



Project Development & Environment Study

I-75 (SR 93A)

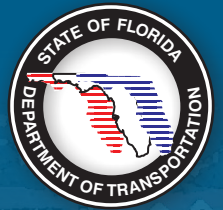
From South of US 301 to North of Fletcher Avenue, Hillsborough County



Work Program Item Segment Number: 419235-3

Contamination Screening Evaluation Report

Prepared for
**Florida Department
of Transportation**
District Seven



Manuel Santos, E.I.
FDOT Project Manager

April 2010

INTERSTATE 75



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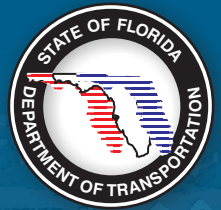
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Prepared by
PB Americas, Inc.

Manuel Santos, E.I.
FDOT Project Manager

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INTERSTATE 75

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along 15.5 miles of Interstate 75 (I-75) (State Road (SR) 93A) from south of US 301 (SR 43) to north of Fletcher Avenue (CR 582A) in Hillsborough County, Florida. The design year for the improvements is 2035.

This PD&E Study is being conducted concurrently with the PD&E Study for the portion 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).

The objective of this PD&E Study is to assist the FDOT and the Federal Highway Administration reach a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives. The social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives will be evaluated and compared based on a variety of parameters utilizing a matrix format. This process will identify the alternative that will best balance the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs).

The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act, in order for this project to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

The project was evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM Project #8002. An ETDM *Programming Screen Summary Report* was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. Based on the ETAT comments, the FHWA has determined that this project qualifies as a Type 2 Categorical Exclusion.

This *Contamination Screening Evaluation Report (CSER)* has been prepared as part of this PD&E Study. In accordance with the FDOT policy and the Federal Highway Administration (FHWA) requirements, a CSER has been prepared pursuant to the FHWA's Technical Advisory 26640.8a, dated October 30, 1987 and the FDOT's *PD&E Manual, Part 2, Chapter 22*, (revised January 17, 2008). Risk rankings were assigned to each potential contamination site after reviewing data obtained from regulatory site lists, historical land uses and on-site field visits.

The screening included a review of the Environmental Technical Advisory Team summaries included in the FDOT Efficient Transportation Decision Making 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. The data collection effort involved all potential contamination sites within the

vicinity of the proposed project. The evaluation of proposed pond sites is not included in this CSER.

Eighty-seven sites within the project limits were identified as having the potential for contamination: 4 sites were rated NO, 65 sites were rated LOW, 18 sites were rated MEDIUM and 0 sites were rated HIGH.

With the exception of two sites (noted below with an *), the sites that were rated MEDIUM are all spill incidents that occurred within the I-75 right of way. The 18 sites are:

- 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)

It is recommended that the MEDIUM rated sites be further analyzed through a Level 2 Contamination Assessment during the design phase of this project to verify or refute potential contamination concerns. The Level 2 Contamination Assessment should include field screening and the collection of soil and groundwater samples for laboratory analysis, where applicable. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field-tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted or formerly conducted (e.g. spill incident sites), some sites could remain rated as having a MEDIUM potential, even if field-testing did not reveal the presence of contamination.

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1.0 INTRODUCTION

1.1 Project Description

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate improvements along 15.5 miles of Interstate 75 (I-75) (State Road (SR) 93A), from south of US 301 (SR 43) to north of Fletcher Avenue (County Road (CR) 582A), in Hillsborough County, Florida. The design year for the improvements is 2035. A project location map is shown in Figure 1. A study area aerial map is shown in Figure 2. The sections, townships, and ranges where the project is located are summarized in Table 1.

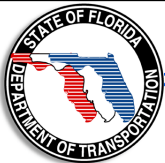
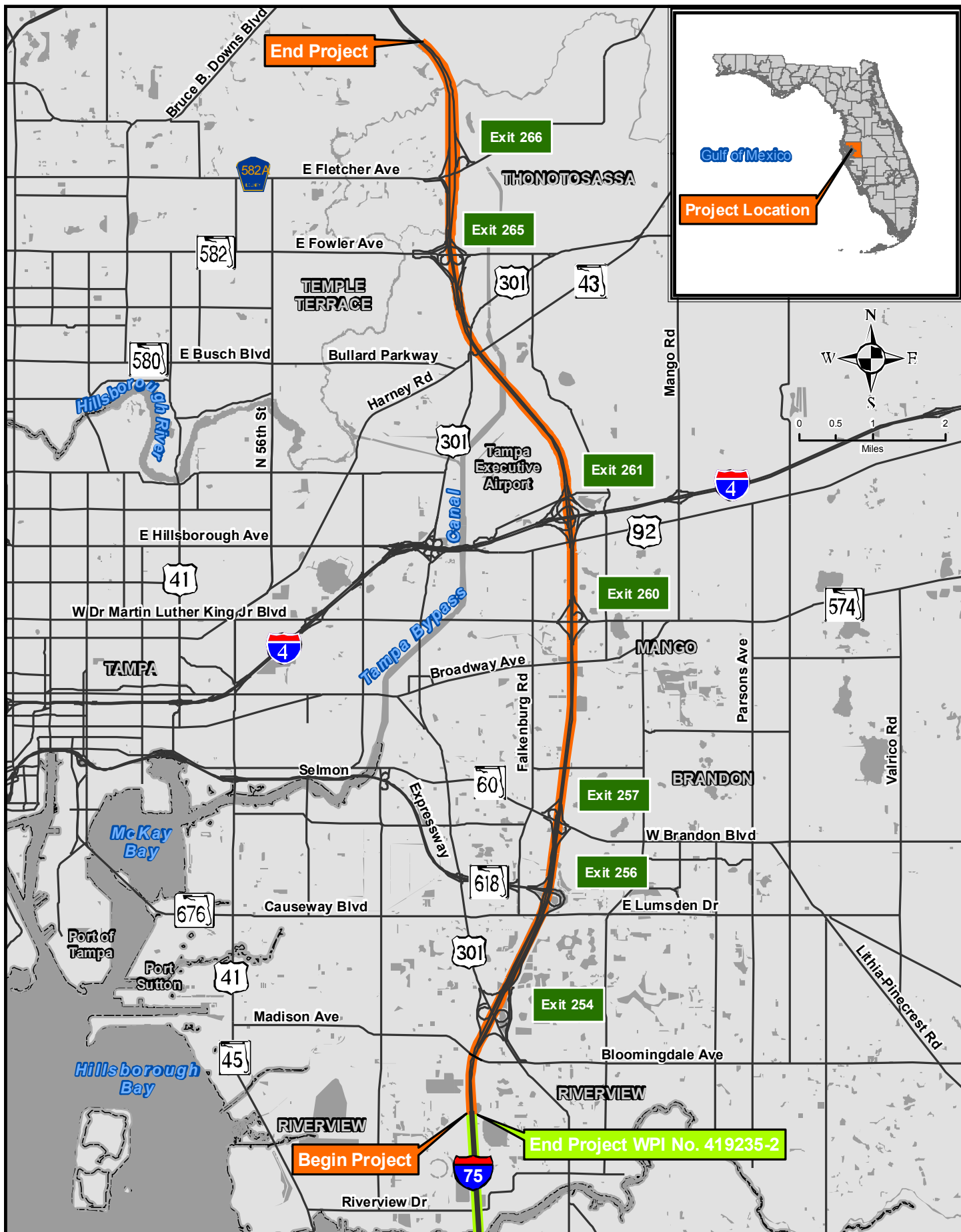
Table 1
Study Area Sections, Townships, and Ranges

Sections	Townships	Ranges
1, 12, 13	28 S	19 E
18, 19, 29, 30, 32	28 S	20 E
5, 8, 17, 20, 29, 31, 32	29 S	20 E
6	30 S	20 E

The objective of this PD&E Study is to help the FDOT and the Federal Highway Administration (FHWA) reach a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives. The social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives will be evaluated and compared based on a variety of parameters utilizing a matrix format. This process will identify the alternative that will best balance the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs).

The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

The project was evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process and was designated as ETDM Project #8002. An ETDM *Programming Screen Summary Report* was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on the various natural, physical, and social resources. Based on the ETAT comments, the FHWA has determined that this project qualifies as a Type 2 Categorical Exclusion.



I-75 (SR 93A) PD&E Study
 South of US 301 to North of Fletcher Avenue
 WPI Segment No.: 419235-3
 Hillsborough County

Project Location Map

Figure 1

This PD&E Study is being 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 in Hillsborough County, Florida (WPI Segment No. 419235-2).

1.2 Existing Facility

I-75 is a limited access, 1,786-mile-long freeway that travels in a generally north/south direction from a southern terminus at SR 826 (Palmetto Expressway) in Hialeah, Florida, to a northern terminus in Sault Sainte Marie, Michigan, near the border with Canada.

In Florida, I-75 is included in the State Highway System (SHS), designated as SR 93A; the Florida Intrastate Highway System (FIHS); the Strategic Intermodal System (SIS); and the Federal Aid Interstate System. I-75 serves as a major evacuation route throughout the state.

The portion of I-75 located within the project limits was opened to traffic in 1985, linking existing segments of I-75 to the north and south and completing the Tampa Bay Bypass. This portion of I-75 is classified as an *Urban Principal Arterial – Interstate*. Its mainline generally provides a six-lane, divided, limited access, rural typical section with the exception of the following sections:

- Between US 301 and the Selmon Expressway (SR 618), I-75 provides eight travel lanes (three northbound and five southbound).
- Between Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard - SR 574) and I-4 (SR 400), I-75 provides three travel lanes and an auxiliary lane in each direction.
- Between Fowler Avenue (SR 582) and Fletcher Avenue, I-75 provides two travel lanes and an auxiliary lane between the entrance and exit ramps in each direction.

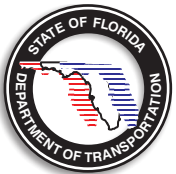
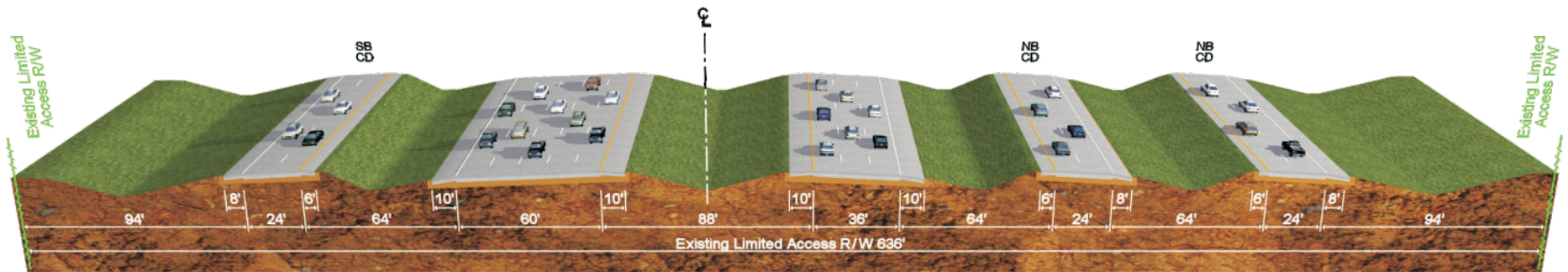
Between US 301 and SR 60, I-75 widens to include collector-distributor (C-D) roads in both directions. The existing typical sections are shown in Figures 3 through 8.

The (limited access) right of way along I-75 ranges from a minimum of 348 feet between SR 60 and Fowler Avenue to a maximum of 636 feet between US 301 and the Selmon Expressway.

There are seven interchanges along I-75 within the project limits. They are located at US 301, Selmon Expressway, SR 60, MLK Boulevard, I-4, Fowler Avenue, and Fletcher Avenue. The study area also includes 67 bridges, including crossings over the Hillsborough River, Memorial Gardens Slough, Mango Lake Drainage Canal, Harney Flats Canal, Tampa Bypass Canal, and Cowhouse Creek.

The posted speed limit is 70 miles per hour (mph).

With the exception of some minor improvements, including the construction of an auxiliary lane between MLK Boulevard and I-4 and the addition of an interchange connecting with the Selmon Expressway, I-75 has not had capacity improvements from south of US 301 to north of Fletcher Avenue since its original construction.



