

ADMINISTRATIVE ACTION
DRAFT TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation In cooperation
with the US Coast Guard

I-75 (SR 93A) FROM S OF US 301 TO N OF BRUCE B DOWNS BLVD

District: FDOT District 7

County: Hillsborough County

ETDM Number: 8002, 14267

Financial Management Number: 419235-3-22-01

Federal-Aid Project Number: N/A

Project Manager:

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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1. Project Information

1.1 Project Description

The proposed action evaluates the need to provide capacity and operational improvements along approximately 18.0 miles of Interstate 75 (I-75) from south of US 301 to north of County Road 578/Bruce B. Downs Boulevard in Hillsborough County, Florida, refer to Figure 1 for the Project Location Map.

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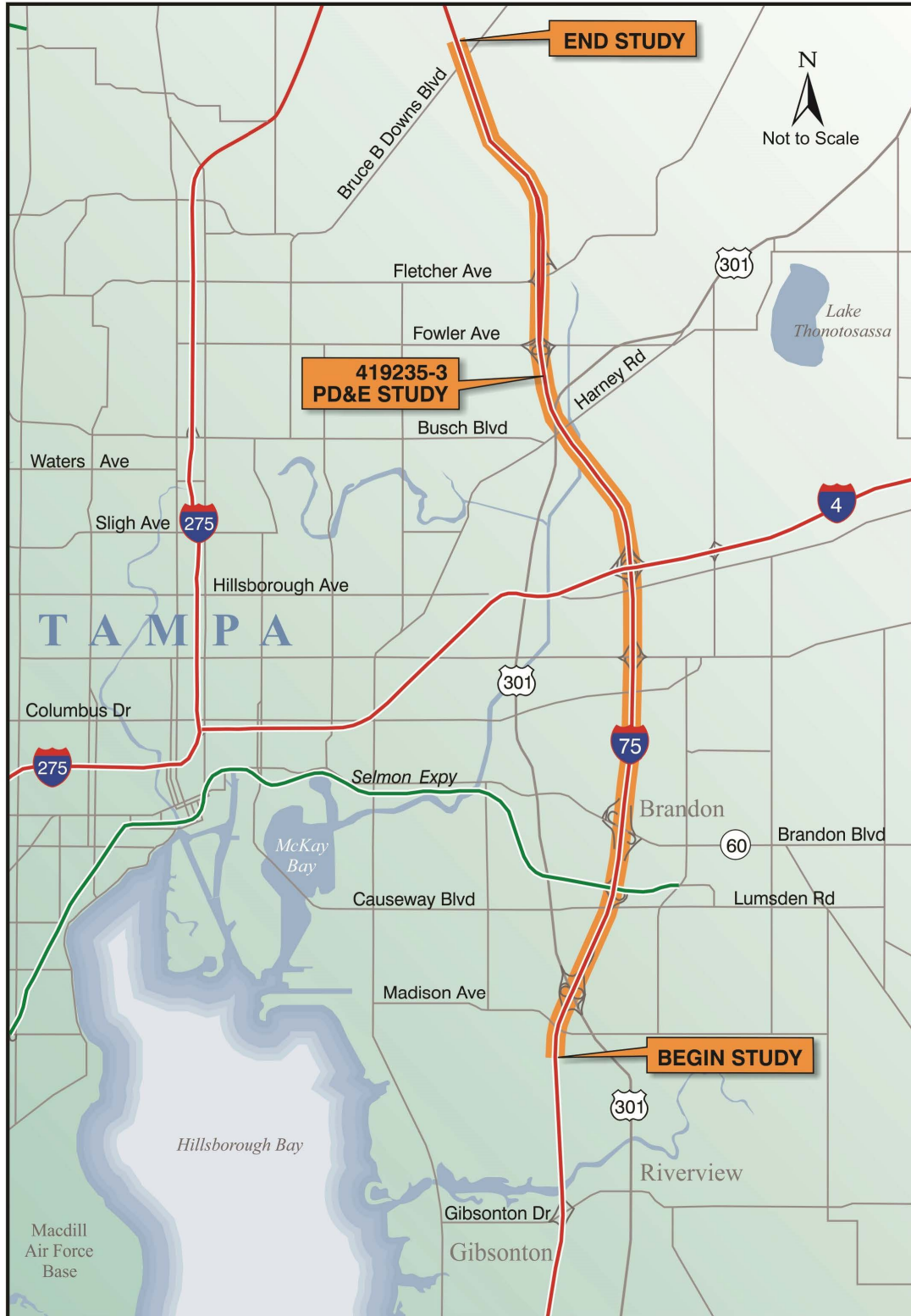


Figure 1. 419235-3 Project Location Map

The Preferred Build Alternative includes widening I-75 within the existing median to include two express lanes (ELs) in each direction. The project will also include operational improvements at the interchanges. The improvements would be constructed on the existing alignment. Right-of-way will be needed for some of the interchange improvements, stormwater management facilities, and floodplain compensation sites.

The Preferred Build Typical Section includes three 12-foot general use lanes (GULs), with auxiliary lanes at various locations, in each direction. Inside shoulders will vary between 12 and 15-feet wide and outside shoulders will be 12-feet. Adjacent to the general use lanes, within the median, will be two 12-foot ELs. The ELs will be separated from the GULs by a four-foot buffer with delineators. Refer to Figure 2 for the Preferred Build Typical Section.

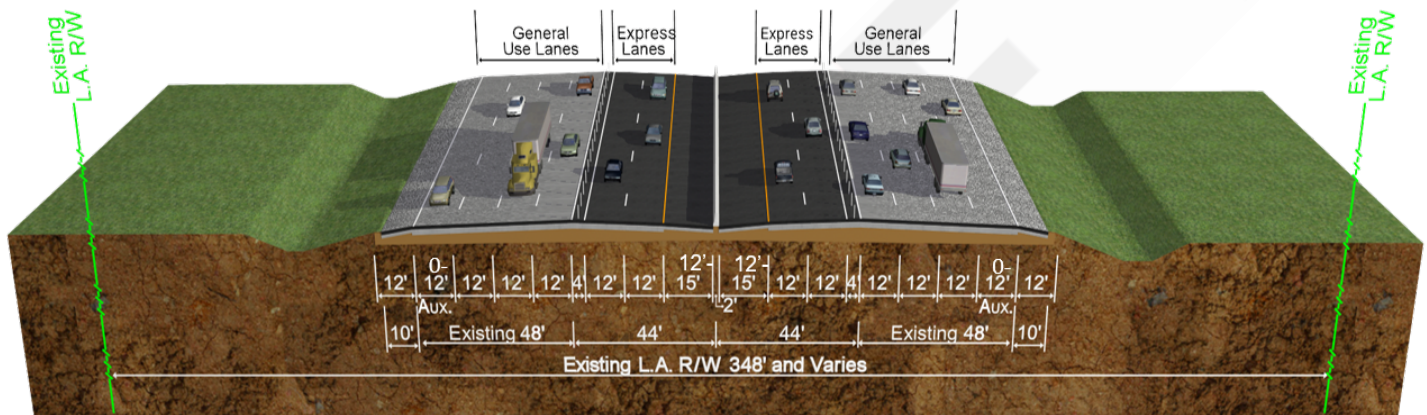


Figure 2. Preferred Build Typical Section

Improvements will occur at interchanges. The interchange at Dr. Martin Luther King, Jr. Boulevard is being improved under a separate FDOT project number (WPI 429251-1), and is under construction. The other interchanges will have operational improvements to accommodate the preferred build alternative.

Bridges in the project area will also see improvements. Refer to the project Preliminary Engineering Report for additional bridge information. A U.S. Coast Guard permit will be required for bridge improvements over navigable waterways.

1.2 Purpose and Need

Capacity

For the No-Build Alternative, the opening year (2025) traffic demand along the I-75 GULs is expected to range from 116,800 vehicles per day (vpd) to 188,400 vpd south of Interstate 4 (I-4) and from 96,000 vpd to 169,600 vpd north of I-4. The design year (2045) traffic demand along the I-75 GULs is expected to range from 180,000 vpd to 272,200 vpd south of I-4 and from 137,700 to 238,500 north of I-4. Under the Preferred Build Alternative, the opening year (2025) traffic demand along the I-75 GULs is expected to range from 98,700 vpd to 154,000 vpd south of I-4 and from 71,700 vpd to 133,900 vpd north of I-4. The design year (2045) traffic demand along the I-75 GULs is expected to range from 151,300 vpd to 221,800 vpd south of I-4 and from 103,100 vpd to 200,700 vpd north of I-4. The I-75 EL traffic demand is expected to range from 27,200 vpd to 34,400 vpd south of I-4 and from 17,900 vpd to 26,200 vpd in 2025 and from 40,100 vpd to 50,400 vpd south of I-4 and from 25,800 vpd to 50,500 vpd north of I-4 in 2045.

The CORSIM results of 2045 No-Build Alternative indicate that traffic will experience significant delay and congestion on the corridors in both AM and PM peak hours due to the severe deficiency in capacity. The I-75 southbound and I-4 eastbound will have more segments with Level of Service (LOS) E and F than the I-75 northbound and I-4 westbound, which could be due to more ramp merge and diverge influence areas. LOS is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. The LOS of a facility is designated with the letters A to F, with A representing the best operating conditions and F the worst.

Based on the analysis results, overall, the corridors within the study area will operate much better in the Build condition than in the No-Build condition in the design year (2045). Significant improvements are seen on the following segments:

I-75 southbound from Bruce B. Downs Boulevard to Selmon Expressway (AM Peak)
I-75 northbound north of Fowler Boulevard (AM Peak)
I-4 eastbound west of I-75 (AM Peak)
I-75 southbound north of Fletcher Avenue (PM Peak)
I-75 northbound south of US 301 (PM Peak)

Most of the segments of the ELs will operate at or better than LOS D.

