (Big Bend Road), and SR 674 (Sun City Center Boulevard/E. College Avenue).

Background research identified four previously recorded archaeological sites (8HI00409, 8HI00478, 8HI07699, 8HI11359) within the *CRAS Technical Memorandum* APE (proposed SMF and FPC sites). Additionally, there are two previously recorded archaeological sites (8HI00532, 8HI07698) adjacent to the APE. Based on cultural and environmental data, preliminary areas of archaeological probability were developed for the *CRAS Technical Memorandum* APE prior to initiating field work. These data suggested that the APE possessed a variable archaeological site probability (low to high). Archaeological investigations consisted of a ground surface reconnaissance and systematic excavation of the survey area. No archaeological sites were discovered within the APE (proposed SMF and FPC sites) and only one archaeological occurrence (consisting of one single flake) was identified. No further archaeological fieldwork is recommended except at two proposed pond sites (FPC 27A and SMF 29B) which were not tested due to access issues. FDOT is committing to field surveying these two sites and coordinating with the SHPO before any ground disturbance is conducted within those FPC and SMF sites.

A historic resources desktop analysis was conducted to identify any previously recorded historic resources, assess the potential for unrecorded historic resources, and to review the location of the proposed improvements in relation to these cultural resources. As part of the

Timothy A. Parsons, Ph.D., Director
I-75 (SR 93A) from Moccasin Wallow Road to South of US 301
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survey methodology, historic resources 50 years of age or older (i.e. constructed in 1969 or earlier) were field verified. The *CRAS Technical Memorandum* for SMF and FPC sites did not identify any historic resources within or adjacent to the APE. The *HRSU* for the project corridor identified 13 previously recorded historic resources (8HI11295-8HI11302, 8HI12163-8HI12166, and 8HI14910) and six newly recorded historic resources (8HI14678 – 8HI14683) within the *HRSU* APE. The previously recorded resources included 11 buildings, one bridge and one linear resource (road); the newly recorded resources are all buildings. Field survey revealed that two of the previously recorded historic buildings identified above (8HI11300 and 8HI11301) are no longer extant. None of the historic resources meet the criteria for NRHP listing.

Based on the results of background research and field survey, there are no cultural resources located within the PD&E Study project APE (for the mainline corridor and for proposed SMF and FPC sites) that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Therefore, it is the opinion of the FDOT District Seven that the **I-75 (SR 93A) from Moccasin Wallow Road to South of US 301** project will result in a finding of *no historic properties affected*.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as in accordance with the provisions contained in the revised Chapter 267, *Florida Statutes*.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the FHWA and FDOT.

If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or crystal.geiger@dot.state.fl.us.

Sincerely,



Crystal Geiger
Environmental Specialist III
Cultural Resource Coordinator

Enclosures

cc: Robin Rhinesmith, FDOT
Roy Jackson, FDOT, OEM
Chris Salicco, American
Rebecca Spain Schwarz, Atkins (GEC)

Ashley Henzel, FDOT
Thu Clark, FDOT OEM
Marion Almy, ACI

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The State Historic Preservation Officer finds the attached Cultural Resources Assessment Survey (CRAS) Technical Memorandum and Historic Resources Survey Update (HRSU) complete and sufficient and _____ concurs / _____ does not concur with the recommendations and findings in this letter for SHPO / FDHR Project File Number _____. Or, the SHPO finds the attached documents contain _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that the FDOT shall proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO/FDHR Comments:

Jason Aldridge DSHPO
Timothy A. Parsons, Ph.D., Director
Florida Division of Historical Resources

September 22, 2020
Date



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Linda Anderson
Federal Highway Department
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

January 19, 2010

RE: DHR Project File No.: 2009-7635 and 2009-7642
WPI Segment No.: 419235-2 and 419235-3
Project: *I-75 from Moccasin Wallow Road to South of US 301 PD&E Study and
I-75 South of US 301 to North Fletcher Avenue PD&E Study*
County: Manatee and Hillsborough

Dear Ms. Anderson:

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

The current submittal includes two Project and Development and Environmental (*PD&E*) studies for the portion of I-75 that extends from Moccasin Wallow Road to US 301 (WPI Segment No.: 419235-2) and from US 301 to North Fletcher Avenue (WPI Segment No.: 419235-3). The project includes the widening of I-75 in both directions within the above-stated limits in addition to the modification of existing interchanges.