I - 75 (SR 93A) PD&E Study

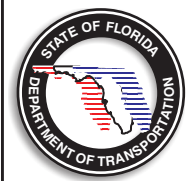
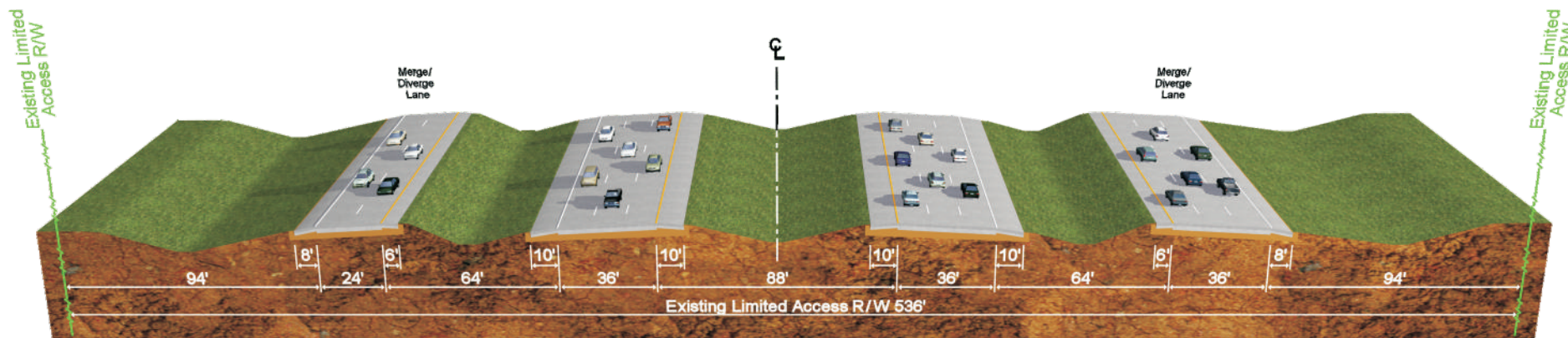
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**Existing I-75 Mainline Typical Section
from US 301 to South of Selmon Expressway**

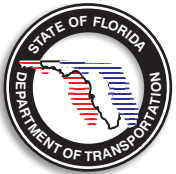
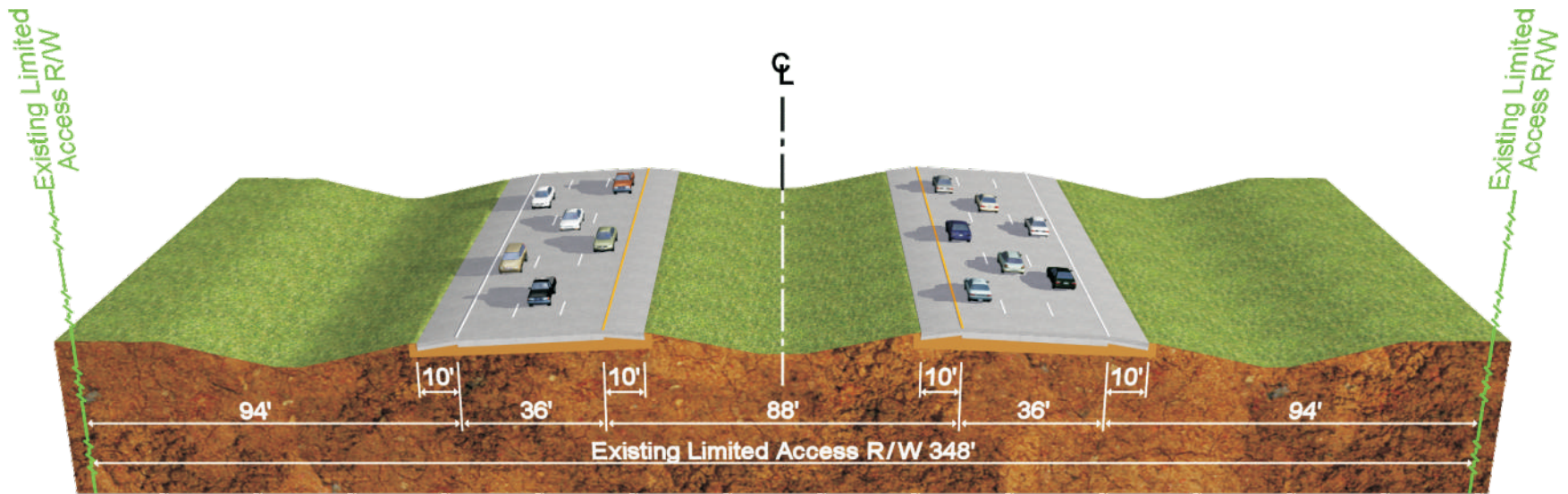
Figure 3



I - 75 (SR 93A) PD&E Study
From South of US 301 to North of Fletcher Avenue
 WPI Segment No.: 419235-3
 Hillsborough County

**Existing I-75 Mainline Typical Section
 from South of Selmon Expressway
 to South of SR 60**

Figure 4



I - 75 (SR 93A) PD&E Study

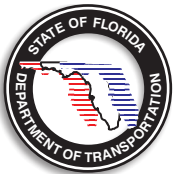
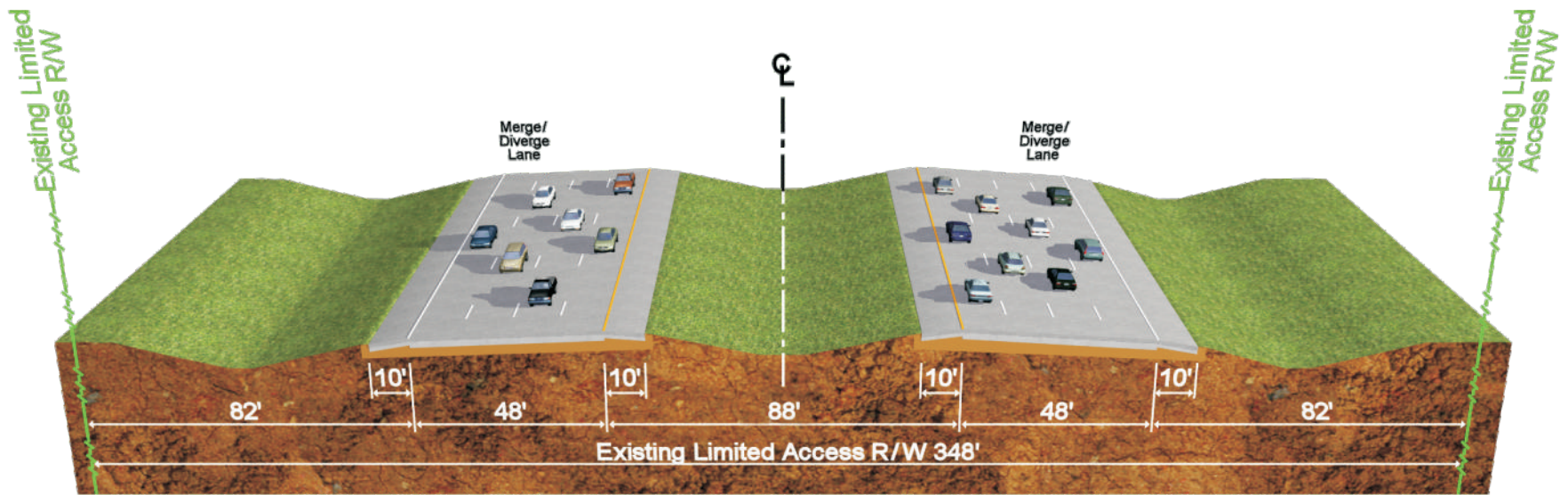
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**Existing I-75 Mainline Typical Section
from South of SR 60 to
Dr. Martin Luther King Jr. Boulevard**

Figure 5



I - 75 (SR 93A) PD&E Study

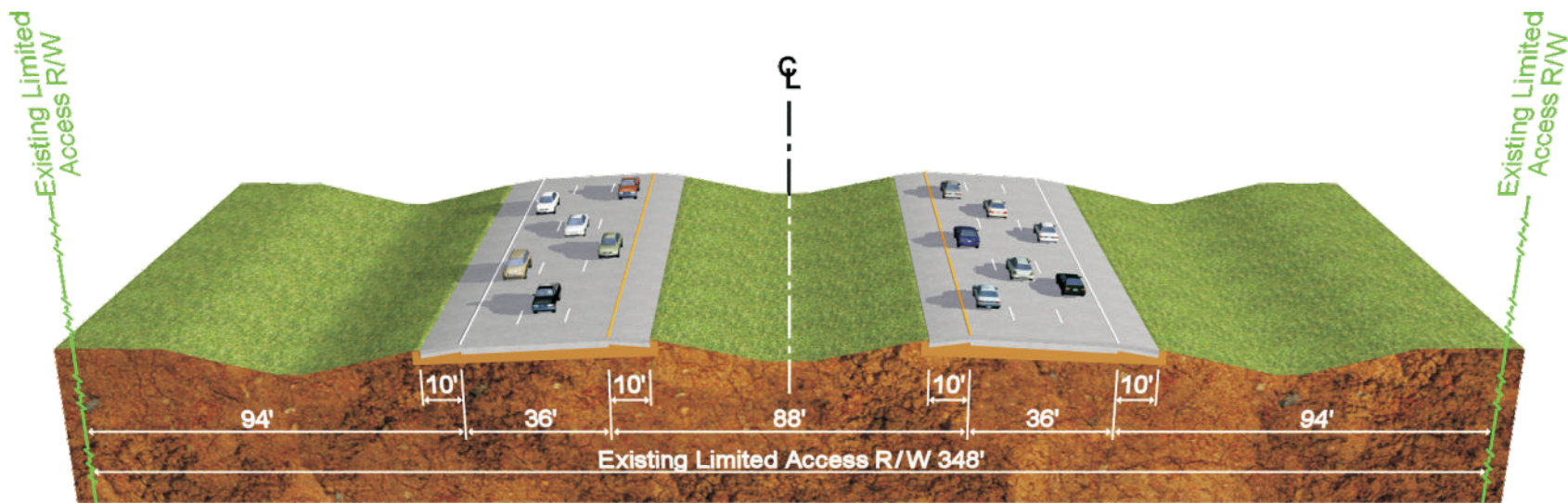
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**Existing I-75 Mainline Typical Section
from Dr. Martin Luther King Jr. Boulevard to I-4**

Figure 6



I - 75 (SR 93A) PD&E Study

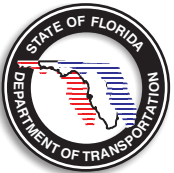
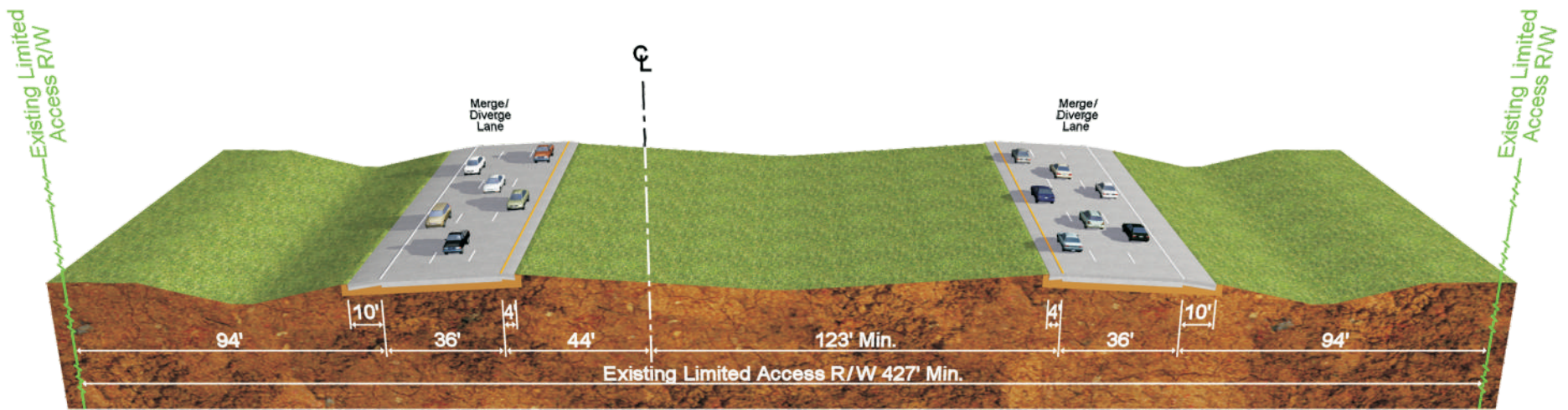
*From South of US 301 to North
of Fletcher Avenue*

WPI Segment No.: 419235-3

Hillsborough County

**Existing I-75 Mainline Typical Section
from I-4 to Fowler Avenue**

Figure 7



I - 75 (SR 93A) PD&E Study

From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**Existing I-75 Mainline Typical Section
from Fowler Avenue to Fletcher Avenue**

Figure 8

1.3 Project Need

I-75 is a vital link in the local and regional transportation network as well as a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network. As a major north/south corridor, I-75 links the Tampa Bay region with the remainder of the state and the nation, supporting commerce, trade, and tourism. I-75 is part of the FIHS, a statewide transportation network that provides for the movement of goods and people at high speeds and high traffic volumes. The FIHS is comprised of interconnected limited and controlled access roadways, such as Florida's Turnpike, selected urban expressways, and major arterial highways. The FIHS is the Highway Component of the SIS, which is a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. As an SIS/FIHS facility and part of the regional roadway network, I-75 is included in the 2025 Regional Long-Range Transportation Plan (LRTP) developed by the West Central Florida Metropolitan Planning Organization's (MPO) Chairs Coordinating Committee (CCC). Preserving the operational integrity and regional functionality of I-75 is critical to mobility and economy, 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.