System Linkage

I-75 is a north-south interstate highway that is a major trade and tourism corridor. I-75 is part of the Strategic Intermodal System (SIS). Preserving the operational integrity and regional functionality of I-75 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

Social Demands and Economic Development

The University of Florida's Bureau of Economic and Business Research projects that Hillsborough County will grow to a population of over 1.8 million by 2040 with medium population growth, which is an increase of approximately 45%. The current population of Hillsborough County is 1,276,410. As the population increases, roadway volumes are projected to increase as well. Additionally, the US Census (Commuting to Work 2006-2010) shows that workers commute from Pasco and Hernando Counties to Hillsborough County and vice versa: approximately 51,525 workers drive to Hillsborough County from Pasco County and an additional 6,900 drive from Hernando County, while approximately 9,550 workers commute from Hillsborough County to Pasco County and 630 drive to Hernando County. Approximately 505,000 Hillsborough County residents work within Hillsborough County. Employment in Hillsborough County is projected to grow from approximately 700,000 to approximately 1,050,000 (a 50% increase) between 2000 and 2040. This tremendous growth is largely due to the number of approved new developments, within the project corridor. The substantial new development occurring in Pasco County to the north is also expected to significantly increase traffic on I-75 and other major routes leading to employment centers in Hillsborough County.

Legislation/Plan Consistency

As a SIS facility and part of the regional roadway network, the I-75 project is included in the Hillsborough County's 2045 Transportation Planning Organizations (TPO) Long Range Transportation Plan (LRTP), *It's TIME Hillsborough*. The plan lists the project as number S-18, found on page 58 and the State Transportation Improvement Program (STIP) as item number 419235-3, found on page 130.

This project is consistent with other similar projects planned along the I-75 corridor throughout the state and provides continuity with these projects. This Study was conducted concurrently with the PD&E Study for the section of I-75 that

extends from Moccasin Wallow Road in Manatee County to south of US 301 (SR 43) in Hillsborough County (WPI Segment No. 419235-2). In addition, FDOT District One is currently completing two PD&E Studies for the widening of two continuous portions of I-75 to the south, which, when combined, extend from south of SR 681 in Sarasota County to Moccasin Wallow Road in Manatee County (WPI Segment Nos. 201277-1 and 201032-1). FDOT District Seven is currently designing capacity improvements to I-75 from Bruce B. Downs Boulevard in Hillsborough County to the Pasco/Hernando County Line (WPI Segment Nos. 408459-2, 408459-3, 408459-4, 258736-2, and 411014-2), and from the Pasco/Hernando County Line north to the Sumter County Line (WPI Segment Nos. 411011-2 and 411012-2).

Modal Interrelationships

I-75 is part of the highway network that provides access to regional intermodal facilities such as the Tampa International Airport, several general aviation airports, MacDill Air Force Base, several seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. As such, I-75 has been designated as a SIS corridor. Improvements to I-75 within the project limits will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

Safety

Highway crashes are a primary cause of traffic incidents making roadway projects that improve safety critical to realizing FDOT's mission to move goods and services. The crash data records for I-75 from south of US 301 to north of Bruce B. Downs Boulevard and I-4 from west of US 301 to east of Mango Road for the five-year period of 2011 to 2015 were obtained from FDOT Crash Analysis Report system, then compiled and analyzed. The safety evaluation based on the historical crash data indicates a total of 3,008 crashes occurred along the I-75 portion of the corridor, and 1,045 crashes occurred on the I-4 portion of the corridor during the five-year period between 2011 and 2015. On the I-75 corridor, 1,205 injury crashes involved a total number of 1,845 injuries, and 18 fatal crashes resulted in 19 fatalities. On the I-4 corridor, there were 383 injury crashes with 598 injuries, and 12 fatal crashes resulted in 13 fatalities.

The highest percentage of crashes were rear end crashes (44% on I-75 and 41% on I-4) with sideswipe crashes ranking second (14% on I-75 and 18% on I-4). On the I-75 corridor, the highest crash frequency, crash rates per million vehicle miles traveled (MVMT), and crashes per mile occurred in the northbound direction in Segments 13NB (between I-75 on-ramp from I-4 westbound and I-75 off-ramp to Fowler Avenue), 14 NB (between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue eastbound), and 11NB (between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 eastbound). On the I-4 corridor, the highest crash frequency, crash rate MVMT, and crashes per mile occurred in the eastbound. Segment 2EB (between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301) had the highest crash frequency. Segment 4EB (between I-4 off-ramp to I-75 and I-4 on-ramp from I-75 southbound) had the highest ranking in both crash rate MVMT and crashes per mile.

It is anticipated that safety will be enhanced with capacity improvements along the project limits. With the additional capacity, roadway congestion will be reduced, thereby reducing the crash potential.

Emergency Evacuation

I-75 is a critical evacuation route throughout the state as shown on the Florida Division of Emergency Management's evacuation route network.

1.3 Planning Consistency

419235-6 I-75 from south of US 301 to north of Bruce B. Downs Boulevard

Currently Adopted L RTP- CFP	COMMENTS			
Yes	The project is included in the 2021-2045 Hillsborough County Transportation Planning Organization's (TPO) L RTP Cost Feasible Projects in FDOT Strategic Intermodal System (SIS) Cost Feasible Project for 2020-2045 table on page 58 identified as project map number S-18, FPN 419235-6, I-75 from US 301 to north of Bruce B. Downs Boulevard. The project is described as adding two ELs (each direction), plus I-75/I-4 interchange reconstruction with total project costs (PDC-2018) \$1,857.82M with \$1.745.98M unfunded.			
	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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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

According to the FDOT Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST), the project was assigned Degree of Effect of 'Minimal' for social effects by the U.S. Environmental Protection Agency, after an evaluation of project comments.

Per the Hillsborough TPO's 2045 Long Range Transportation Plan (LRTP), adopted November 5, 2019, Hillsborough County is home to 1.4 million residents and contains the largest employment and population base in the Tampa Bay Metropolitan Area. Hillsborough County grew 17.2% between 2010 and 2019, which is higher than the 12.5% growth that the State of Florida experienced during the same period.

The University of Florida's Bureau of Economic and Business Research projects that the 2035 and 2045 populations of Hillsborough County will be between a low of 1,533,000 to a high of 1,905,000 in 2035 and between a low of 1,605,800 to a high of 2,336,700 in 2045. This represents an increase from the 2020 total of 21.7% in 2035 and an increase of 36.1% in 2045 based on the high projections..

The FDOT Environmental Screening Tool (EST) Preliminary Environmental Discussion (PED) 2014 information identified 2,098 households with a population of 5,809 people within a 500-foot buffer of the project area. The median family income was \$55,650; yet, 323 (15.4%) of the households are below the poverty level. Minority populations make up approximately 37% of the total project area population with the Hispanic population comprising 23.5% with a population of 1,364 and Black or African American Alone comprising 21.3% of the population representing 1,236 persons. There are 39 persons (0.74%) that speak English "not at all" and 153 persons (2.89%) that speak English "not well". Due to the minority populations identified near the project corridor, several accommodations were made to provide information to those with limited English proficiency including the addition of a statement on the Public Hearing newsletter in Spanish directing questions, comments, and requests for information to the FDOT District Seven Spanish contact person, an ad was placed in the La Gaceta newspaper announcing the Public Hearing in Spanish, and a Spanish interpreter was provided at the Public Hearing.

The project will be designed to avoid/minimize potential impacts to the community fabric/social cohesion to the greatest extent practicable. This project will be 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) FHWA 6640.23A, which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The proposed project is expected to result in minimal involvement with social resources.

Documentation of the public involvement efforts undertaken during this study is included in the Comments and Coordination Report. A blended Public Hearing (informal open house combined with a time-specified formal hearing) and virtual option for this project will be held on January 27, 2022 at the Hilton Garden Inn located at 4328 Garden Vista Drive, Tampa, Florida from 5:30 p.m. to 7:30 p.m. A copy of the transcript from the Public Hearing will be attached.

No right-of-way will be required for the I-75 mainline improvements; however, minor amounts of right-of-way (X.XX acres) will be required for stormwater management facilities, floodplain compensation sites and at some interchange operational improvements to accommodate the widening.

Implementing the Preferred Build Alternative does not result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

3.2 Economic

The University of Florida's Bureau of Economic and Business Research (BEBR) shows that Hillsborough County is projected to grow to 1,845,013 by 2040 with medium population growth, which is an increase of approximately 45%. The current population of Hillsborough County is 1,276,410. As the population increases, roadway volumes are projected to increase as well. Additionally, the US Census (Commuting to Work 2006-2010) shows that workers commute from Pasco and Hernando Counties to Hillsborough County and vice versa: approximately 51,525 workers drive to Hillsborough County from Pasco County and an additional 6,902 drive from Hernando County, while 9,548 workers commute from Hillsborough County to Pasco County and 628 drive to Hernando County. Approximately 505,000 Hillsborough County residents work within Hillsborough County. Employment is projected to grow from approximately 700,000 to approximately 1,050,000 (a 50% increase) between 2000 and 2040.

Per Hillsborough County Opportunity Zone webpage, the project is immediately adjacent to the Palm River Redevelopment Zone located west of I-75 north of Progress Boulevard and south of the Selmon Expressway. The primary objective of a Redevelopment Zone is to draw out and encourage private sector investment in sites and buildings that will encourage retention and attraction of businesses and jobs for a community. There is also an Opportunity Zone outlined in the southeast quadrant of I-75 and Fowler Avenue. Opportunity Zones are a federal tax program designed to encourage long-term private investments in distressed communities.

This tremendous growth is largely due to the number of approved new developments, within the project corridor. The substantial new development occurring in Pasco County to the north is also expected to significantly increase traffic on I-75 and other major routes leading to employment centers in Hillsborough County.