Background research for the portion of the project that extends along I-75 between Moccasin Wallow Road and US 301 (WPI Segment No.: 419235-2) noted that there were 10 previously-identified archaeological sites (8HI409, 8HI478, 8HI479, 8HI480, 8HI524, 8HI525, 8HI526, 8HI527, 8HI532, and 8MA136) one previously-identified historic structure (8HI11302), and one previously-identified resource group (8MA1337) within the project's area of potential effects (APE). One of the previously-identified archaeological sites, 8HI480, was determined to be eligible for listing in the National Register of Historic Places (NRHP) by this office in 1979, while the remaining nine archaeological sites have yet to be evaluated by the SHPO. The previously-recorded resource group and historic structure were determined to be ineligible for the NRHP by

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this office. As a result of the field survey, evidence of only three of the previously-recorded archaeological sites (8HI478, 8HI524, and 8HI532) was located within the project's APE. The field survey also determined that 8HI11302, the previously-identified historic structure within the APE, was no longer extant. Newly-identified resources documented within the APE as a result of the fieldwork included eight buildings (8HI11295-8HI11302), one archaeological site (8HI11359), and two archaeological occurrences (AOs). The report concluded that none of the historic-age architectural resources within the APE were eligible for listing in the NRHP because each lacked architectural and historic import. Similarly, the portion of the three previously-recorded archaeological sites within the APE (8HI478, 8HI524, and 8HI532), the newly-recorded archaeological site 8HI11359, and the two AO's were evaluated and considered to be insignificant and thus ineligible for inclusion in the NRHP. A table in the report noted that the portions of archaeological sites 8HI409, 8HI479, 8HI480, 8HI525, 8HI526, 8HI527, and 8MA136 were ineligible for listing in the NRHP because no evidence of these previously-identified sites was found during the field study.

Background research for the portion of the project that extends along I-75 between US 301 and North Fletcher Avenue (WPI Segment No.: 419235-3) noted that there were 28 previously-identified archaeological sites and eight previously-identified historic structures within the project APE. Of the 36 previously-identified cultural resources, twelve (archaeological sites numbers 8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI1479) were determined to eligible for listing in the NRHP by this office. As a result of the field survey, evidence of only ten of the 28 previously-recorded archaeological sites (8HI99, 8HI472, 8HI476A, 8HI476B, 8HI507, 8HI510, and 8HI5431, 8HI5432, 8HI5434, and 8HI5926) and all of the eight previously-recorded historic structures were located within the project's APE and reevaluated. Newly-identified resources documented within the APE as a result of the fieldwork include 15 buildings and two resource groups (8HI11460-11472 and 8HI11481-11482) as well as two AOs. The report found that only one of the documented historic structures, the *Tanner Residence (8HI8742)*, was eligible for listing in the NRHP. The report also concluded that the newly-recorded AOs and the portions of the 10 previously-recorded archaeological sites found within the APE were ineligible for listing in the NRHP. A table in the report noted that the portions of the remaining 18 previously-identified archaeological sites were ineligible for listing in the NRHP because no evidence of these sites was found during the field study.

After a review of the submitted reports, this office concurs with the Florida Department of Transportation's determination that the *Tanner Residence (8HI8742)* is eligible for listing in the NRHP and looks forward to continuing coordination regarding the affects, if any, that the proposed undertaking will have on this historic property.

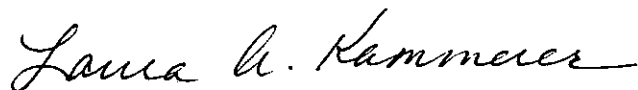
The reports noted that the Florida Master Site Files indicated the presence of 13 archaeological sites within the project's APE that had been previously determined to be NRHP eligible by this

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office (sites 8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI480, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI1479). After the field study, the reports concluded that the portion of each of these sites within the APE was ineligible because very little or no cultural material was located as a result of subsurface testing. Please note, for the sake of clarification, that this office seldom confers a dual eligibility designation to a single site (i.e., a site is either *eligible* or *not eligible* for the NRHP). This office therefore finds that sites 8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI480, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI1479 should maintain their status as NRHP eligible, but finds that the project will have *no adverse affect* [as per 36 C.F.R. Part 800, § 800.5(b)] on the sites due to the location of the proposed project and the lack of cultural material present within the project's APE.

If there are any questions concerning our comments or recommendations, please contact Jennifer Ross, Architectural Historian, by phone at 850.245.6333, or via electronic mail at jross@dos.state.fl.us.

Sincerely,



Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

PC: Bob Gleason, FDOT District 5, Deland
Roy Jackson, FDOT CEMO, Tallahassee/#5500