A portion of the study corridor, from SR 60 to I-4, is included in the FIHS 2025 Cost Feasible Plan Update, August 2003. Due to the intense traffic growth and high levels of congestion, the portion of the study corridor from north of I-4 to south of Fowler Avenue is proposed to be included in the next update of the SIS 2035 Cost Feasible Plan. The project is identified in the SIS Multimodal Unfunded Needs Plan (May 2006) and in the earlier SIS 2030 Highway Component Unfunded Needs Plan (April 2004). This project is consistent with the Transportation Element of the Hillsborough County Comprehensive Plan, adopted in March 2001 and last amended in January 2005. The Hillsborough County MPO's 2035 LRTP Needs Assessment Map, adopted on December 9, 2009, indicates the need for managed lanes throughout the length of the project and a total of 12 travel lanes from south of US 301 to I-4 and ten travel lanes from I-4 to north of Fletcher Avenue.

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 is being 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 in Hillsborough County (WPI Segment No. 419235-2). Also, FDOT's District One is currently completing two PD&E Studies for the widening of two continuous portions of I-75, which when combined extend from SR 681 in Sarasota County to Moccasin Wallow Road in Manatee County (WPI Segment Numbers 201277-1 and 201032-1). FDOT's District Seven is currently designing capacity improvements to I-75 from Fowler Avenue in Hillsborough County to the Pasco/Hernando County Line (WPI Segment Numbers 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).

In 2007, the traffic volumes along I-75 in the study area ranged from 73,300 vehicles per day (vpd) south of the Selmon Expressway to 144,800 vpd south of I-4. These volumes included truck traffic that varied from 8.9 to 11.0 percent of the daily volumes. As a result of this high travel demand, several sections of I-75 already operate at congested conditions and levels of service (LOS) worse than the FIHS minimum level of service standard for "urban areas," which is LOS "D." Without improvements, the operating conditions along I-75 and connecting roadways will continue to deteriorate, resulting in unacceptable levels of service throughout the entire study

corridor. Capacity improvements could also enhance travel safety by reducing congestion, thereby decreasing vehicle conflicts.

According to the crash records for the years 2005 through 2007, obtained from the FDOT's crash database, a total of 1,973 crashes were reported along I-75 within the project limits. Ten crashes resulted in one or more fatalities, 637 crashes resulted in personal injuries, and 1,326 crashes resulted in property damage only. The total economic loss from these crashes is estimated to be approximately \$58.0 million.

1.4 Report Purpose

This Contamination Screening Evaluation Report (CSER) is being prepared as part of the PD&E Study to determine if potential contamination conditions exist that may have adverse environmental impacts, and thus create environmental liability along the project corridor. This report identifies and evaluates known or potential contamination problems, presents recommendations concerning these problems, and discusses possible impacts to the proposed project. By identifying contaminated areas early in the project development process, those sites can be avoided or remediation costs established. In addition, this will help prevent delays in construction. This evaluation was prepared in general accordance with FHWA's (Technical Advisory 26640.8a,) dated October 30, 1987, and with the FDOT PD&E Manual Part 2, Chapter 22) (revised January 17, 2008).

2.0 IMPROVEMENT ALTERNATIVES

A detailed *Design Traffic Technical Memorandum* (DTTM) was prepared as part of this PD&E Study. The DTTM documented the existing travel conditions along I-75, presented forecasts of the design year travel demand along I-75 and the crossing corridors, and summarized level of service evaluations of several improvement alternatives for the mainline and the interchanges. The DTTM concluded that the proposed ultimate improvements should consist of adding three special use lanes (SULs) to the existing general use lanes (GULs) in each direction of the I-75 mainline, because it would provide mobility options and preserve acceptable levels of service for the regional travelers.

2.1 No-Build Alternative

The No-Build Alternative assumes that, with the exception of the improvements that are already planned and funded, the existing conditions would remain for I-75 within the project limits and only routine maintenance activities would occur until the design year 2035. The advantages to the No-Build Alternative include no new costs for design and construction, no effects to existing land uses and natural resources, and no disruption to the public during construction. However, the No-Build Alternative would not address the travelers' needs and would result in increased congestion and user costs. The traffic analyses for this alternative indicate that by the year 2035 a significant portion of the I-75 mainline, merge/diverge areas, and ramp termini intersections would operate below acceptable levels of service.

This alternative will remain under consideration as a viable alternative throughout the PD&E Study process.

2.2 MAINLINE BUILD ALTERNATIVES

For the I-75 mainline, two build alternative alignments – Mainline Build Alternative 1 and Mainline Build Alternative 2 – were developed and evaluated based on two alternate typical sections. Both typical sections generally consisted of 12 travel lanes with six GULs (three in each direction) and six SULs (three in each direction). The two main differences between the typical sections were the type of separation provided between the SULs and the GULs and whether widening would take place mainly within the median or to the outside.

The widening of I-75, under both mainline alternatives, can be constructed within the existing right of way. Additional right of way may be required, however, for interchange enhancements, slip ramps, stormwater management facilities, and floodplain compensation sites.

A detailed description of each mainline alternative is provided below.

2.2.1 Mainline Build Alternative 1

Under Mainline Build Alternative 1, the proposed widening of I-75 would mainly occur to the outside. The 12-lane typical section would provide for a minimum 88-foot median (for potential future use as a multi-modal envelope), which would include 12-foot inside shoulders (10-foot paved). A 2-foot concrete barrier wall and 10-foot paved shoulders on both sides of the wall would separate the SULs from the GULs. The proposed typical section of this alternative is shown in Figure 9.

2.2.2 Mainline Build Alternative 2

Under Mainline Build Alternative 2, the proposed widening of I-75 would mainly occur to the inside, within the existing median. A 9-foot widening to the outside would also be typically required on both sides of I-75. The proposed typical section would provide a minimum 22-foot median that would include a 2-foot concrete barrier wall and 10-foot paved shoulders on both sides of the wall. A 6-foot buffer, consisting of paint and/or plastic pylons, would separate the SULs from the GULs. Should a multi-modal envelope be desired to be added to the typical section, this envelope would be placed to the outside on either side of I-75. The proposed typical section for this alternative is shown in Figure 10.

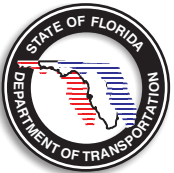
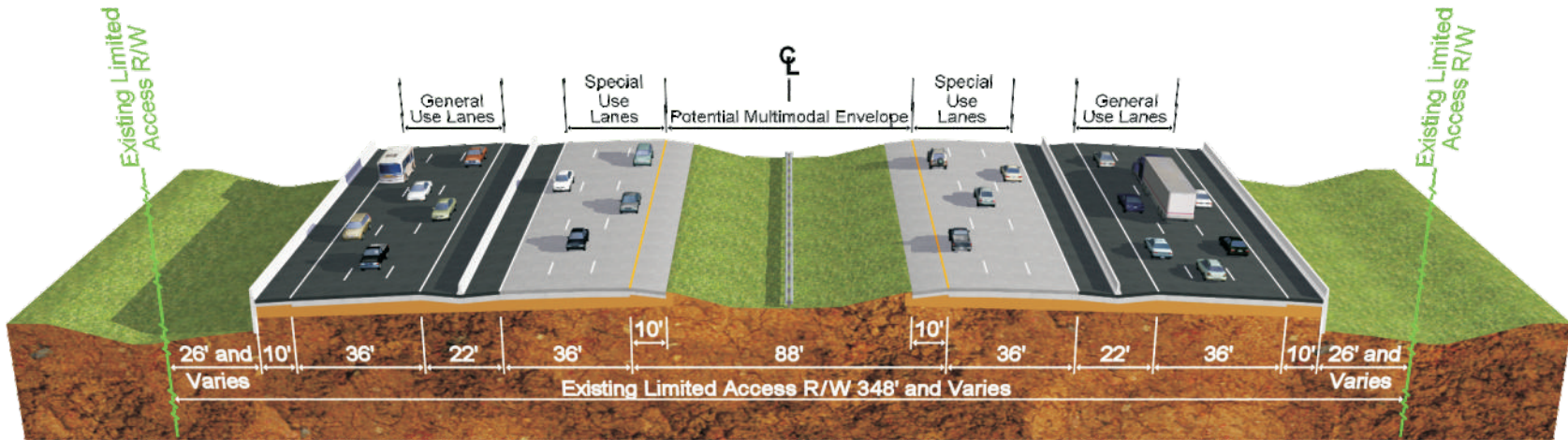
2.3 Interchange Build Alternatives

Due to the close spacing between the seven interchanges in the study area, improvements proposed at each interchange would affect the operations at adjacent interchanges. Therefore, instead of developing separate improvement concepts for each interchange, the study area was divided into three segments and alternative improvement conceptual design plans were developed for each segment. The three segments, depicted in Figure 11, are described below:

- Segment 1, from south of US 301 to north of SR 60, included improvements for the interchanges at US 301, Selmon Expressway, and SR 60.
- Segment 2, from north of SR 60 to north of I-4, included improvements for the interchanges at MLK Boulevard and I-4.
- Segment 3, from north of I-4 to north of Fletcher Avenue, included improvements for the interchanges at Fowler Avenue and Fletcher Avenue.

For each segment and each of the mainline (typical section) alternatives, several improvement concepts, called options, were considered.

- Options A, B, and C were evaluated for Segment 1. Table 2 summarizes the key features of each option.
- Options A and B were evaluated for Segment 2. Table 3 summarizes the key features of each option.
- Options A and B were evaluated for Segment 3. Table 4 summarizes the key features of each option.



I - 75 (SR 93A) PD&E Study

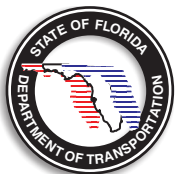
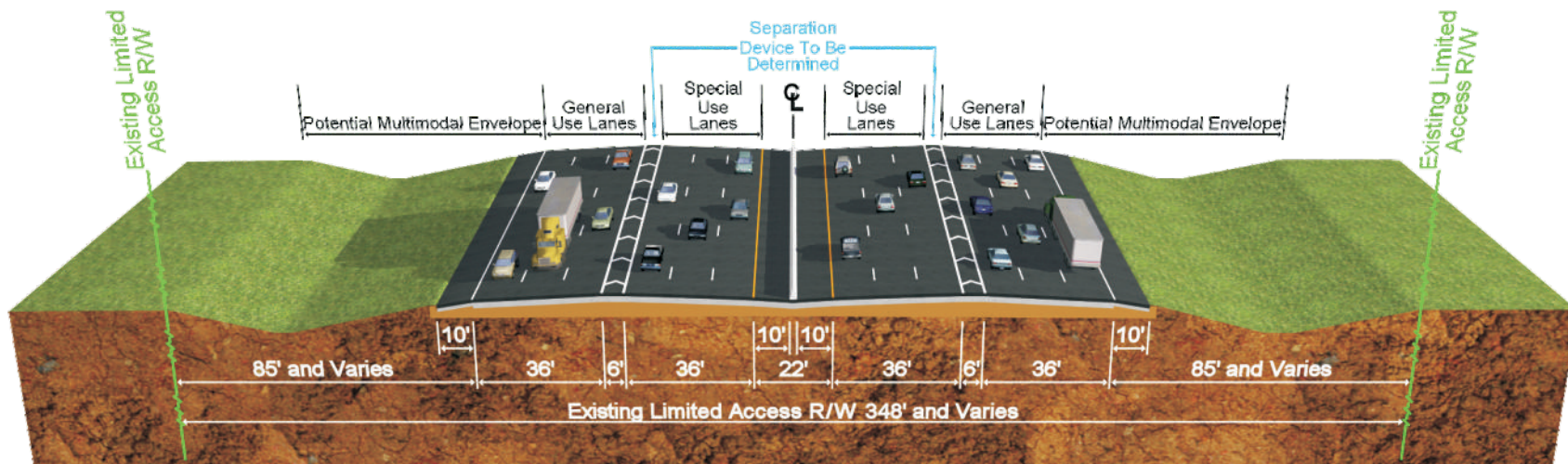
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**I-75 Mainline Alternative 1
Proposed Typical Section**