3.3 Land Use Changes

Existing land use along the project corridor was determined from a variety of resources including National Wetland Inventory (NWI) maps, Natural Resources Conservation Service (NRCS) Soil Surveys for Hillsborough County, US Geological Survey (USGS) topographical maps, recent aerial imagery, land use mapping from Plan Hillsborough, and field verification during site visits conducted within the project corridor.

The Environmental Screening Tool GIS analysis identified the following land uses with the 500-foot buffer: transportation (41.3%), open land (7.7%), hardwood conifer mixed (6.19%), residential low density (4.61%), and crop land/pasture land (4.59%).

The Plan Hillsborough Existing Land Use Map shows within 500-feet of the corridor land use is predominantly light commercial and light industrial with a small amount of multi-family and single-family residential south of Woodberry Road. From Woodberry Road north, the corridor is a mix of the previous land uses plus agricultural, commercial, public/quasi-public, communications/utilities, and others to the project end. The majority of the corridor is within unincorporated Hillsborough County. The corridor runs adjacent to the City of Temple Terrace between Fowler Avenue and Fletcher Avenue, and crosses into the City of Tampa briefly from just north of Fletcher Avenue to the project end.

The Plan Hillsborough Future Land Use Map shows within 500-feet of the I-75 corridor is urban, suburban and regional mixed use, residential and a small amount of light industrial future land uses.

Only minimal land use changes will occur from the project as right-of-way will be necessary for stormwater management facilities, floodplain compensation sites, and for interchange ramp improvements.

3.4 Mobility

The project will add two ELs in each direction of I-75 within the median from south of US 301 to north of Bruce B. Downs Boulevard and provide operational improvements at some interchanges. Improving the infrastructure to include two ELs and the inclusion of improvements at the interchanges within the study limits will provide more reliable travel times for travelers and emergency management, improve truck and freight safety, and provide enhanced access to regional intermodal facilities such as the Tampa International Airport, several general aviation airports, MacDill Air Force Base, a number of seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities.

The Hillsborough Area Regional Transit Authority (HART) currently operates seven transit routes (8, 31, 33, 37, 38, 46, and 48) adjacent to I-75; however, no routes utilize I-75. Transit buses would be allowed to utilize the the ELs for free, if tolled.

3.5 Aesthetic Effects

Currently, along the I-75 corridor there are no notable aesthetic features other than the vast grass median separating the two directions of travel. The view shed for motorists will change with the removal of the grass median for the placement of the ELs; however, the view shed for neighboring properties located adjacent to I-75 is not expected to change as the improvements would occur to the inside of the existing facility. Additionally, noise barriers are proposed for several areas in the project corridor that would further shield the properties from the interstate. The noise barriers will be coordinated with the property owners during the design phase.

One National Register of Historic Places (NRHP) eligible resource, the Tanner House, is located adjacent to the existing I-75 right-of-way. Improvements in the area of this resource include the placement of a pond (SMF 17A) adjacent/north. No right-of-way would be acquired from the resource for the pond, or for I-75 mainline improvements. The property where the pond is to be placed is currently vacant and utilized for pasture. The property land use would change; however, it will remain vacant; thus the view from the Tanner House would not change.

The majority of the SMFs and FPCs sites are located on vacant properties that will remain vacant.

Landscape improvements are not part of the project.

3.6 Relocation Potential

A Conceptual Stage Relocation Plan and update have been completed for the project limits. In total, the proposed acquisition of right-of-way for stormwater management facilities, floodplain compensation sites, interchange operational improvement associated with the project expected to result in impacts to 55 properties totaling approximately 85 acres. The right-of-way acquisition would result in the relocation of 17 residences and 19 business/farms. Adequate replacement housing and commercial properties are available as replacement sites.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, 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

Coordination with the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) shows there are approximately 72.98 acres of farmland within the project corridor with a percentage of .0083 to be converted. The NRCS-CPA-106 form completed by NRCS shows a total score of 116.5. For this reason, no further coordination with NRCS is anticipated.

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 some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

The ETDM Programming Screen Summary Report for the project assigned a 'Substantial' Degree of Effect for Historic and Archaeological Resources (ETDM Project #8002; FDOT 2006).

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 with the findings of the survey on January 19, 2010. Subsequently, in 2010, a Section 106 Consultation Case Study Report was prepared to evaluate potential effects the project may have on the NRHP eligible Tanner Residence. On February 22, 2011, the SHPO determined that this project would have no adverse effect on the Tanner Residence.

The 2009 CRAS also identified cultural materials associated with 10 previously recorded sites and two newly discovered artifact occurrences. Of the 10 previously recorded sites discovered within the I-75 project APE, six sites were determined NRHP-eligible. In the concurrence letter dated January 19, the SHPO clarified that the sites as a whole should maintain their status as NRHP eligible, but found that the project will have no adverse effect on the sites due to project location and lack of cultural material present within the APE.

In 2020, a Historic Resources Survey Update (HRSU) was completed to update the 2009 CRAS. The HRSU resulted in the identification of 24 historic resources and the identification and re-evaluation of one previously recorded historic resource the Tanner House. In addition, three previously recorded historic resources were confirmed as demolished. The Tanner Residence located at 10426 Tanner Road, remains eligible at the local level under Criterion C as an example of late 19th to early 20th century rural vernacular architecture. Since the 2009 CRAS, the historic barn and orange grove associated with the Tanner Residence were demolished. Therefore, the boundaries for the resource were adjusted as part of the HRSU to exclude the former area of the orange grove (1.28 acres).

In 2020, a CRAS Tech Memo was also conducted for the project's proposed stormwater management facilities and the project's extension from north of Fletcher Avenue to north of Bruce B. Downs Boulevard in Hillsborough County, Florida. Fieldwork resulted in evidence of four previously recorded sites and one new site was recorded. One of the pond sites was not tested due to it being an active construction site (FPC 19B) and three others were not tested due to lack of access (FPC 12/13R, SMF 21B, FPC21B). The FDOT is committing to field surveying these sites and coordinating with the SHPO before any ground disturbance is conducted within those FPC and SMF sites. None of the previously recorded sites or newly recorded site are considered eligible for listing in the NRHP. Given the low diversity and the absence of

both diagnostic artifacts and subsurface features, they have low research potential and are similar to other sites in the area which have been determined ineligible for listing in the NRHP by the SHPO. The memo further stated eight historic resources were previously recorded within or adjacent to the pond sites. Of these, two buildings were evaluated as ineligible for listing in the NRHP by the SHPO; and the Seaboard Railway was evaluated by the SHPO as having insufficient information to make a determination. Five resources, all Masonry Vernacular style buildings were newly identified. The HRSU and CRAS Tech Memo concluded that the proposed undertaking will still have no adverse effect with any NRHP-listed, determined eligible, or potentially eligible resources within the APE. Therefore, the project will result in a finding of no adverse effect. On February 15, 2021 the SHPO concurred with the findings of the 2020 HSRU and CRAS. The letter is attached.

In 2021, a new *Historic Resources Survey* was completed for the southwest quadrant of the I-75 and I-4 interchange from the Tampa Bypass Canal to the I-4 westbound ramps. The results of the archaeological survey were negative for cultural resources. The historic survey resulted in the identification of 12 newly recorded buildings, and three previously recorded buildings were updated. Two previously recorded historic resources were also confirmed as demolished. No cultural resources that are listed, eligible, or potentially eligible for listing in the NRHP were located within the APE as a result of this study.

In summary, there are 10 eligible archaeological sites and one eligible historic resource located with the project's APE. The 2010 SHPO letter states that none of the portions of the archaeological sites within the APE of the project are considered eligible; however, the whole of the sites remain eligible with a no adverse effect determination. In 2009, a Section 106 Case Study Report was prepared for this Tanner Residence. The SHPO concurred in a letter dated January 6, 2011, that the undertaking would have no adverse effect on the historic property. No additional enhancements from what was coordinated in the 2009 Case Study, 2020 CRAS or 2020 HSRU are proposed for the area of I-75 (SR 93A) in proximity to the Tanner Residence. It appears that the proposed undertaking will still have no adverse effect with any NRHP-listed, determined eligible, or potentially eligible resources within the APE.

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 14 parks/recreation areas and one NRHP eligible historic resource located adjacent to the project area, as outlined in the table below. There would be no use or proximity impacts to the activities associated these parks with the possible exception of the Tampa Bypass Canal. With the exception of the Tampa Bypass Canal, all construction activities would take place within the existing right-of-way in proximity to the resources, and the additional express lanes being provided (two in each direction) will not adversely affect the activities, features, or attributes that qualify the facilities as a park for protection under Section 4(f).