Figure 9



I - 75 (SR 93A) PD&E Study

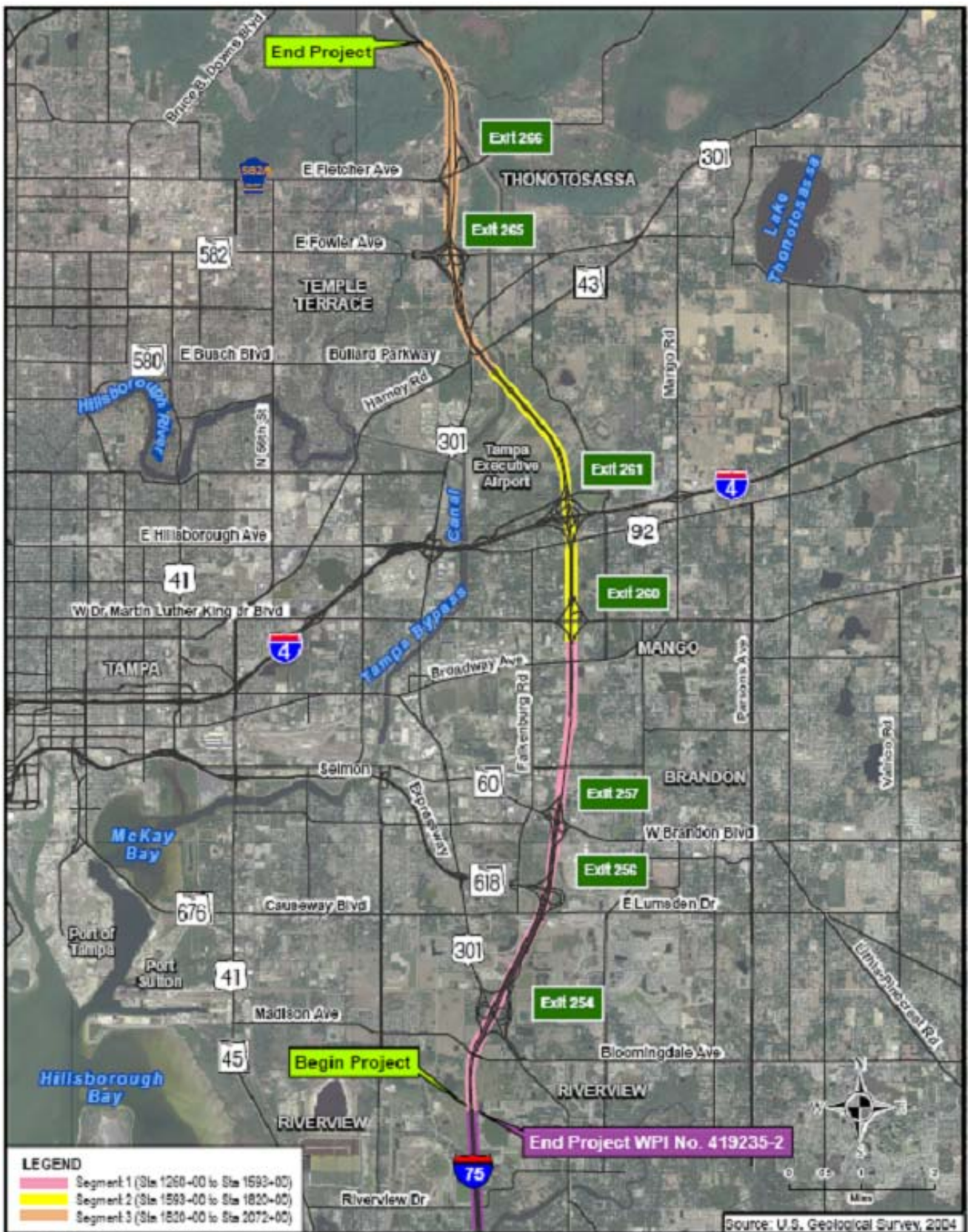
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

**I-75 Mainline Alternative 2
Proposed Typical Section**

Figure 10




I-75 (SR 93A) PD&E Study
 South of US 301 to North of Fletcher Avenue
 WPI Segment No.: 419235-3
 Hillsborough County

Project Segments

Figure 11

Table 2
Segment 1 – Main Features of Improvement Options

Location	Option A	Option B	Option C
US 301 Interchange	<ul style="list-style-type: none"> No major improvements Realign some ramps to match I-75 mainline improvements 	<ul style="list-style-type: none"> No major improvements Realign some ramps to match I-75 mainline improvements 	<ul style="list-style-type: none"> No major improvements Realign some ramps to match I-75 mainline improvements
US 301 to Selmon Expressway	<ul style="list-style-type: none"> Expand/extend northbound and southbound C-D roads Combine northbound exit slip ramps to C-D road accessing Selmon Expressway and SR 60 Eliminate existing slip ramp connecting northbound US 301 with Selmon Expressway and SR 60 	<ul style="list-style-type: none"> Eliminate northbound and southbound C-D roads Eliminate existing slip ramp connecting northbound US 301 with Selmon Expressway Allow access to SR 60 from northbound US 301 	<ul style="list-style-type: none"> Expand/extend northbound and southbound C-D roads Combine three northbound exits from the I-75 GULs to US 301, Selmon Expressway and SR 60 into one Maintain connection from northbound US 301 to Selmon Expressway and SR 60
Selmon Expressway Interchange	<ul style="list-style-type: none"> Provide direct access to/from the I-75 GULs and SULs in both directions No access from northbound US 301 	<ul style="list-style-type: none"> Provide direct access only to/from the I-75 GULs Provide access for the I-75 SULs to Selmon Expressway by shifting to the GULs through slip ramps away from the interchange No access from northbound US 301 	<ul style="list-style-type: none"> Provide direct access only to/from the I-75 GULs Connect I-75 SUL traffic south of the interchange with Selmon Expressway by shifting to the GULs through slip ramps away from the interchange I-75 SUL traffic north of the interchange connects with Selmon Expressway through braided ramps to the C-D roads placed north of SR 60, thus avoiding weaving with GUL traffic
Selmon Expressway to SR 60	<ul style="list-style-type: none"> Extend/expand northbound and southbound C-D roads to north of SR 60 	<ul style="list-style-type: none"> Eliminate northbound and southbound C-D roads 	<ul style="list-style-type: none"> Extend/expand the northbound and southbound C-D roads to north of SR 60 Combine entry points for northbound traffic from Selmon Expressway and SR 60
SR 60 Interchange	<ul style="list-style-type: none"> Maintain existing partial cloverleaf configuration Expand/extend southbound and northbound exit ramps to provide more storage Expand ramp termini intersections to add turn lanes 	<ul style="list-style-type: none"> Replace existing interchange with a single point urban interchange (SPUI) Extend northbound and southbound exit ramps to provide more storage 	<ul style="list-style-type: none"> Modify west half of existing partial cloverleaf interchange to a diamond configuration Provide braided ramps for the I-75 SUL traffic north of the interchange to directly connect with the SR 60 C-D roads, thus avoiding weaving with the GUL traffic

Table 3
Segment 2 – Main Features of Improvement Options

Location	Option A	Option B
MLK Boulevard Interchange	<ul style="list-style-type: none"> • Replace existing partial cloverleaf interchange with a SPUI • Begin northbound C-D road at interchange • End southbound C-D road at interchange 	<ul style="list-style-type: none"> • Replace existing partial cloverleaf interchange with a SPUI • Begin northbound C-D road at interchange • End southbound C-D road at interchange
MLK Boulevard to I-4	<ul style="list-style-type: none"> • Provide northbound and southbound C-D roads from north of I-4 to MLK Boulevard; MLK Boulevard traffic to/from I-4 never enters I-75 	<ul style="list-style-type: none"> • Provide northbound and southbound C-D roads from north of I-4 to MLK Boulevard; MLK Boulevard traffic to/from I-4 never enters I-75
I-4 Interchange	<ul style="list-style-type: none"> • Upgrade existing “turbine” configuration by adding directional ramps to connect the I-75 SULs with I-4 	<ul style="list-style-type: none"> • Replace existing interchange with a combined directional “turbine/stack” configuration • Provide touchdown for the SUL ramps in the median of I-4 to allow future construction of connections with the I-4 SULs • Reconstruct I-4 at the interchange

Table 4
Segment 3 – Main Features of Improvement Options

Location	Option A	Option B
Fowler Avenue Interchange	<ul style="list-style-type: none"> • Maintain existing configuration with slight adjustments of some ramps to match C-D roads and mainline alignments 	<ul style="list-style-type: none"> • Replace existing flyover ramp carrying the northbound I-75 to westbound Fowler Avenue traffic with a two-lane loop ramp in northeast quadrant • Eliminate loop ramp in southeast quadrant carrying eastbound Fowler Avenue to northbound I-75 traffic; accommodate this movement by allowing left turns from eastbound Fowler Avenue and connecting with the westbound Fowler Avenue to northbound I-75 ramp
South of Fowler Avenue to north of Fletcher Avenue	<ul style="list-style-type: none"> • Remove diverge areas at the interchanges from the mainline by providing northbound and southbound C-D roads in both directions • Eliminate short trips between Fletcher Avenue and Fowler Avenue in both directions 	<ul style="list-style-type: none"> • Remove diverge areas at the interchanges from the mainline by providing northbound and southbound C-D roads in both directions • Eliminate short trips between Fletcher Avenue and Fowler Avenue in both directions
Fletcher Avenue Interchange	<ul style="list-style-type: none"> • Maintain existing configuration with enhancements proposed by current design project (FPID No. 408456-2-52-01, Section No. 10075) 	<ul style="list-style-type: none"> • Maintain existing configuration with enhancements proposed by current design project (FPID No. 408456-2-52-01, Section No. 10075)

2.4 RECOMMENDED BUILD ALTERNATIVE

All alternatives were evaluated with regards to costs, operational factors, and environmental impacts. Based on these evaluations, the recommended build alternatives were identified for the I-75 mainline and the interchanges within the study area. These recommendations are listed below:

- I-75 Mainline: Mainline Build Alternative 2
- Segment 1: Option C except for the SR 60 interchange where Option A was recommended
- Segment 2: Option A
- Segment 3: Option A
- The methodology for the selection of the recommended alternative is discussed in detail in the *Project Development Engineering Report (PDER)*.

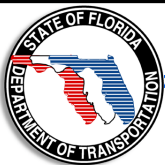
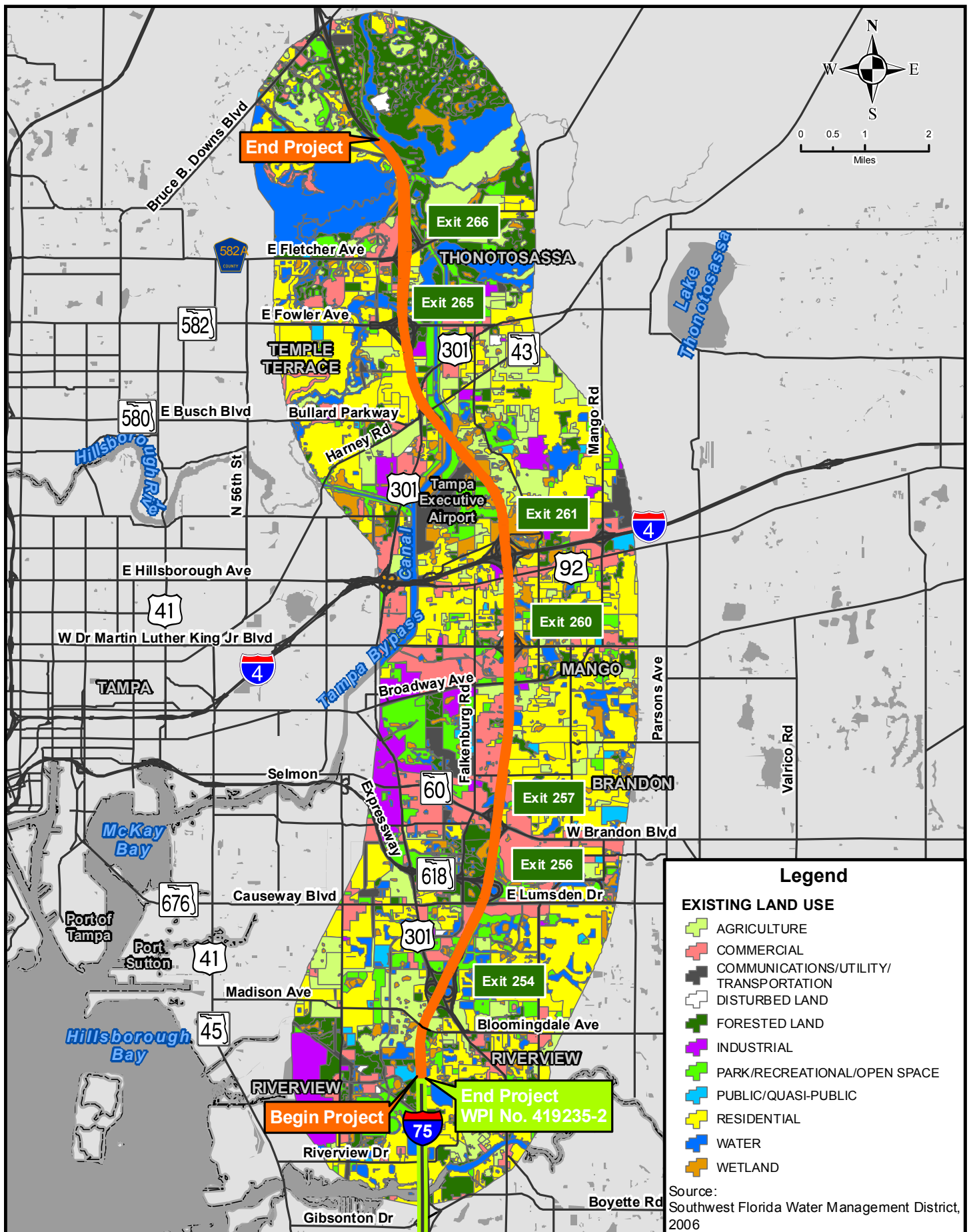
3.0 LAND USE

3.1 Existing Land Use

Figure 12 depicts the existing land uses along the I-75 corridor in the study area. As shown, land uses are predominantly transportation, commercial, and low density residential. Some agricultural, recreational/open space and institutional land uses are interspersed throughout the corridor. At the northern end of the study area, a large portion of the study area is either forested or occupied by wetlands.