Resource / Property Name	Property Ownership	Managing Agency / Jurisdiction	Location	Type of Resource	Size of Property	Public Access	Section 4(f) Determination	Note
Fowler Avenue Boat Ramp/Rotary Riverfront Park	Hillsborough County	Hillsborough County Parks and Recreation	15846 Morris Bridge Road	County park/Boat Ramp	Not Provided	Yes	No Use. Ramp located 0.25 from project limits.	Located just off (west) of Plan Sheet 46

Hillsborough River	Southwest Florida Water Management District	Hillsborough County Parks and Recreation	0.75 miles north of Fletcher Avenue Interchange	Boating, fishing	N/A	Yes	No Use	Plan Sheet 28
Lettuce Lake Conservation Park (LWCF)	Hillsborough County	Hillsborough County Parks and Recreation	6920 Fletcher Avenue	Bike Path, Boardwalk, Fishing, Hiking, Picnic Area, Playground, Restrooms, Shelter Rental	240	Yes	No Use	Plan Sheet 28
Lower Hillsborough Flood Detention Area/Wilderness Park	Southwest Florida Water Management District	Southwest Florida Water Management District	Northeast quadrant of Fletcher Avenue Interchange	Flood detention area, wilderness park, trails	31,726.9 acres	Yes	No Use	Plan Sheets 28-30
New Tampa Community Park and Community Center	City of Tampa	City of Tampa Parks and Recreation Department	17302 Commerce Park Boulevard	Ball Fields, Community Center	Not Provided	Yes	No Use	Located just off (west) of Plan Sheet 36
New Tampa Nature Park	City of Tampa	City of Tampa Parks and Recreation Department	17001 Dona Michelle Drive	Passive Recreation and Walking Trails	Not Provided	Yes	No Use. Park located 0.35mile from I-75.	Plan Sheets 32 & 33
Sterling Heights Recreation Center	Hillsborough County	Hillsborough County Parks and Recreation	11706 Williams Road	Basketball Court, Shuffle board, Playground, Picnic shelter	Not Provided	Yes	No Use	Rec Center is over 4,400ft from I-75 ROW.
Tampa Bypass Canal	Southwest Florida Water Management District	Southwest Florida Water Management District	7171 N US 301	Boating, fishing	14.0-mile waterway	Yes	De Minimus	Plan Sheet 20
Tampa Palms River Acres Park	Tampa Palms HOA	Tampa Palms HOA	7521 Yardley Way	Boat dock, camping, picnic, volleyball	Not Provided	No - Use of the park is for Tampa Palms Areas 1 & 2 only. Membership is required.	No Use	Plan Sheet 28
Tanner Residence	Private Residence	Private Residence	10426 Tanner Road	Significant Historic Structure potentially eligible for inclusion in the National Register of Historic Places	1.3 acres	No	No Use	Plan Sheet 15
Temple Terrace Hilltop Dog Park	City of Temple Terrace	City of Temple Terrace Parks	9240 Harney Road	Dog park	Not Provided	Yes	No Use	Plan Sheet 21
Temple Terrace Youth Sports Complex	Southwest Florida Water Management District	City of Temple Terrace/Southwest Florida Water Management District	13609 US 301	Baseball and soccer fields, concession stands	30.2 acres	No - Use of complex requires a membership or sports league pass from the City of Temple Terrace Parks Recreation Department.	No Use	Plan Sheet 22

Trout Creek Wilderness Park	Southwest Florida Water Management District	Southwest Florida Water Management District	Northeast quadrant of Fletcher Avenue Interchange	Trail, general uses	N/A	Yes	No Use	Plan Sheets 28-30
WillIams Road/Tanner Road Park	Hillsborough County	Hillsborough County Parks and Recreation	10611 Tanner Road	Vacant/Fenced Property no longer being utilized as a park.	N/A	No	No Use	Plan Sheet 15

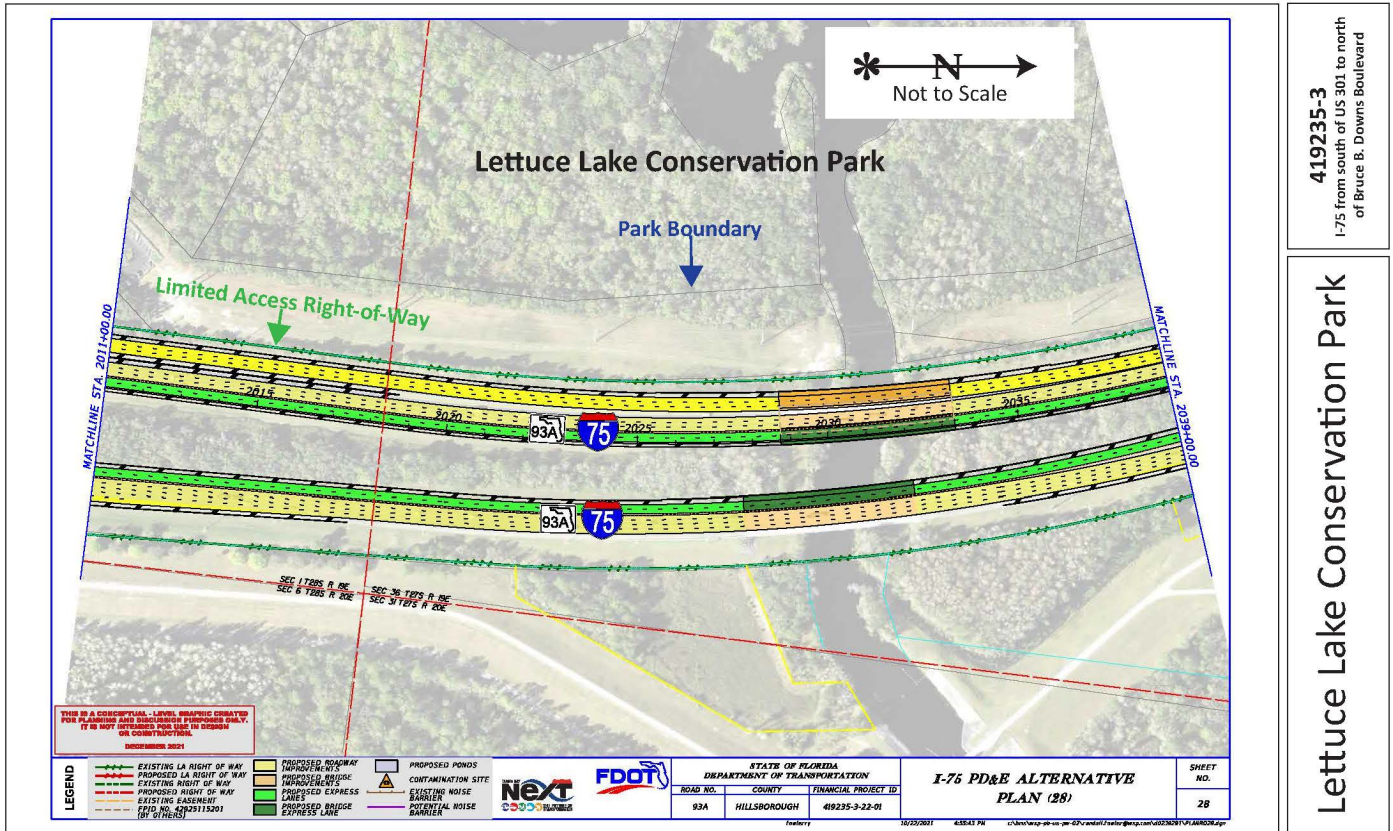
Table 1. Potential Section 4(f) Resources

The Tampa Bypass Canal is a 14-mile waterway that connects the Lower Hillsborough Wilderness Preserve with McKay Bay. The canal provides flood protection for the cities of Temple Terrace and Tampa by diverting floodwaters from the Hillsborough River. The canal is also a water supply source for the city of Tampa and provides recreational opportunities open to the public including fishing and boating. There is a public parking lot and access point located just east of the I-75 project limits off Harney Road. The resource is under the jurisdiction of the Southwest Florida Water Management District.

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

The following evaluation was conducted pursuant to Section 6(f) of the land and water conservation fund of 1965.

The project is adjacent to Lettuce Lake Conservation Park, a Land and Water Conservation Act (LWCF) funded park. The total amount of the LWCF grant was \$240,641 in 1978. The grant was for land acquisition. No right-of-way will be required from Lettuce Lake Conservation Park as shown in the graphic below. In the area of the park, the project remains within the limited access right-of-way.



419235-3
I-75 from south of US 301 to north of Bruce B. Downs Boulevard

Lettuce Lake Conservation Park

Lettuce Lake Conservation Park LWCF Boundary Compared to ROW Line

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 was assessed for the presence of suitable habitat for federal and/or state listed and protected species in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapter 5B-40: Preservation of Native Flora of Florida, Florida Administrative Code (F.A.C.), Chapter 68A-27: Rules Relating to Endangered or Threatened Species, F.A.C. and Protected Species and Habitat of the FDOT PD&E Manual (July 2020).

Field surveys were conducted June and July 2008, November 2019, and July and November 2020 to determine protected species and suitable habitat that exists within the study area. All natural areas with the project study areas were found to provide some level of potential suitable habitat for protected species. 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. Coordination with the the U.S. Fish and Wildlife Service (USFWS) is underway by FDOT. Coordination letters from USFWS as well as the Florida Fish and Wildlife Conservation Commission (FWC) will be provided upon receipt. A summary of the effect determinations for listed and protected species is provided below.

Five federally protected wildlife species listed by the U.S. Fish and Wildlife Service (USFWS) as endangered or threatened, have the potential to occur in the project study area. After evaluating the habitat requirements for each species, the types of habitats present within the project study area, and habitats being impacted by the Preferred Build Alternative, effect determinations were made for each species and are presented in Table 2.

Species	Common Name	FWC	USFW S	Effect Determination
REPTILES				
<i>Drymarchon corais couperi</i>	Eastern indigo snake	FT	T	May Affect, Not Likely to Adversely Affect
<i>Gopherus polyphemus</i>	Gopher tortoise	T	C	No Adverse Effect Anticipated
<i>Lampropeltis extenuata</i>	Short-tailed Snake	T	-	No Adverse Effect Anticipated
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	T	-	No Adverse Effect Anticipated
BIRDS				
<i>Ammodramus savannarum floridanus</i>	Florida grasshopper sparrow	FE	E	No Effect
<i>Antigone canadensis pratensis</i>	Florida sandhill crane	T	-	No Adverse Effect Anticipated
<i>Aphelocoma coerulescens</i>	Florida scrub-jay	FT	T	No Effect
<i>Athene cunicularia floridana</i>	Florida burrowing owl	T	-	No Adverse Effect Anticipated

<i>Egretta caerulea</i>	Little blue heron	T	-	No Adverse Effect Anticipated
<i>Egretta rufescens</i>	Reddish egret	T	-	No Adverse Effect Anticipated
<i>Egretta tricolor</i>	Tricolored heron	T	-	No Adverse Effect Anticipated
<i>Falco sparverius paulus</i>	Southeastern American kestrel	T	-	No Adverse Effect Anticipated
<i>Haematopus palliatus</i>	American oystercatcher	T	-	No Effect Anticipated
<i>Haliaeetus leucocephalus</i>	Bald eagle	-	*	No Adverse Effect Anticipated
<i>Laterallus jamaicensis ssp. jamaicensis</i>	Eastern black rail	FT	T	May Affect, Not Likely to Adversely Affect
<i>Mycteria americana</i>	Wood stork	FT	T	May Affect, Not Likely to Adversely Affect
<i>Platalea ajaja</i>	Roseate spoonbill	T	-	No Adverse Effect Anticipated
<i>Rynchops niger</i>	Black skimmer	T	-	No Effect Anticipated
<i>Sternula antillarum</i>	Least tern	T	-	No Effect Anticipated
MAMMALS				
<i>Ursus americanus floridanus</i>	Florida black bear	**	-	No Adverse Effect Anticipated
-	Bats (multiple species)	***	-	No Adverse Effect Anticipated

Table 2. Protected Wildlife Effect Determinations

Key: E - endangered, T - threatened, C - candidate for listing, FE - federally endangered, FT - federally threatened

Sources:

- (1) USFWS - U.S. Fish and Wildlife Service status, Official lists of Threatened and Endangered species, 50 CFR 17.11
- (2) Florida Fish and Wildlife Conservation Commission. 2016. Florida's Imperiled Species Management Plan Amended January 2017. Tallahassee, Florida
- (3) FWC - Florida's Endangered and Threatened Species, Updated June 2021.
- (4) USFWS ECOS - Environmental Conservation Online System <https://ecos.fws.gov/ecp/report/species-listings-by-current-range-county?fips=12057> accessed September 2021
- (5) FNAI - Florida Natural Areas Inventory Tracking List <http://www.fnai.org/bioticssearch.cfm> accessed November 2020

Notes:

In accordance with Florida Administrative Code (FAC) Title 68A-27.0012, Procedures for Listing and Removing Species from Florida's Endangered and Threatened Species List, federally endangered or threatened species under the Endangered Species Act will be listed by the FWC by their federal designation.

*The Bald Eagle is afforded federal protection through the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA)

** The Florida black bear is protected by FAC 68A-1.004 which makes it illegal to possess, injure, shoot, wound, trap, collect, or sell Florida black bears or their parts except as authorized by FWC rule or permit.

***Bats are protected by FAC 68A-4.001 General Prohibitions and 68A-9.010 Taking Nuisance Wildlife

The FDOT commits to completing surveys for the remaining three federally protected species (Florida bonamia, Brooksville bellflower, and pygmy fringe-tree) prior to construction and coordinating with FDACS should these species be

found during surveys. Given this commitment, the limited native habitat adjacent to the existing interstate, and the lack of recorded observations of these species, there is no effect to Florida bonamia, Brooksville bellflower, and pygmy fringe-tree.

Final commitments for Protected Species and Habitat will be provided upon final approval of the NRE.

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.

The 2021 NRE included a summary of wetland and other surface waters as found below.

The total wetland and surface water impact for the Preferred Build Alternative is 160.59 acres (98.64 acres of wetlands and 61.95 acres of surface waters). Both forested and herbaceous wetlands exist within the project footprint. Surface waters within the project limits consist of existing stormwater management facilities associated with the existing roadway and adjacent development, roadside linear grass swales or ditches run parallel to the existing roadway, and natural and channelized waterways such as the Hillsborough River, Cow House Creek, and the Tampa Bypass Canal.

The total functional loss for the Preferred Build Alternative is 46.41 units using the Uniform Mitigation Assessment Methodology (UMAM). A summary of UMAM and functional loss information is provided in Table 3 below. Wetland impacts from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes (FS), to satisfy all mitigation requirements of Part IV of Chapter 373, FS and 33 U.S. Code (USC) 1344.

USFWS Classification	FLUCFCS	Preferred Build Alternative
		Impact Acreages
PEM1	6410, 6430	6.80
PEM1x	6160, 6410, 6430, 6440	15.50
PSS1/3	6180, 6310, 6417	28.47
PSS1/3x	6310, 6417	4.50
Total Herbaceous		55.27
PFO1/3	6150, 6300	22.37
PFO2	6210	2.10
PFO2*	6210	0.93
PFO3	6170	17.97
R2ab	5100	4.39
Total Forested		47.76
Overall Total		103.03

Table 3. Summary of Impacts Associated with the Preferred Build Alternative

*Some PFO2 systems are of higher quality and were scored on a separate UMAM datasheet.

Notes:

The overall total of wetlands and surface waters in the Preferred Build Alternative is 160.59 acres. This table does not include impacts to 57.56 acres of manmade, excavated surface waters with FLUCFCS codes 5100 and 5340 because

they do not require mitigation for the SWFWMD or FDEP. This table includes impacts to 4.39 acres of surface waters associated with natural systems (FLUCFCFS codes 5100) for which mitigation will be required.

NWI classification categories shaded green require herbaceous mitigation, categories shaded blue require forested mitigation.

*some PFO2 systems are of higher quality and were scored on a separate UMAM datasheet

Mitigation

Mitigation will be addressed pursuant to Chapter 373.4137, FS in order to satisfy all mitigation requirements of Part IV, Chapter 373, FS and 33 U.S. Code (USC) 1344. A number of mitigation options are potentially available to mitigate for impacts to wetlands including public or private wetland mitigation banks and wetland creation, restoration, or enhancement within watersheds in the project area. Mitigation banks whose service areas at least partially cover the project area include: Fox Branch Ranch Wetland, Mangrove Point, Tampa Bay, Wiggins Prairie, Hillsborough River Phase 1, Hillsborough River Phase 2, North Tampa, Boarshead Ranch, Nature Coast, and Two River Ranch mitigation banks. Mitigation options will be investigated further during the design phase of the project.

This project is in conformance with Executive Order 11990, Protection of Wetlands; consideration was given to avoiding and/or minimizing wetland impacts. The proposed project will have no significant short-term or long-term adverse impacts to wetlands, there is no practicable alternative to construction in wetlands, and measures have been taken to minimize harm to wetlands.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

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

Information obtained from Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) Nos. 12507C0388H, 12507C0389H, 12507C0386H, 12507C0387J, 12507C0380J, 12507C0240H, 12507C0236H, 125078C0210H, 12057C0230H, 12057C070H, 12057C0090H show the proposed roadway improvements will impact the 100-year floodplain at several locations along the project corridor. Impacts to the 100-year floodplain resulting from the proposed improvements will occur as either longitudinal (Basin 20) or traverse (Basins 6, 7, 12/13, 14, 17/18, 19, and 20). Longitudinal impacts are due to the proposed roadway widening. The impacts will be mitigated in proposed floodplain compensation sites located adjacent to the impact or is hydraulically connected the area impacted. The size and location of the compensation sites will be finalized during the design phase of the project.

The traverse impacts will occur at the existing culverts and where the interstate crosses a major waterbody. The proposed improvements will require extending the culverts and constructing piles to widen the bridges. It is not anticipated that the piles or culvert extensions will impact the 100-year floodplain or require floodplain compensation.

Impacts and compensation were estimated using FEMA 100-year contours, 100-year elevations from the FEMA FIRM's, and SWFWMD LiDAR Contours. Refer to the table below for 100-year floodplain impacts and compensation. The compensation provided is greater than the compensation required in all cases.

Basin	Floodplain Compensation Site Name	Location	Base Flood Elevation (Feet)	Impact (Acre)	Required Compensation (Acre)	Provided Compensation (Acre)
6	FPC 6R	1360+00 RT	28.7	2.64	3.17	4.67
7	FPC 7	1437+00 LT	27.0	1.02	1.22	1.26
12/13	FPC 12/13R	1542+00 RT	43.2	0.76	0.91	1.11
12/13	FPC 12/13L	1543+00 LT	43.2	0.88	1.06	1.63
14	FPC 14	1579+00 RT	39.8	0.32	0.39	0.77
18	FPC 17/18	1670+00 LT	35.3	1.77	2.12	2.44
19	FPC 19A	1705+00 LT	19.0	1.82	2.18	2.34
	FPC 19B	1711+00 LT				
20	FPC 20	1735+00 LT	22.0	1.30	1.56	1.57
21	FPC 21B	1755+00 LT	22.0	1.38	1.65	1.66

Table 4. 100-Year Floodplain Impacts and Compensation

Replacement drainage structures for this project are limited to hydraulically equivalent structures which are not expected to increase the backwater surface elevations. The limitations to the hydraulic equivalency being proposed are due to restrictions imposed by the geometrics of design, existing land development, cost feasibility, or practicability. An alternative encroachment location is not considered since it does not meet the project's purpose and need or is economically unfeasible. Since flooding conditions in the project area are inherent in the topography or are a result of other outside contributing sources, and there is no practical alternative to eradicate flooding problems in any significant amount, existing flooding will continue, but will not increase as the result of the construction of this project. Furthermore, the project will not affect existing flood heights or floodplain limits. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of construction of this project. Therefore, it has been determined that there is minimal encroachment.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

The project limits were evaluated for impairments as identified by the Florida Department of Environmental Protection (FDEP). Based on their Water Body Identification Numbers (WBIDs), FDEP has identified eight basins with the project limits that are impaired.