3.2 Future Land Use

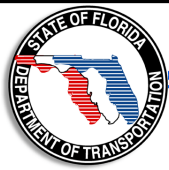
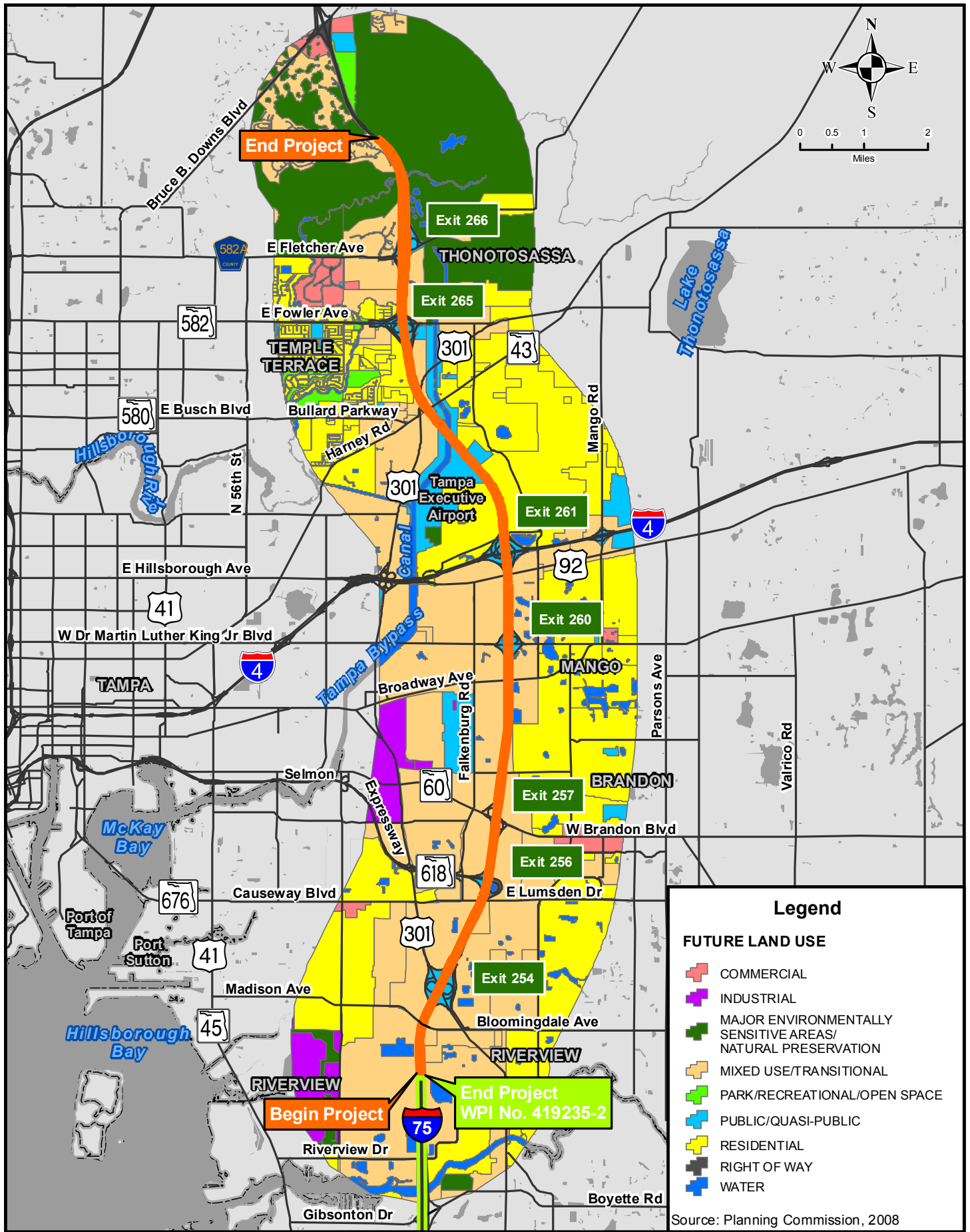
Figure 13 illustrates the future land uses along the I-75 corridor in the study area. As shown, land uses will continue to be primarily residential and mixed use/transitional areas. Continuous development will eliminate agricultural uses. The northern end of the study area will continue to be occupied by wetlands and forested lands.



I-75 (SR 93A) PD&E Study
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Existing Land Use

Figure 12



I-75 (SR 93A) PD&E Study
South of US 301 to North of Fletcher Avenue
 WPI Segment No.: 419235-3
 Hillsborough County

Future Land Use

Figure 13

4.0 HYDROLOGIC FEATURES

Hillsborough County is in the Floridian section of the Atlantic Coastal Plain. The surface drainage in the county is toward Old Tampa Bay, Hillsborough Bay, and Tampa Bay.

A large part of northwestern Hillsborough County has sinkholes due to the absence or thinning of the underlying clayey residuum. Karst topography is characteristic of the geomorphology of the I-75 project area and is evident of a high variability of the top of a relatively shallow competent limestone and has the potential for the occurrence of cavities in the limestone strata. This information was verified based on a review of soil borings performed in the vicinity of the Fletcher Avenue interchange during the 2004 PD&E Study from South of Fowler Avenue, Hillsborough County to South of SR 56, Pasco County. A sinkhole located at Fletcher Avenue and I-75 receives stormwater discharge from the interstate via a concrete and riprap outfall. The top of the limestone was found to be about 40 to 50 feet below land surface at the Fletcher Avenue interchange. The small, circular, steep-sided sink is located between the northbound and southbound lanes of I-75. The sinkhole has characteristics of cover-collapse, with steep to moderate slopes, and cover subsidence, with soils dominated by fine, permeable sands. The surrounding area is generally undeveloped with the exception of the interstate.

The United States Department of Agriculture, Soil Conservation Service (now Natural Resources Conservation Service), Soil Survey of Hillsborough County, Florida (May 1989) was reviewed for this study.

The American Association of State Highway and Transportation Officials (AASHTO) system classifies soils according to properties that affect roadway construction and maintenance. The fraction of a mineral soil that is less than 3 inches in diameter is classified in groups from A-1 through A-7 on the basis of grain-size distribution, liquid limit, and plasticity index.

The Unified Soil Classification System (USCS) classifies soils according to properties that affect their use as construction material. Soils are classified according to grain size distribution of the fraction less than 3 inches in diameter and according to plasticity index, liquid limit, and organic matter content. Sandy and gravelly soils along the I-75 project corridor are identified as GM, GC, SP, SM, and SC; highly organic soils are identified as PT. Soils exhibiting engineering properties of two groups can have a dual classification (SP-SM).

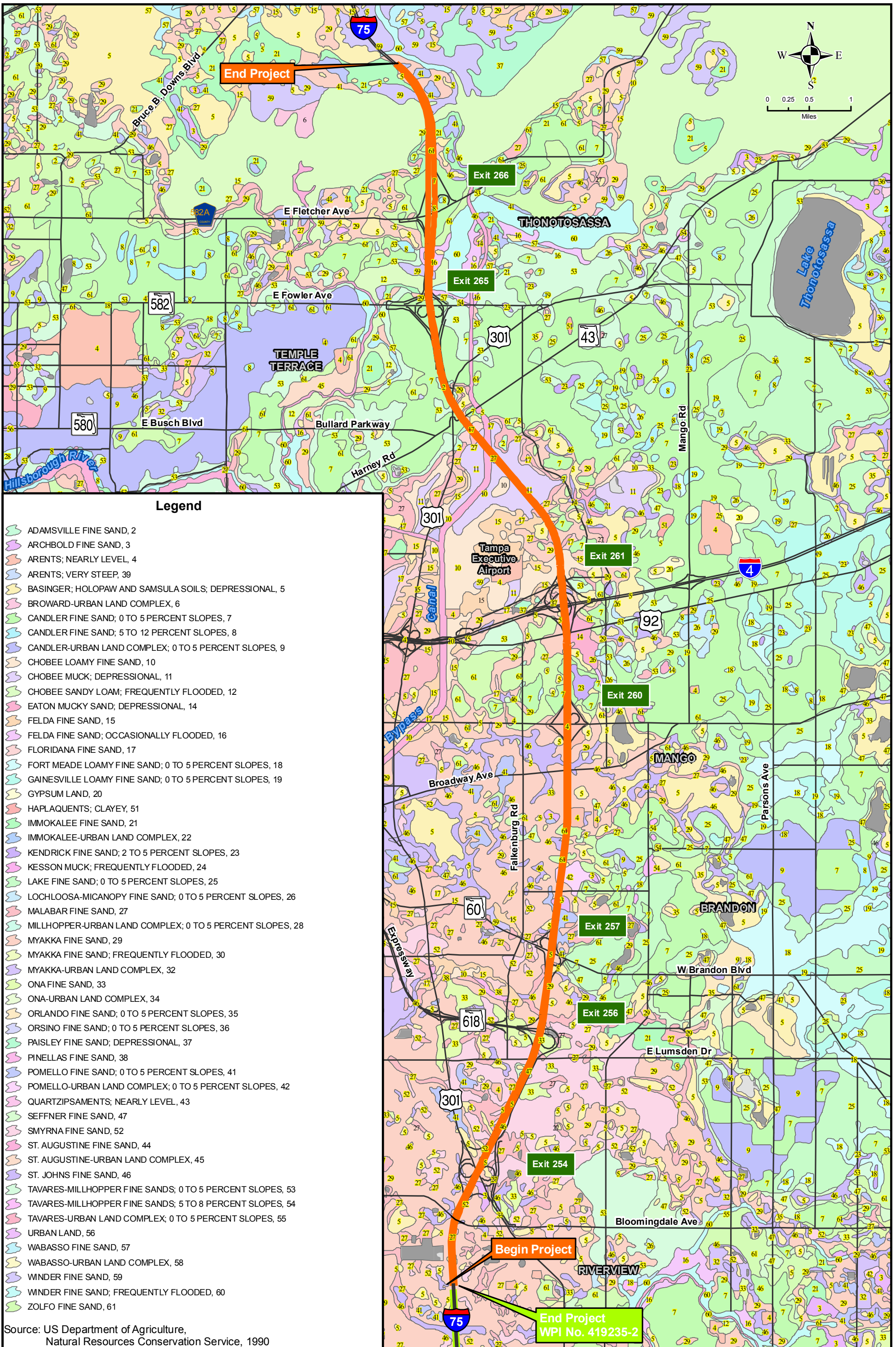
The soil groups are summarized in Table 5. A copy of the soil survey map for the project corridor is shown in Figure 14.

**Table 5
Summary of Soil Groups**

Soil Name (Map Unit No.)	Depth (inches)	Classification		Permeability (inch/hour)	Seasonal High Water Table Depth (ft)	Hydro-logic Group
		AASHTO Group	USCS Group			
Archbold (3)	0 – 4	A-3	SP	6.0 – 20	3.5 – 6.0	A
	4 – 80	A-3	SP	6.0 – 20		
Basinger (5)	0 – 7	A-3	SP	6.0 – 20	+2 – 1.0	D
	7 – 28	A-3, A-2-4	SP, SP-SM	6.0 – 20		
	28 – 42	A-3, A-2-4	SP, SP-SM	6.0 – 20		
	42 – 80	A-3, A-2-4	SP, SP-SM	6.0 – 20		
Holopaw	0 – 6	A-3	SP, SP-SM	6.0 – 20	+2 – 1.0	D
	6 – 52	A-3	SP, SP-SM	6.0 – 20		
	52 – 80	A-2-4	SM, SM-SC	0.2 – 2.0		
Samsula	0 – 34	--	PT	6.0 – 20	+2 – 1.0	D
	34 – 80	A-3, A-2-4	SP-SM, SM, SP	6.0 – 20		
Broward (6)	0 – 4	A-3, A-2-4	SP-SM	6.0 – 20	1.5 – 2.5	C
	4 – 26	A-3, A-2-4	SP, SP-SM	6.0 – 20		
	26 – 80	--	--	6.0 – 20		
Candler (7)	0 – 6	A-3	SP, SP-SM	6.0 – 20	>6.0	A
	6 – 72	A-3	SP, SP-SM	6.0 – 20		
	72 – 80	A-3, A-2-4	SP-SM	6.0 – 20		
Candler (8)	0 – 6	A-3	SP, SP-SM	6.0 – 20	>6.0	A
	6 – 74	A-3	SP, SP-SM	6.0 – 20		
	74 – 80	A-3, A-2-4	SP-SM	6.0 – 20		
Chobee (10)	0 – 16	A-2-4	SP-SM, SM	2.0 – 6.0	0 – 1.0	B/D
	16 – 49	A-2-6, A-2-7, A-6, A-7	SC	<0.2		
	49 – 80	A-2-6, A-2-7, A-6, A-7	SP-SM, SM, SC, SM-SC	0.2 – 6.0		
Chobee (11)	0 – 6	--	PT	6.0 – 20	+2 – 1.0	D
	4 – 12	A-2-4	SP-SM, SM	2.0 – 6.0		
	12 – 49	A-2-6, A-2-7, A-6, A-7	SP-SM, SM, SC, SM-SC	<0.2		
	49 – 80	A-2-4, A-6, A-7	SP-SM, SM	2.0 – 6.0		
Chobee (12)	0 – 15	A-2-4	SP-SM, SM	2.0 – 6.0	0 – 1.0	B/D
	15 – 60	A-2-4, A-2-6, A-6, A-7	SC	<0.2		
	60 – 80	A-2-4	SP-SM, SM, SC, SM-SC	2.0 – 6.0		
Felda (15)	0 – 22	A-3	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	22 – 45	A-2-4, A-2-6	SM, SM-SC, SC	0.6 – 6.0		
	45 – 80	A-3, A-2-4	SP, SP-SM	6.0 – 20		
Felda (16)	0 – 22	A-3	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	22 – 38	A-2-4, A-2-6	SM, SM-SC, SC	0.6 – 6.0		
	38 – 80	A-3, A-2-4	SP, SP-SM	6.0 – 20		
Fort Meade (18)	0 – 26	A-2-4	SM	6.0 – 20	>6.0	A
	26 – 80	A-2-4	SM	6.0 – 20		
Malabar (27)	0 – 12	A-3	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	12 – 30	A-3, A-2-4	SP, SP-SM	6.0 – 20		
	30 – 50	A-3	SP-SP-SM	6.0 – 20		
	50 – 66	A-2, A-4, A-6	SC, SM-SC, SM	<0.2		
	66 – 80	A-3, A-2-4	SP-SM, SM	6.0 – 20		
Myakka (29)	0 – 20	A-3	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	20 – 30	A-3, A-2-4	SP, SP-SM	0.6 – 6.0		
	30 – 80	A-3	SP, SP-SM	6.0 – 20		