Planning Unit	WBID No.	Water Segment Name	Impairment	Impaired Roadway Basins
Coastal Hillsborough Bay Tributary	1628	Archie Creek	Fecal Coliform	1-5

Coastal Hillsborough Bay Tributary	1632	Delaney Creek Popoff Canal	Enterococci	5,6
Coastal Hillsborough Bay Tributary	1605	Delaney Creek	Nutrients (Macrophytes)	7,8
Coastal Hillsborough Bay Tributary	1536A	Unnamed Drain	Fecal Coliform	11-13
Coastal Hillsborough Bay Tributary	1576	Mango Drain	Dissolved Oxygen & Fecal Coliform	14-16
Coastal Hillsborough Bay Tributary	1536C	Tampa Bypass Canal Tributary	Fecal Coliform	17-21
Coastal Hillsborough Bay Tributary	1536B	Sixmile Creek (Tampa Bypass Canal)	Dissolved Oxygen	22,23
Hillsborough River	1402	Cypress Creek	Fecal Coliform	G

Table 5. Impaired Water Bodies in the Project Area

The design of all stormwater management facilities is governed by the rules and criteria set forth in the State Wide Environmental Resource Permit (ERP) Applicants Handbook (2018) Volumes I and II, the FDOT Drainage Manual (January 2020) and the FDOT Drainage Design Guide, Stormwater Management Facility (January 2020). The project is required to meet the following criteria:

- Treat one inch of rainfall from either the existing co-mingled or new impervious area (DCIA) for wet detention systems.
- Provide 50 percent additional treatment for any direct discharges to an Outstanding Florida Water (OFW) *The Hillsborough River Watershed at the I-75 crossing has been designated as an OFW.*
- Provide a net environmental improvement for discharges to an impaired water body.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

The Hillsborough River at the I-75 crossing and associated wetlands have been designated as an Outstanding Florida Water (OFW). The Hillsborough 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 four lane bridges that travers the river. The Preferred Build Alternative proposes to widen the existing bridges to the inside to accommodate two ELs in each direction. The proposed bridge piers will align with the existing bridge piers or be designed to span the river. This will not impede the Hillsborough River's free-flowing condition. Best management practices (BMPs) will be utilized during bridge construction to address water quality issues. Additionally, future design of stormwater management facilities for the road widening 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.

DRAFT

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.

A total of 2,185 receptors representing 2,778 properties were evaluated for land use Noise Abatement Criteria (NAC). The properties consist of 2,745 residences, one active sports area (Spirit Field), two parks (Trout Creek Conservation Park and Cypress Creek Nature Preserve), five places of worship (The River Church, New Life Tabernacle Church, Grace Bible Church of Tampa, Lagoinha Tampa Church, St. Marks Marthoma Church, and Unitarian Universalist Church), seven recreational areas (common use pools in subdivisions and a trail at an assisted living facility), two schools (Dr. Kiran C. Patel High School and Creative World School), one day care center (Primrose School of Tampa Palms), and 14 hotels.

The results of the traffic noise analysis indicate that in the future with the Preferred Build Alternative traffic noise levels would approach, meet, or exceed, the NAC at 760 receptors representing 978 residences, two places of worship, one recreational area, and two schools. 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. Potential noise barriers found reasonable and feasible are found in Table 6.

CNE	Subdivision/Area	Length (ft)	Height (ft)	Estimated Total Cost
1	Village of Bloomingdale	2,060-2,761	14-22	\$865,000 - \$1,822,260
3	Magnolia Park	2,425-3,427	10-22	\$727,500 - \$2,261,820
5	Tranquility Lakes Apartments, Allegro Palm Condominiums	920-1,196	16-22	\$441,600 - \$789,360
6	Unincorporated Residential, Magnolia Park, Azola Apartments	1,024-3,205	16-22	\$1,494,240 - \$2,115,300
10	Country Trace Apartments	1,178-1,578	18-22	\$636,120 - \$1,041,480
20	Woodberry Estates, Fisher's Farm	465-977	12-22	\$167,400 - \$644,820
33	West of I-75 and North of the Ramp from I-75 to Westbound I-4	650	8	\$156,000
40	West of I-75 and south of McRae Road, Davis Terrace, Northwoods, Lanrite and Temple Estates	910-1,314	8-16	\$218,400 - \$630,720
44	Lamplighter on the River Mobile Home Park	1,596-1,795	14-22	\$753,900 - \$1,052,700
54	The Lodge Apartments	928-1,350	20-22	\$556,800 - \$891,000
56	Tampa Palms	1,726	22	\$1,139,160
57	Buckingham at Tampa Palms	5,511-6,111	10-22	\$1,833,300 - \$3,637,260

Total	\$7,850,460 - \$16,181,880
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Table 6. Potential Noise Barriers

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 Level I Contamination Screening Evaluation Report (CSER) was prepared in 2010 for the original project limits from south of US 301 to north of Fletcher Avenue. The screening included a review of the Environmental Technical Advisory Team (ETAT) summaries included in the FDOTs ETDM Programming Screen Summary Report, an environmental database search, data collection, document and file reviews, property ownership reviews, a review of previous studies, review of historic aerial photography, and field visits. Sites were rated using the FDOT's hazardous materials rating system.

This report stated there are 87 total contamination sites with *potential for contamination rankings* of: NO - 4 sites; LOW - 65 sites; MEDIUM - 18; HIGH - 0.

In 2021, an addendum to the 2010 contamination report was completed for the extended project limits from Fletcher Avenue to north of Bruce B. Downs Boulevard and for stormwater management facilities, floodplain compensation sites, and potential easement areas along the entire project limits. The review included ETAT comments included the FDOT ETDM Programming Screen Summary Report (2007), an environmental database search, data collection, document and file reviews, property ownership reviews, a review of previous studies, review of historic aerial photography, and field visits. Risk rankings were assigned to each potential contamination site after reviewing data obtained from a desktop screening, historical land uses, and on-site field visits.

The addendum stated 107 properties were identified as having potential contamination. The risk rating for these properties are: NO - 45 sites; LOW - 45 sites; MEDIUM - 17; and HIGH - 0.

In total, the project corridor contains 194 potential contamination sites with the following ratings: NO - 49 sites; LOW - 110 sites; MEDIUM - 35 sites; and HIGH - 0.

For the sites ranked "NO" for potential contamination, no further action is planned. These sites have been evaluated and determined not to have any potential environmental risk to the study area at this time. For sites ranked "LOW" for potential contamination, no further action is required at this time.

The MEDIUM ranked sites include:

Site No. 3 - Petro-Chemical Transport (Citgo spill)
Site No. 4 - Diesel Fuel Spill (Incident #6786)
Site No. 15 - Worsley Spill Site
Site No. 16 - Diesel Fuel Spill (Incident #9246)
Site No. 19 - Diesel Fuel Spill (Incident #26948)
Site No. 38 - Diesel Fuel Spill (Incident #13642)
Site No. 40 - Diesel Fuel Spill (Incident #0612)
Site No. 50 - Jernigan Trucking, Inc.
Site No. 55 - Diesel Fuel Spill (Incident #4526)
Site No. 56 - Petroleum Spill (Incident #14760)
Site No. 57 - Diesel Fuel and Antifreeze Spill (Incident #14214)
Site No. 59 - Fuel Oil Spill (Incident #12241)
Site No. 62 - The Outsider Pool Tables
Site No. 72 - Butler Trucking, Inc.
Site No. 84 - Diesel Fuel Spill (Incident #39056)
Site No. 85 - Diesel Fuel Spill (Incident #0591)
Site No. 86 - Diesel Fuel Spill (Incident #5422)
Site No. 87 - Diesel Fuel Spill (Incident #38431)
Site No. 114 - Stepps Towing
Site No. 119 - Edward P. Fultz All Pro Roofing
Site No. 122 - N&R Express
Site No. 125 - CW Motorsports
Site No. 127 - Bankston Motor Homes, Inc
SMF 10A - Vacant Parcel and Easement Area
SMF 10B - Vacant Parcel
SMF 11A - Vacant Parcel
SMF 12/13A - Vacant Property
SMF 12/13B - Single Family Residential and Vacant Residential
SMF 20A - Pasture
SMF 20B - Pasture/Church
SMF 21A - Pasture
SMF 21B - Pasture
FPC 20 - Pasture
FPC 21A - Pasture
FPC 21B - Pasture

For all the locations listed above with a risk ranking of "MEDIUM", a Level II field screening will be performed during future project phases. These sites have been determined to have potential contaminants, which may impact the project during design and construction phase. An assessment will need to be conducted to evaluate which sites are going to be acquired and impacted. This may require a soil and groundwater sampling plan at these sites.

6.4 Utilities and Railroads

Utilities

The existing utilities present within the project limits were identified through Sunshine 811 in August 2020. Existing utilities in project limits are found in the Table 7 below.

Utility Type	Utility Owner
Water/Sewer	City of Temple Terrace
Water/Sewer	City of Tampa
Utilities	Hillsborough County
Internet	Frontier Communications
Internet	Charter Communications
Internet	Sprint
Internet	AT&T
Fiber-optic Communications	Fiberlight LLC
Fiber-optic Communications	CenturyLink
Fiber-optic Communications	Transcore
Fiber-optic Communications	MCI
Fiber-optic Communications	Zayo Group
Electric	Tampa Electric Company (TECO)
Not Provided	Black and Veatch Tampa
Gas	TECO Peoples Gas
Gas Pipeline	Florida Gas Transmission
Pipeline	Tampa Bay Pipeline Corporation
Pipeline	Central Florida Pipeline

Table 7. Utilities in Project Area

Exact location of utilities will be determined in the final design of the proposed improvements. Coordination with the utility companies during the final design phase will assist in minimizing relocation adjustments and disruptions to service for the public.

Railroads

Within the project limits, I-75 is bridged over the CSX rail line in two locations, just south of E. Broadway Avenue and approximately 750-feet south of Woodberry Road. The bridges over the rail lines would be widened to the inside to accommodate the express lanes. Coordination with CSX for right-of-way infringement, if necessary, will be coordinated through the FDOT D7 Rail Office to ensure the design standards of the FDOT Design Manual are met including the requirements found in Chapter 220, Railroads.