**Table 5
Summary of Soil Groups**

Soil Name (Map Unit No.)	Depth (inches)	Classification		Permeability (inch/hour)	SHW Table Depth (ft)	Hydro- logic Group
		AASHTO ¹ Group	USCS ² Group			
Ona (33)	0 – 4	A-3	SP-SM, SP	6.0 – 20	0 – 1.0	B/D
	4 – 22	A-3, A-2-4	SP-SM, SM	0.6 – 2.0		
	22 – 80	A-3	SP-SM, SP	6.0 – 20		
Pomello (41)	0 – 43	A-3	SP, SP-SM	>20	2.0 – 3.5	C
	43 – 55	A-3, A-2-4	SP-SM, SM	2.0 – 6.0		
	55 – 80	A-3	SP, SP-SM	6.0 – 20		
Pomello (42)	0 – 42	A-3	SP, SP-SM	>20	2.0 – 3.5	C
	42 – 54	A-3, A-2-4	SP-SM, SM	2.0 – 6.0		
	54 – 80	A-3	SP, SP-SM	6.0 – 20		
St. Johns (46)	0 – 12	A-3	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	12 – 29	A-3	SP, SP-SM	6.0 – 20		
	29 – 46	A-3, A-2-4	SP-SM, SM	0.2 – 2.0		
	46 – 80	A-3	SP, SP-SM	6.0 – 20		
Seffner (47)	0 – 13	A-3, A-2-4	SP-SM, SP	6.0 – 20	1.5 – 3.5	C
	13 – 21	A-3, A-2-4	SP-SM, SP	6.0 – 20		
	21 – 80	A-3, A-2-4	SP-SM, SP	6.0 – 20		
Smyrna (52)	0 – 12	A-3, A-2-4	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	12 – 20	A-3, A-2-4	SM, SP-SM	0.6 – 6.0		
	20 – 80	A-3	SP, SP-SM	6.0 – 20		
Winder (59)	0 – 10	A-3, A-2-4	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	10 – 14	A-2-4	SM	0.2 – 0.6		
	14 – 30	A-2-4, A-2-6	SC	>0.2		
	30 – 80	A-2-4	SM, SM-SC, SC	>0.2		
Winder (60)	0 – 14	A-3, A-2-4	SP, SP-SM	6.0 – 20	0 – 1.0	B/D
	14 – 17	A-2-4	SM	0.2 – 0.6		
	17 – 33	A-2-4, A-2-6, A-1-B	SM, SM-SC, SC, GM-GC	>0.2		
	33 – 80	A-3, A-2-4, A-1-B	SP, SP-SM, SM	6.0 – 20		
Zolfo (61)	0 – 3	A-3, A-2-4	SP-SM	6.0 – 20	2.0 – 3.5	C
	3 – 60	A-3, A-2-4	SP-SM, SM	6.0 – 20		
	60 – 80	A-3, A-2-4	SP-SM, SM	0.6 – 2.0		



Legend

- ADAMSVILLE FINE SAND, 2
- ARCHBOLD FINE SAND, 3
- ARENTS; NEARLY LEVEL, 4
- ARENTS; VERY STEEP, 39
- BASINGER; HOLOPAW AND SAMSULA SOILS; DEPRESSIONAL, 5
- BROWARD-URBAN LAND COMPLEX, 6
- CANDLER FINE SAND; 0 TO 5 PERCENT SLOPES, 7
- CANDLER FINE SAND; 5 TO 12 PERCENT SLOPES, 8
- CANDLER-URBAN LAND COMPLEX; 0 TO 5 PERCENT SLOPES, 9
- CHOBEE LOAMY FINE SAND, 10
- CHOBEE MUCK; DEPRESSIONAL, 11
- CHOBEE SANDY LOAM; FREQUENTLY FLOODED, 12
- EATON MUCKY SAND; DEPRESSIONAL, 14
- FELDA FINE SAND, 15
- FELDA FINE SAND; OCCASIONALLY FLOODED, 16
- FLORIDANA FINE SAND, 17
- FORT MADE LOAMY FINE SAND; 0 TO 5 PERCENT SLOPES, 18
- GAINESVILLE LOAMY FINE SAND; 0 TO 5 PERCENT SLOPES, 19
- GYPHUM LAND, 20
- HAPLAQUENTS; CLAYEY, 51
- IMMOKALEE FINE SAND, 21
- IMMOKALEE-URBAN LAND COMPLEX, 22
- KENDRICK FINE SAND; 2 TO 5 PERCENT SLOPES, 23
- KESSON MUCK; FREQUENTLY FLOODED, 24
- LAKE FINE SAND; 0 TO 5 PERCENT SLOPES, 25
- LOCHLOOSA-MICANOPY FINE SAND; 0 TO 5 PERCENT SLOPES, 26
- MALABAR FINE SAND, 27
- MILLHOPPER-URBAN LAND COMPLEX; 0 TO 5 PERCENT SLOPES, 28
- MYAKKA FINE SAND, 29
- MYAKKA FINE SAND; FREQUENTLY FLOODED, 30
- MYAKKA-URBAN LAND COMPLEX, 32
- ONA FINE SAND, 33
- ONA-URBAN LAND COMPLEX, 34
- ORLANDO FINE SAND; 0 TO 5 PERCENT SLOPES, 35
- ORSINO FINE SAND; 0 TO 5 PERCENT SLOPES, 36
- PAISLEY FINE SAND; DEPRESSIONAL, 37
- PINELLAS FINE SAND, 38
- POMELLO FINE SAND; 0 TO 5 PERCENT SLOPES, 41
- POMELLO-URBAN LAND COMPLEX; 0 TO 5 PERCENT SLOPES, 42
- QUARTZIPSAMENTS; NEARLY LEVEL, 43
- SEFFNER FINE SAND, 47
- SMYRNA FINE SAND, 52
- ST. AUGUSTINE FINE SAND, 44
- ST. AUGUSTINE-URBAN LAND COMPLEX, 45
- ST. JOHNS FINE SAND, 46
- TAVARES-MILLHOPPER FINE SANDS; 0 TO 5 PERCENT SLOPES, 53
- TAVARES-MILLHOPPER FINE SANDS; 5 TO 8 PERCENT SLOPES, 54
- TAVARES-URBAN LAND COMPLEX; 0 TO 5 PERCENT SLOPES, 55
- URBAN LAND, 56
- WABASSO FINE SAND, 57
- WABASSO-URBAN LAND COMPLEX, 58
- WINDER FINE SAND, 59
- WINDER FINE SAND; FREQUENTLY FLOODED, 60
- ZOLFO FINE SAND, 61

Source: US Department of Agriculture, Natural Resources Conservation Service, 1990

5.0 METHODOLOGY

A Level 1 Contamination Screening of the project study area was conducted to determine the potential for contamination of the corridor right of way from adjacent properties and business operations. The screening included a review of the Environmental Technical Advisory Team summaries included in the FDOT Efficient Transportation Decision Making 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. The site descriptions shown in Section 7.0 are based on interpretations from best available information.

5.1 Efficient Transportation Decision Making

The Environmental Technical Advisory Team summaries regarding potential contamination along the I-75 project corridor were reviewed. Findings from the summaries are included in the site descriptions, where appropriate.

5.2 Public Record Review and Site Reconnaissance

An environmental database search was performed by Environmental Data Management, Inc. The resulting Environmental Data Report (EDR), June 30, 2008 (Appendix A), identified potential hazardous materials and petroleum contamination sites that were listed in the US Environmental Protection Agency (USEPA) and the Florida Department of Environmental Protection (FDEP) databases.

The EDR identified sites within 0.5 miles of the study area. This database search utilized a geographic information system integrated database that included both federal and state regulated sites. Potential contamination sites were eliminated from further consideration if they were not within 0.25 miles of the I-75 mainline centerline or within 0.5 miles of the interchanges. Other sites were eliminated from further consideration if the only potential contamination concern was that the site previously had an National Pollutant Discharge Elimination System (NPDES) permit. An expired NPDES permit indicates that the permit was likely obtained for discharges associated with construction activities and expired at construction completion.

The agency list descriptions define the regulatory databases reviewed for this report along with the dates that each database was last updated by the respective agency and Environmental Data Management, Inc. The following USEPA and FDEP databases provided support documentation for the evaluation process.

USEPA

1. National Priorities List (NPL), March 18, 2008 – This list contains facilities and/or locations where environmental contamination has been confirmed and prioritized for cleanup activities.

2. Comprehensive Environmental Response, Compensation and Liability Information System List (CERCLIS), January 23, 2008 – This Superfund database tracks facilities and/or locations that the USEPA is investigating to determine if an existing or threatened release of hazardous substances is present.
3. Records of Decisions (ROD) System, February 26, 2004 – This system documents information relative to site history, community participation, enforcement activities, site characteristics, scope and role of response action, and remedies applied to Superfund sites.
4. Archived CERCLIS Sites (No Further Remedial Action Planned List (NFRAP)), April 11, 2008 – This list contains archived data on CERCLIS sites where the USEPA has completed assessment activities and determined no further steps to list the site on the NPL will be taken.
5. Emergency Response Notification System (ERNS) List, January 9, 2008 – This database stores information on the notification of oil discharges and hazardous substance releases. It is a cooperative data sharing effort among the USEPA, US Department of Transportation, and the National Response Center.
6. Resource Conservation and Recovery Information System (RCRIS) Handlers with Corrective Action Activity (CORRACTS), March 5, 2008 – This database lists hazardous waste handlers that have undergone Resource Conservation and Recovery Act (RCRA) corrective action activity.
7. Hazardous Waste Data Management System (HWDMS), December 1, 1991 – This historical database was replaced by RCRIS. The HWDMS list formerly tracked sites involved in the generation, transportation, treatment, storage, and/or disposal of hazardous waste.
8. RCRA-Large Quantity Generator (LQG), Small Quantity Generator (SQG), Conditionally Exempt SQG and Transporters (NONTSD), June 24, 2008 – This list is a subset of the USEPA RCRIS list and identifies facilities that generate and transport hazardous wastes.
9. RCRA Treatment, Storage and/or Disposal Sites (TSD), June 24, 2008 – This list is a subset of the USEPA RCRA Info System and identifies facilities that treat, store, and/or dispose of hazardous waste.
10. RCRA Administrative Action Tracking System (RAATS), August 1, 1995 – This list is a historical RCRA enforcement database that tracked facilities found to be major violators under RCRA. Data entry in this database discontinued in 1995.
11. Tribal Lust List (TRIBLLUST), June 28, 2007 – This database lists active and closed storage tank facilities on Native American lands. The database is created by extracting records from the storage tank databases that have indicated current or past releases.
12. Tribal Tanks List (TRIBLTANKS), June 28, 2007 – This database lists active and closed storage tanks on Native American lands.

13. Facility Registry System (FRS), January 27, 2008 – The FRS is a centrally-managed database of sites regulated by Program Offices of the USEPA, such as air, water, and waste. The FRS has replaced the Facility Index System List (FINDS).
14. Toxic Release Inventory System (TRIS) List, February 6, 2008 – This list identifies facilities that are required to submit annual reports relative to the estimated routine and accidental release of toxic chemicals to the environment, as stipulated under current federal laws.
15. Biennial Reporting System, June 10, 2005 – This system collects data on the generation and management of hazardous waste from large quantity generators and treatment, storage, and disposal facilities. The data are reported on even years by the facilities to state environmental agencies that provide the information to regional and national USEPA offices.
16. PCB Activity Data System (PADS), December 4, 2007 – This list contains sites that have notified the USEPA of their activities relative to the generation, transportation, permitted storage, and permitted disposal of polychlorinated biphenyls (PCBs) under the Toxic Substances Control Act.
17. Permit Compliance System (PCS), February 1, 2008 – This is a data system for the National Pollutant Discharge Elimination System (NPDES) permit holding facilities.
18. Brownfields Management System (USBRWNFLDS), June 18, 2008 – This database stores information reported by USEPA brownfields grant recipients on brownfields properties assessed or cleanup up with grant funding.

FDEP

1. Underground/Aboveground Storage Tanks (TANKS), May 1, 2008 – This database contains sites with registered aboveground (AST) or underground storage tanks (UST) containing regulated petroleum products.
2. Leaking Underground Storage Tanks List (LUST), April 3, 2008 – This list identifies facilities and/or locations that have notified the FDEP of a possible release of contaminants from petroleum storage systems.
3. Solid Waste Facilities List (SLDWST), May 20, 2008 – This list identifies locations that have been permitted to conduct solid waste handling activities. Activities may include landfills, transfer stations, and sites handling bio-hazardous wastes.
4. State Sites List (STCERC), December 1, 1989 – This historical list contains sites that the Florida Department of Environmental Regulation (now FDEP) compiled to track suspect contamination sites. The FDER updated this list, previously known as the Florida SITES list, in 1989.
5. State Funded Action Sites (STNPL), January 22, 2008 – This list contains facilities and/or locations that have been identified by the FDEP as having known environmental contamination and are currently being addressed through state funded cleanup action.

6. State Hazardous Waste Notifiers (STRCRA), July 26, 2004 – This list identifies facilities that generate, transport, treat, store, and dispose of hazardous waste.
7. State Institutional and/or Engineering Controls (INSTENG), June 4, 2008 – This list contains sites that have had institutional and/or engineering controls implemented to regulate exposure to environmental hazards.
8. State Designated Brownfields (BRWNFLDS), April 11, 2008 – This database contains a listing of state-designated brownfield areas. Brownfield areas are typically abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.
9. State Voluntary Cleanup (VOLCLNUP) List, April 11, 2008 – Derived from the FDEP Brownfields Site Rehabilitation Agreement database, the VOLCLNUP database identifies sites that have signed an agreement to voluntarily cleanup a brownfield site in accordance with the FDEP's requirements.
10. Florida Dry Cleaners List (DRY), April 11, 2008 – This list is comprised of data from the FDEP Storage Tank and Contamination Monitoring database and the Dry Cleaning Solvent Cleanup Program Priority Ranking List. This list contains dry cleaning sites (and suspected historical dry cleaning sites) that have registered with the FDEP for the Dry Cleaning Solvent Cleanup Program.

To assist in data collection and site assessment and documentation, a modified version of the Site Evaluation Checklist included in the PD&E Manual was used to record information for each site evaluated.

File reviews also included databases that were not a part of the EDR and were obtained from federal and state agencies concerning the past, present, and future enforcement actions that could impact the proposed improvements. Useful records in regulatory agency files included compliance inspection reports, enforcement notices, contamination assessment reports, and more. Other databases used in the evaluation included the following:

USEPA

1. Enforcement and Compliance History Online (ECHO) – This online database helps determine whether compliance inspections have been conducted by USEPA or state/local governments, if violations were detected or if enforcement actions were taken, and if penalties were assessed in response to environmental law violations.
 - Clean Water Act Significant Non-Compliance – The NPDES program uses the term Significant Non-Compliance (SNC). Examples of events that could result in a SNC code include unauthorized discharges; failure of a Publicly Owned Treatment Works to enforce its approved pretreatment program; failure to meet a construction deadline; failure to file a Discharge Monitoring Report (DMR); filing a DMR more than 30 days late; or violating any judicial or administrative order. Removal of the SNC designation occurs once the facility's DMR reports show a consistent pattern of compliance with permit limits, or if USEPA or a state agency issues a formal enforcement order to

address the violations that resulted in the SN`C and the facility has returned to compliance.

- RCRA SNC is a term used to describe a site determined to cause actual exposure or has a substantial likelihood of causing exposure to a hazardous waste or constituent; is a chronic or recalcitrant violator; or deviates substantially from the terms of a permit, order or agreement, or from RCRA statutory or regulatory requirements. Under the RCRA program, the SNC is removed when the site is in full physical compliance with statutory and/or regulatory requirements.

FDEP

2. Oculus Data Management System – The FDEP stores documents using the Electronic Document Management System. Documents available in the Oculus Electronic Document Management System, as of July 2007, are documents from the Division of Waste Management Program Areas including storage tanks, hazardous waste, solid waste, and waste cleanup. The electronic database for each individual site may not have every paper document available in electronic format.
3. Spill Incident Reports – The FDEP, Bureau of Emergency Response (BER) provided information regarding spill incident sites along the I-75 project corridor within the project limits.

In addition to the database search of potential contamination sites, field reviews were conducted in September and October 2008 to verify the locations of the sites identified in the EDR and to identify other potential contamination sites not included in the EDR. Site assessments were subsequently conducted for each facility identified as having the potential for contamination involvement with the proposed improvements. Project team members walked the properties (where accessible) to identify potential contamination involvement. The sites were evaluated for possible contamination risks to roadway right of way and potential construction activities. They were also researched for evidence of documented contamination, apparent changes to the ground surface and landscaping, ground staining, standing liquids, odors, sink holes, ventilation pipes, drums and other storage containers, and other indications of current or previous petroleum and hazardous materials use and/or storage. Telephone and on-site interviews were conducted, as necessary and available.

Site photographs and support documentation (for the sites rated MEDIUM), field notes from the site assessment reviews, and plan sheets are included in Appendix B, Appendix C, and Appendix D, respectively.

5.3 Historical Aerial Photograph Review

Hillsborough County year 2000 aerial photography was reviewed for the study area from south of US 301 to the SR 60 interchange. This review did not identify sites of potential concern that have not already been identified and discussed in this report. The land use north of the SR 60 interchange consists of old established commercial and residential developments that do not warrant further historical review.

5.4 Property Information

The Hillsborough County Property Appraiser's website provided owner and parcel information. The previous users of each property and the type of business conducted were identified based on reasonably ascertainable information. Some of the physical addresses for the sites identified within the proposed improvements were not found in the Hillsborough County Property Appraiser's database.

5.5 Previous Studies

Findings from the Final Contamination Screening Evaluation Report, PD&E Study from South of Fowler Avenue, Hillsborough County to South of SR 56, Pasco County (Parsons Brinckerhoff Quade & Douglas, Inc.), February 2005 (2005 CSER), were reviewed. Relevant information was included in the site descriptions for this report.

5.6 Risk Ratings

A hazardous materials rating system that expresses the degree of concern for potential contamination problems was used to rate the identified sites. The ratings are NO, LOW, MEDIUM, and HIGH and are generally defined as follows.

NO: After a review of available information, there is nothing to indicate that contamination would be a problem. It is possible that contaminants could have been handled on the property. However, available information, including FDEP reports, monitoring wells, and water/soil sample test results indicate that problems should not be expected. An example of operations that may receive this rating is a wholesale or retail outlet that handles hazardous materials in sealed containers that are never opened while at this facility, such as spray cans of paint at a drug store.

LOW: The former or current operation has a hazardous waste generator identification number or deals with hazardous materials. However, based on available information, there is no reason to believe there would be any involvement with contamination relating to this project. This is the lowest possible rating a gasoline station operating within current regulations could receive. This could also be applied to a retail store that blends paint.

MEDIUM: After a review of available information, indications are found (reports, notice of violations, consent orders) that identify known soil and/or water contamination and that the problem does not need remediation, is being remediated (i.e. air stripping of the groundwater, etc.), or that continued monitoring is required.

HIGH: After a review of available information, there is a potential for contamination problems. Further assessment will be required after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action. Properties previously used as gasoline stations that have not been evaluated or assessed would probably receive this rating.

Hazardous Material

Any material that has, or when combined with other materials, will have, a deleterious effect on people or the environment. As further discussed and defined in **42 USC, Section 9601, et seq.**

Solid Waste

The **Resource Conservation and Recovery Act (RCRA)** defines a solid waste as: “any garbage, refuse, sludge from a waste treatment plant, water supply treatment plant, or air pollution control facility and other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from industrial, commercial or mining and agricultural operations, and from community activities...[excluding]...solid or dissolved material in domestic sewage, or solid or dissolved materials in irrigation return flows, or industrial discharges which are point sources subject to permits under **Section 402 of the Federal Water Pollution Control Act.**”

Hazardous Waste

Under **RCRA**, no material can be a hazardous waste unless it is a solid waste. In **RCRA**, the statutory definition of a hazardous waste is: “...a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may – (A) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed. **[Section 1004(5)]** Furthermore, a solid waste is a hazardous waste if it is not excluded by regulation (**40 CFR 261.4**) and if it is listed (261.30) as a hazardous waste, is a waste mixture containing one or more listed hazardous wastes, or exhibits one or more characteristics of hazardous waste (i.e. ignitability, corrosivity, reactivity, or toxicity) (**40 CFR 261.21 to 261.24**). Listed wastes meet the definition of hazardous waste regardless of the concentration level of hazardous constituents in them. With few exceptions [e.g., spent solvents listed solely because they are ignitable (**40 CFR 261.31**)], the only way to have a listed waste relieved from hazardous waste management requirements is to petition EPA or a state to delist the waste (**40 CFR 260.22**).

When listed wastes are mixed with nonhazardous wastes or materials, the mixture must be managed as hazardous waste. Two exceptions to this approach are hazardous debris meeting **Land Disposal Restriction (LDR)** standards [**40 CFR 261.3(f)**] and residues from processing certain wastes using high temperature metals recovery processing [**40 CFR 261.3©(2)(ii)(C)**]. In contrast to listed waste, a characteristic waste remains hazardous **only** as long as it exhibits a hazardous characteristic. Therefore, a mixture of waste is not considered hazardous waste unless the mixture exhibits a hazardous waste characteristic.”

Potential Hazardous Waste Sites

For the purposes of this report, a potential hazardous waste site is a parcel of land upon which hazardous materials are or were produced, stored or accumulated, regardless of the disposal method. Included in this category are gas stations and other businesses that store

hazardous products, materials, or waste in tanks either above or underground. This definition is not meant to imply that these sites are contaminated, but that the operations conducted on them involve hazardous materials and the overall potential exists for contamination if these materials were not properly handled on these sites. This definition also does not mean that petroleum products from gas station activities fall under regulatory scrutiny within hazardous waste regulations by either the EPA or the Florida Department of Environmental Protection (FDEP).

Contamination

Contamination is defined as the presence of any regulated material/chemical contained within the soil, surface water or groundwater on or adjacent to Department property, or proposed project property, that may require assessment, remediation, or special handling, or that has a potential for liability. These materials would include, but not be limited to, those substances normally referred to as petroleum or petroleum products, solvents, organic and inorganic substances, metals, hazardous materials or substances, etc.

6.0 ALTERNATIVE ALIGNMENTS

Several alignment alternatives were considered early in the study process in addition to the no-build alternative. For the No-Build Alternative it was assumed that no capacity improvements, other than those already planned and funded, would be made to the I-75 corridor; therefore, no impacts concerning contamination would occur.

All alternatives were evaluated with regards to costs, operational factors, and environmental impacts. Based on these evaluations, preferred alternatives were identified and recommended for the I-75 mainline and the interchanges within the study area. These recommendations are listed below:

- I-75 Mainline: Mainline Alternative 2
- Segment 1: Option C except for the SR 60 interchange where Option A was recommended
- Segment 2: Option A
- Segment 3: Option A

Information regarding the build alternatives considered, including the preferred build alternative, can be found in Section 2.0 of this CSER.

7.0 PROJECT IMPACTS

7.1 CERCLIS Sites

The Superfund (CERCLIS) program, administered by the USEPA, locates, investigates, and cleans up the worst hazardous waste sites in the US. Site information for NPL sites (e.g., sites proposed to the NPL, currently on the final NPL, or deleted from the final NPL) within an approximate 1-mile radius of the project corridor are shown in Table 6.