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.

Construction may require lane closures and motorists may experience delays. All construction activities will adhere to FDOT's Standard Specifications for Roadway and Bridge Construction.

Vibration impacts may result from heavy equipment movement and construction activities. Adherence to local construction ordinances by the contractor will be required where applicable. Per the 2019 CSR, there will be no adverse effects from construction vibration to any of the listed or eligible National Register resources within the project area.

DRAFT

7. Engineering Analysis Support

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

DRAFT

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USACE Section 408 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
WMD Right of Way Permit
State 404 Permit

Status

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

Permits Comments

The project does not qualify for a SWFWMD General Permit, and is expected to require an Individual Permit under Florida Administrative Code (FAC) Chapter 62-330.054. The project exceeds the thresholds for federal Nationwide Permit #14 for Linear Transportation Projects and is therefore expected to require an Individual Permit from the FDEP 404 program.

Coordination with the USCG District Bridge Program Director Randall D. Overton, MPA on 12/29/2021 confirmed that a USCG permit is not required. Director Overton's email states the waterway crossings of the Tampa Bypass Canal and Hillsborough River above the Hillsborough Dam associated with this project meet criteria of advance approval of bridges (33 CFR 115.70) and a formal Coast Guard Bridge Permit will not be required for those crossings. A copy of the email is attached under the Project Information and in the project file.

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

The following is a summary of the public involvement activities conducted for this project to date.

Public involvement activities were initiated with the acceptance of the original Public Involvement Plan (PIP) that was approved by FDOT May 2008. On February 9, 2009 a Vision Workshop was held with 25 of 52 invited community members in attendance at the River of Life Christian Center. In 2009, two Public Workshops were held for FDOT WPI Segment Nos. 419235-2 and 419235-3. The workshops, June 15 and 17. The June 15 workshop was held at the United Methodist Church of Sun City Center with 38 people attending. The June 17 workshop was held at the Florida State Fairgrounds with 47 people attending. The majority of the comments for the 419235-3 project concerned noise and changes at the Fowler Avenue and Morris Bridge Road.

On May 6, 2010, a joint Public Hearing was held for FDOT WPI Segment Nos. 419235-2 and 419235-3 at the Florida State Fairground. A total of 42 people attended the hearing with 20 comments received. Many comments expressed support for the project. Some comments expressed concerns about noise and the desire for noise barriers.

In 2010, the project was put on hold until 2016 when it was resurrected. In 2020, a presentation was made to the Tampa Palms Homeowners Association (HOA), and in 2021 a second joint Public Hearing is to be held for FDOT WPI Segment Nos. 419235-2 and 419235-3 on January 27, 2022 from 5:30 pm to 7:30 pm at the Hilton Garden Inn Riverview, FL.

Four project newsletters have been sent (August 2008, May 2009, April 2010, and January 2022) to tenants and property owners within 500 feet of the I-75 right-of-way. Notifications for both the 2010 and 2021 Public Hearings were placed in the Florida Administrative Record, the Tampa Bay Times, Florida Sentinel and La Gaceta.

Summaries of all public outreach events including comments received, sign-in sheets, and presentations will be included in the Comments and Coordination Report.

10. Commitments Summary

1. Cultural Resources

1. Design plans for the I-75 improvements in the vicinity of the Tanner Residence, when available during the design phase, will be provided to the FHWA and SHPO for review to show that the I-75 gravity wall next to the Tanner Residence property will not cause a visual effect on the Tanner Residence. (Complete - Letter dated January 6, 2011)
2. A guardrail will be provided at the east end of Tanner Road (at the I-75 limited access ROW line) instead of a concrete barrier wall (approximately 4-feet high). If there is a need to change this from a guardrail to a concrete barrier wall for safety reasons, FHWA and SHPO will need to be notified for their review and approval.
3. No construction should occur in the vicinity of the Tanner Residence until Section 106 consultation has been concluded. This occurs with SHPO has seen and responded to the design plans for the gravity wall and has been notified and responded regarding whether the guardrail at the end of Tanner Road will be replaced with a concrete barrier.
4. A field survey of sites FPC 19, FPC 12/13R, SMF 21B, and FPC 21B will be conducted and coordination with the SHPO will occur before any ground disturbance is conducted within these FPC and SMF sites.

11. Technical Materials

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

Cooperating Agency Correspondence
419235-3 Final 2009 Cultural Resources Assessment Survey (CRAS)
419235-3 Final 2009 Section 106 Case Study Report Tanner Residence
Other Supporting Documentation Related to Section 4(f)
Draft PER Displayed for Public Hearing

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Attachments

Planning Consistency

419235-3 HCTPO 2045 LRTP page 58

Social and Economic

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Correspondence

Cultural Resources

SHPO Concurrence Letters 2009

2011 FHWA -509 (signature letter) 1-6-11

2021 SHPO Concurrence CRAS Tech Memo for SMF and FPCs

DRAFT

Planning Consistency Appendix

Contents:

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FDOT Strategic Intermodal System (SIS) Cost Feasible Projects for 2020-2045 (in Millions YOE)¹



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			\$194	\$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						\$0.15				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 ⁴	\$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.

Social and Economic Appendix

Contents:

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Correspondence

DRAFT

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 12/13/21	4. Sheet 1 of 1
1. Name of Project I-75 from south of US 301 to north of Bruce B.		5. Federal Agency Involved FHWA	
2. Type of Project Interstate Widening		6. County and State Hillsborough County, FL	

PART II (To be completed by NRCS)		1. Date Request Received by NRCS 12/13/2021	2. Person Completing Form Isabelle Giuliani
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 26,096	Average Farm Size 87
5. Major Crop(s) forage(hay)	6. Farmable Land in Government Jurisdiction Acres: 101,860 % 15.14	7. Amount of Farmland As Defined in FPPA Acres: 42,303 % 0.0629	
8. Name Of Land Evaluation System Used Soil Potential Rating	9. Name of Local Site Assessment System none	10. Date Land Evaluation Returned by NRCS 12/16/2021	

PART III (To be completed by Federal Agency)				
Alternative Corridor For Segment <small>FDOT WPI 419235-3</small>				
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	72.98			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	2,868.48			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland	72.98			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0083			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	79.1			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	48.5			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	0			
2. Perimeter in Nonurban Use	10	0			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	3			
6. Creation Of Nonfarmable Farmland	25	25			
7. Availability Of Farm Support Services	5	3			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	7			
TOTAL CORRIDOR ASSESSMENT POINTS	160	68	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	48.5	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	68	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	116.5	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

From: [Giuliani, Isabelle - NRCS, Palmetto, FL](#)
To: [Sharpe, Scarlett](#)
Cc: [Crockett, Leroy - NRCS, Quincy, FL](#)
Subject: RE: [External Email]Sharpe, Scarlett shared "nrCS_soils_sep18" with you.
Date: Wednesday, December 15, 2021 2:04:17 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[12_13_21 CPA 106 419235-3 populated.pdf](#)

Good afternoon Scarlet;

Attached to the email, NRCS response regarding FPPA request for the proposed I-75 south of US 301 to north of Bruce B. Downs Boulevard project in Hillsborough County.

Have a good day;

Isabelle Giuliani
Area Resource Soil Scientist
324 8th Avenue, West, Suite 104
Palmetto, FL 34221
941-729-6804/855-464-1961 (FAX)
Cell: 941-889-9345

From: Sharpe, Scarlett <Scarlett.Sharpe@wsp.com>
Sent: Tuesday, December 14, 2021 1:38 PM
To: Giuliani, Isabelle - NRCS, Palmetto, FL <isabelle.giuliani@usda.gov>
Subject: RE: [External Email]Sharpe, Scarlett shared "nrCS_soils_sep18" with you.

WONDERFUL... I'll get the files to you.

From: Giuliani, Isabelle - NRCS, Palmetto, FL <isabelle.giuliani@usda.gov>
Sent: Tuesday, December 14, 2021 1:37 PM
To: Sharpe, Scarlett <Scarlett.Sharpe@wsp.com>
Subject: RE: [External Email]Sharpe, Scarlett shared "nrCS_soils_sep18" with you.

You said you have the area in Autocad right? Im talking here with one engineer in my office. They can help me to convert that to a shapefile .

Please send me what you have in Autocad hopefully this works and ill work this right away for you!

Isabelle

From: Sharpe, Scarlett <Scarlett.Sharpe@wsp.com>

Cultural Resources Appendix

Contents:

SHPO Concurrence Letters 2009

2011 FHWA -509 (signature letter) 1-6-11

2021 SHPO Concurrence CRAS Tech Memo for SMF and FPCs

DRAFT



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612-6456

KEVIN J. THIBAUT, P.E.
SECRETARY

February 4, 2021

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 US 301/SR 43 to North of Bruce B. Downs Boulevard/CR 581 Hillsborough County, Florida Work Program Item (WPI) Segment No.: 419235-3 Federal Aid Project No.: Not Available Division of Historic Resources (DHR) Project No.: 2009-7642*

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 (State Road [SR] 93A) from US 301/SR 43 to north of Bruce B. Downs Boulevard/County Road [CR] 581 in Hillsborough County, Florida. The purpose of the project is to evaluate capacity improvements with the Preferred Build Alternative including widening of I-75 (SR 93A) within the existing median (adding two Express Lanes in each direction).

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 with the findings of the survey on 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 419235-3 segment so the results of the previous 2009 CRAS for the 419235-3 segment are noted here. The SHPO concurred that the Tanner Residence (8HI08742) was eligible for listing in the NRHP. Subsequently, in 2010, a Section 106 Consultation Case Study Report was prepared to evaluate potential effects the project may have on the NRHP eligible Tanner Residence (8HI08742). On February 22, 2011, the SHPO determined that this project would have no adverse effect on the Tanner Residence (DHR Project No.: 2011-509).

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

Timothy A. Parsons, Ph.D., Director
I-75 (SR 93A) from US 301/SR 43 to North of Bruce B. Downs Blvd/CR 581
Hillsborough County, Florida
WPI Segment No.: 419235-3
September 16, 2020
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As part of the proposed PD&E project improvements, Archaeological Consultants, Inc. (ACI) has recently prepared a *CRAS Technical Memorandum* for 22 Stormwater Management Facility (SMF) sites and ten Floodplain Compensation (FPC) sites (April 2020). In addition, ACI prepared a *Historic Resources Survey Update (HRSU)* (September 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* (April 2020) and the *HRSU* (September 2020), 30 updated or new prepared Florida Master Site File (FMSF) forms (8HI00511, 8HI00514, 8HI00519, 8HI06898, 8HI08742, 8HI14684-HI14706, 8HI14872, and 8HI14873), one demolished building letter for three historic structures (8HI06900, 8HI11464, and 8HI11471), 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* is the area contained within the footprint of the proposed improvements (SMF and FPC Sites). The historic resources APE includes the archaeological APE and immediately adjacent properties as contained within 150 feet. The historic resources APE for the *HRSU* extends 300-feet from the edge of existing right-of-way (ROW). This APE remains in-keeping with the 2009 CRAS.

Background research identified 17 previously recorded archaeological sites within the *CRAS Technical Memorandum* APE (proposed SMF and FPC sites). Based on cultural and environmental data, preliminary areas of archaeological probability were developed for the *CRAS Technical Memorandum* APE prior to initiating field work. This 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. As a result of the field survey, additional evidence of four of the previously recorded sites was found (8HI00511 [SMF 20A], 8HI00514 [SMF 19A], 8HI00519 [SMF 12/13/C], 8HI06898 [SMF 4/5]) and one new site was recorded (8HI14873 [SMF 17A and 18A]). The portions of all previously recorded and newly recorded archaeological sites within the APE are ineligible for listing in the NRHP. One of the pond sites was not tested due to it being an active construction site (FPC 19B) and three others were not tested due to lack of access (FPC 12/13R, SMF 21B, FPC21B). The FDOT is committing to field surveying these 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.

Timothy A. Parsons, Ph.D., Director
I-75 (SR 93A) from US 301/SR 43 to North of Bruce B. Downs Blvd/CR 581
Hillsborough County, Florida
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As part of the 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 identified seven extant, previously recorded historic resources (8HI11335, 8HI11470, 8HI14689, 8HI14694-HI14696, and 8HI14872) within and/or adjacent to the proposed SMF/FPC sites. Five of these resources were recorded as part of the HRSU (8HI14689, 8HI14694-HI14695, and 8HI14872). The HRSU resulted in the identification of 24 historic resources (8HI14684-HI14706, and 8HI14872) and the identification and re-evaluation of one previously recorded historic resource (8HI08742). In addition, three previously recorded historic resources were confirmed as demolished (8HI06900, 8HI11464, and 8HI11471). Of the 25 identified resources, 24 appear ineligible for listing in the NRHP, either individually or as part of a historic district. The remaining resource, the Tanner Residence (8HI08742), was previously determined eligible for listing in the NRHP. Since the 2009 CRAS, the historic barn and orange grove associated with the Tanner Residence were demolished. Therefore, the boundaries for the resource were adjusted as part of the HRSU to exclude the former area of the orange grove (1.28 acres). It is the opinion of ACI that the Tanner Residence (8HI08742) remains eligible for listing in the NRHP under Criterion C as an example of late 19th to early 20th century rural vernacular architecture.

Based on the results of the 2009 Case Study, SHPO determined that the project would have no adverse effect on the Tanner Residence (8HI08742). No additional enhancements from what was coordinated in the 2009 Case Study are proposed for the area of I-75 (SR 93A) in proximity to the Tanner Residence. It appears that the proposed undertaking will still have no adverse effect with any NRHP-listed, determined eligible, or potentially eligible resources within the APE. Therefore, it is the opinion of the FDOT District Seven that the **I-75 (SR 93A) from US 301 to North of Bruce B. Downs Boulevard/CR 581** project will result in a finding of *no adverse effect*.

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.

Timothy A. Parsons, Ph.D., Director
I-75 (SR 93A) from US 301/SR 43 to North of Bruce B. Downs Blvd/CR 581
Hillsborough County, Florida
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September 16, 2020
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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
Steve Gordillo, WSP
Rebecca Spain Schwarz, Atkins (GEC)
Ashley Henzel, FDOT
Thu Clark, FDOT OEM
Marion Almy, ACI

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: _____ We look forward to reviewing the addendum for the unsurveyed ponds once access to those locations is granted. _____

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

February 15, 2021
Date



Florida Department of Transportation

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-7220

RICK SCOTT
GOVERNOR

STEPHANIE C. KOPELOUSOS
SECRETARY

January 6, 2011

JAN 7 11 1:11 PM

Ms. Linda Anderson
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

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RE: WPI Segment No: 419235 3; FAP No. N/A
I-75 from South of US 301 to North of Fletcher Avenue PD&E Study
Hillsborough County

Dear Ms. Anderson:

Enclosed you will find two copies of the Final Section 106 Consultation Case Study Report (November 2010) that was prepared to summarize the consultation for the Tanner Residence (8HI8742). This residence was determined eligible for listing in the National Register of Historic Places (NRHP) in the Cultural Resource Assessment Survey (CRAS) that was prepared for the above referenced Project Development and Environment (PD&E) Study.

The Preferred Build Alternative proposes widening I-75 mainly to the inside within the existing median plus a 9-foot widening to the outside on both sides of I-75. The Preferred Build Alternative also included making modifications to the existing interchanges. The Tanner Residence is located directly west of the western right of way line of I-75, between the Dr. Martin Luther King, Jr. Boulevard (SR 574) and I-4 (SR 400) interchanges. The Preferred Build Alternative interchange Option A was modified to utilize a gravity wall along the eastern boundary of the Tanner Residence property to allow for the realignment of the mainline and ramps without any right of way impacts to the NRHP-eligible resource.

Preliminary assessments on the vertical alignment of I-75 and the ramps in the vicinity of the Tanner Residence indicate that both I-75 and the ramps would be below the existing ground elevation of the Tanner Residence property and should therefore not have visual or aesthetic effects to this historic resource. As a result of the proposed modifications, the new PD&E Preferred Build Alternative will not involve direct use impacts to the Tanner Residence.

Ms. Linda Anderson
WPI Segment No: 419235 3; FAP No. N/A
I-75 from South of US 301 to North of Fletcher Avenue PD&E Study
January 6, 2011
Page 2

Through consultation with your office and the State Historic Preservation Officer (SHPO) by letter, email, and phone between June 2010 and November 2010, it has been determined that the proposed project will have no adverse effect, either direct or indirect, on the NRHP-eligible Tanner Residence, based on the following commitments:

1. Design plans for the I-75 improvements in the vicinity of the Tanner Residence, when available during the design phase, will be provided to the FHWA and SHPO for review to show that the I-75 gravity wall next to the Tanner Residence property will not cause a visual effect on the Tanner Residence.
2. A guardrail will be provided at the east end of Tanner Road (at the I-75 limited access right-of-way line) instead of a concrete barrier wall (approximately 4 feet high). If there is a need to change this from a guardrail to a concrete barrier wall for safety reasons, FHWA and SHPO will need to be notified for their review and approval.
3. No construction should occur in the vicinity of the Tanner Residence until Section 106 consultation has been concluded. This occurs when SHPO has seen and responded to the design plans for the gravity wall and has been notified and responded regarding whether the guardrail at the end of Tanner Road will be replaced with a concrete barrier.

The two Final Section 106 Consultation Case Study Reports are provided for your review and coordination with the SHPO. Provided your office concurs that the proposed undertaking will have no adverse effect on the NRHP-eligible Tanner Residence, based on the implementation of the above referenced three commitments, please coordinate with the SHPO for their review and concurrence. If you have any questions, please do not hesitate to call me at (813) 975-6173.

Sincerely,



Manuel Santos
Project Manager

MS/rss/kjs
Enclosures

cc: Nahir DeTizio (FHWA); George Hadley (FHWA)
Roy Jackson (FDOT CEMO); Roberto Gonzalez (FDOT D7)
Rebecca Spain Schwarz (PBS&J); Panos Kontses (PB Americas); Joan Deming (ACI)


Ms. Linda Anderson
WPI Segment No: 419235 3; FAP No. N/A
I-75 from South of US 301 to North of Fletcher Avenue PD&E Study
January 6, 2011
Page 3

The FHWA finds the attached Final Section 106 Consultation Case Study Report complete and concurs / does not concur with the finding of No Adverse Effect to the Tanner Residence based upon implementation of the conditions outlined in the cover letter.

The FHWA requests the SHPO's opinion on the finding of No Adverse Effect to the Tanner Residence based upon implementation of the conditions outlined in the cover letter, the attached report and in the comment block below.

FHWA Comments:

PLEASE DIRECT COMMENTS / OPINION TO FHWA, LINDA ANDERSON, p: 850-553-2226.
e: linda.anderson@dot.gov.
PLEASE CC: MAURER SANTIAGO, FDOT D7; NAHIR ASTIZO, FHWA; AND
ROY JACKSON, FDOT O&M.



Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

2/10/11
Date

The Florida State Historic Preservation Officer finds the attached Final Section 106 Consultation Case Study Report complete and concurs with the finding of No Adverse Effect to the Tanner Residence based upon implementation of the conditions outlined in the cover letter for SHPO/DHR Project File Number 2011-509.

 Laurel Kammerer, Deputy SHPO
Scott M. Stroh, III
State Historic Preservation Officer
Florida Division of Historical Resources

2.22.2011
Date