Table 6
CERCLIS Sites

Site Name/Address	USEPA ID #	NPL Status	Record of Decision
Metal Processors (former Chloride Automotive Batteries) 200 South Falkenburg Road Tampa, FL 33619 (EDR Site No. 46)	FLD0000632646	Not on the NPL	No
Reeves Southeastern Galvanizing Corporation 9510 Broadway Tampa, FL 33619 (EDR Site No. 30A – Proximal Records Table)	FLD000824896	On the final NPL	Yes
Peak Oil/Bay Drum SR 574 West of Highway 301 Tampa, FL 33619 (shown on EDR map; not in Proximal Records Table)	FLD004091807 and FLD088783865	On the final NPL	Yes
Cast Metals Corporation SR 574/Falkenburg Road Tampa, FL 33610 (EDR Site No. 31A – Proximal Records Table) Archived site ¹	FLD064690837	Not on the NPL	No
Eureka Springs Landfill (formerly Northeast Hillsborough Landfill) Eureka Springs Road 7014 Williams Road Archived site ¹ Eureka Springs West Pasture; EDR Site No. 103 Eureka Springs East Pasture; EDR Site No. 105	FLD98148663	Not on the NPL	No
Morris Bridge Road Landfill Fowler Avenue and Morris Bridge Road Tampa, FL 33612 (EDR Site No. 61A – Proximal Records Table)	FLD981748080	Not on the NPL	No

Source: USEPA Superfund Information System, July and August 2008.

Notes: ¹The Archive designation indicates that based on available information, the site has no further interest under the federal Superfund program. Minimal assessment work may be performed if site conditions change and/or new information becomes available. However, if substantive assessment and/or cleanup work is necessary under the Superfund program, the Archive designation is removed and the site is returned to the CERCLIS inventory. Active CERCLIS sites are where assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted under the Superfund program.

Metal Processors (former Chloride Automotive Batteries) – This site is located in the northeast quadrant of Elizabeth Place and Falkenburg Road. The facility is located approximately 1,000 feet west of the I-75 right of way, south of Woodberry Road. The

Chloride Automotive Battery facility was included in the USEPA CERCLIS database. Discovery of potential hazardous waste was made in August 1980. Preliminary assessment, site inspection, and site reassessment, conducted in October 1984, October 1991, and January 2003, respectively, resulted in an action priority level of 'high.' According to documentation, there is no record of decision for this site and it is not on the National Priority List. Descriptive text included in the CERCLIS database indicates that the current owner is under bankruptcy; therefore, the state case is inactive. For additional information, see Site No. 26 in Section 7.2.

Reeves Southeastern Galvanizing Corporation– This site is located approximately 0.75 miles west of I-75 on Broadway Avenue. The site is divided into the Reeves Southeastern Galvanizing (SEG) facility and the Reeves Southeastern Wire (SEW) facility. According to documentation, The SEW facility, built in 1955, was operated by Florida Wholesale Fence, Inc., a subsidiary of Reeves Fences, Inc. The SEG facility, built in the mid-1960s, operated as Acme Plating and Galvanizing Company. A percolation/evaporation pond for disposal of SEW's wastewater was built in 1955; it was backfilled in the late 1960s. There are three former percolation/evaporation ponds on the property. The EPA discovered elevated metal levels in the surface water and groundwater at the SEG facility during a site investigation in 1981. The Florida Department of Environmental Regulation (now FDEP) surveyed the site for contaminants at the SEG facility, and placed the site on EPA's NPL in 1982. In 1988, Reeves Southeastern Corporation and a group of potentially responsible parties, including the adjacent Peak Oil site, signed Administrative Orders of Consent to perform source characterization remedial investigations and feasibility studies at their properties. A remedy decision of source control for Operable Unit (OU) 1 at the SEG and SEW facilities came in 1992. In September 1993, a record of decision (ROD) was signed for OU2; the ROD addressed area-wide groundwater contamination. During the same time, the USEPA conducted a wetlands impact study. In 1993, Reeves agreed to perform the remedial design for the OU1 remedy. The selected remedial action for OU3, the north wetland and unnamed creek site, was no further action with groundwater, surface water, sediment, and biota monitoring. The Baseline Risk Assessment revealed that the site does not pose an unacceptable risk to human health and the environment. Ecological assessments of the wetlands will be conducted for eight years. During a site visit in September 2008, the property was fenced and locked, restricting access. The area of potential contamination could not be determined from East Broadway Avenue. No groundwater monitoring wells were found off-site.

Peak Oil/Bay Drum– These sites are located approximately 0.75 miles west of I-75 on Broadway Avenue. These two sites have different groups of potentially responsible parties and separate USEPA identification numbers; however, they are referred to collectively as the Peak Oil/Bay Drums Site. Remedial action at this site began in September 2000. The remedy at the site is protective. According to a letter from the USEPA dated September 19, 2005, the cap over the Bay Drum stabilized/solidified material appears to be effective in containing contaminants, preventing infiltration of rainwater, and preventing direct contact with contaminated soils. The cap and slurry wall surrounding the Peak Oil stabilized/solidified material appears to be effective in containing contaminants, preventing infiltration of rainwater and preventing direct contact with contaminated soils. Institutional controls (restrictive easements) protecting the caps and slurry wall remain in place. Remedial action for the groundwater remedy began early in 2005.

The Peak Oil/Bay Drum Site includes four OUs: OU1 Peak Oil Source Control, OU2 area-wide groundwater, OU3 Bay Drums Source Control, and OU4 Wetlands. Separate RODs were issued for OU1, OU2, and OU3 in 1993 and for OU4 in 1994. The OU1 and OU3 remedies were substantially completed in 2001. A long-term operation and maintenance and groundwater monitoring program is reportedly underway; institutional controls implemented at the site prohibit groundwater use. Insufficient data are available to evaluate performance of the OU2 remedy, which addresses two aquifers (surficial and Floridan) present at the site. The OU4 remedy is no action, with periodic ecological assessments of the south and central wetlands and monitoring of the adjacent surficial aquifer.

During a site visit in September 2008, the property was fenced and locked, restricting access. Groundwater monitoring wells were found on-site, outside of the gated area.

Cast Metals Corporation – This site is located approximately 0.75 miles of I-75 on Broadway Avenue. This facility was included in the USEPA CERCLIS database. Discovery of potential hazardous waste was made in October 1986. Preliminary assessment and site inspection were conducted in October 1986 and October 1989, respectively. Archived in September 1993, the action at this site is no further remedial action planned.

Eureka Springs Landfill (formerly Northeast Hillsborough Landfill) – This site is located east and west of the I-75 right of way, north of I-4. This facility was in the USEPA CERCLIS database. Discovery of a potential hazardous waste was made in February 1986. Preliminary assessment and site inspection were conducted in October 1987 and October 1989, respectively. This site was archived in September 1993. For additional information, see Site No. 58 in Section 7.2.

Morris Bridge Road Landfill – This facility is located adjacent to the existing right of way in the northeast quadrant of the I-75 and Fowler Avenue interchange. This facility was included in the USEPA CERCLIS database. Discovery of a potential hazardous waste was made in August 1986. Preliminary assessment and site inspection were conducted in August 1987 and August 1989, respectively. According to documentation, this facility is an eligible response site. The provisions of CERCLA 105(h) and 128(b) do not apply to eligible response sites, meaning that the USEPA does not have to defer final listing of the site on the NPL at the request of the state. It also means that certain limitations on USEPA's enforcement and cost recovery authorities do not apply at the site. The action at this site is a state-lead cleanup. For additional information, see Site No. 70 in Section 7.2.

7.2 Potential Contaminated Site Impacts

Eighty-seven sites were identified as having the potential for contamination involvement with the proposed improvements. Table 7 lists the potential contamination sites along the project corridor. Individual site descriptions follow Table 7 and include activities where a regulatory agency is, has, or may take action on any property where potential contamination could have an impact on the proposed improvements. Appendix B includes site photographs and support documentation for sites rated MEDIUM.

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
1	N/A	Construction Site NE quadrant of I-75 and Progress Boulevard Brandon, FL 33569	Field Review	<ul style="list-style-type: none"> • Construction site • 1 mobile AST • AST not on secondary containment 	700	<ul style="list-style-type: none"> • None found 	LOW
2	2	Chlorine Spill I-75 NB exit ramp to US 301 Brandon, FL 33569 725494	ERNS	<ul style="list-style-type: none"> • Chlorine release (approximately 30-40 gallons) from tanker truck 	within	<ul style="list-style-type: none"> • N/A 	LOW
3	3	Petro-Chemical Transport (Citgo) Spill US 301 entrance ramp to I-75 Tampa, FL 33569 570193, 9801476, 9130	ERNS, TANKS, LUST, BER	<ul style="list-style-type: none"> • Gasoline spill (approximately 1,000 gallons) 	within	<ul style="list-style-type: none"> • Groundwater and soil cleanup target levels were met • SRCO issued in March 2004 	MED
4	N/A	Diesel Fuel Spill I-75 SB, near US 301 (mile marker 256) at the Riverview exit 6786	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 70 gallons) • Removed 42 tons of contaminated soil 	within	<ul style="list-style-type: none"> • N/A 	MED
5	4	Progressive Service Center 4119 Foxworth Road Riverview, FL 33569	PCS	<ul style="list-style-type: none"> • Auto body shop • 2 maintenance bays • NPDES permit • No tanks observed 	1,000	<ul style="list-style-type: none"> • None found 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
6	6	Progressive Insurance 4030 Crescent Park Drive Riverview, FL 33569 9805457 Progressive Insurance Cell Center Building D & Progressive Phase II 3302 Crescent Park Drive Riverview, FL 33569 9807082, FLR10N959	PCS, TANKS	<ul style="list-style-type: none"> • Office buildings • NPDES permit • 2 ASTs in service (4030 Crescent Park Drive) • 2 ASTs in service (3302 Crescent Park Drive)) 	350	<ul style="list-style-type: none"> • Storage Tank Facility Annual Site Inspection Reports (September 2007 for both locations) facility is in compliance 	LOW
7	9	Cardel Master Builders 3160 Falkenburg Road Riverview, FL 33569 FLR10Y428	PCS	<ul style="list-style-type: none"> • Office building • NPDES permit • No tanks observed 	200	<ul style="list-style-type: none"> • N/A 	LOW
8	13	BP Service Station (formerly Causeway Plaza Center) 10323 Causeway Boulevard Tampa, FL 33619 9806131, FLR10L816	PCS, TANKS, LUST	<ul style="list-style-type: none"> • Gasoline station • NPDES permit • 2 USTs in service • 2 incidents of discharge 	1,000	<ul style="list-style-type: none"> • Site Assessment Report recommended a No Further Action status • In January 2008, the EPC found the Site Assessment Report to be incomplete • methyl tertiary butyl ether contamination has not been defined • As of January 2008, cleanup work status is active; discharge status is ongoing 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
9	15	Crossroads Town Center Falkenburg Road & Causeway Boulevard Tampa, FL 33619 FLR10FA94	PCS	<ul style="list-style-type: none"> • Under construction • NPDES permit • No tanks observed 	800	<ul style="list-style-type: none"> • N/A 	LOW
10	16	Ed Morse Cadillac Saturn 11024 and 11020 Causeway Boulevard Brandon, FL 33511 9401851, FL0001780592, FLR000015099, FL0001780519, FLR000015081, FLR10EU73	PCS, NONTSD, STRCRA, TANKS, FRS	<ul style="list-style-type: none"> • New car dealership and service center • 4 maintenance bays • NPDES permit • SQG • 1 AST in service 	adjacent	<ul style="list-style-type: none"> • Storage Tank Facility Annual Site Inspection Report (August 2007) facility is in compliance 	LOW
11	20	Target Store T - 0812 2333 West Brandon Boulevard Brandon, FL 33511 FLR000125831	NONTSD	<ul style="list-style-type: none"> • Retail store • SQG • No tanks observed 	1,000	<ul style="list-style-type: none"> • N/A 	NO
12	21	Homewood Suites At Celebration 10230 Palm River Road Tampa, FL 33619 FLR10Z258	PCS	<ul style="list-style-type: none"> • Hotel • NPDES permit • No tanks observed 	adjacent	<ul style="list-style-type: none"> • N/A 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
13	22	I-75 Palm River Road, LLC (concrete slab) Palm River & I 75 Tampa, FL 33619 9400305, 9400291	TANKS, LUST	<ul style="list-style-type: none"> • Undeveloped property with concrete slab • 1 UST removed (4/1993) • No tanks in service • 1 incident of discharge 	350	<ul style="list-style-type: none"> • 1 UST present on-site in an out-of-service condition for an unknown period • Approximately 78.5 tons of excessively contamination soils were removed • Monitoring only was performed in August 1994 through June 1995 • SRCO issued in May 2005 	LOW
14	24	Hillsborough County Fire Department #33 10050 Palm River Road Tampa, FL 33619 8624899	TANKS, LUST	<ul style="list-style-type: none"> • Fire station • 1 UST removed (2/1997) • 1 AST in service • 3 incidents of discharge 	700	<ul style="list-style-type: none"> • February 1997 concentrations of lead exceeded maximum contaminant levels • Storage Tank Facility Annual Site Inspection Report (March 2008) facility is major out of compliance • SRCO issued in April 2004 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
15	25	Worsley Spill Site I-75 and SR 60 Brandon, FL 33619 9801030	TANKS, LUST	<ul style="list-style-type: none"> • Accident involving a fuel transport truck • Approximately 1,200 gallons of gasoline, 6,100 gallons of diesel fuel, and 1,100 gallons of kerosene spilled 	within	<ul style="list-style-type: none"> • Approximately 3,000 tons of petroleum-contaminated soil was excavated • SRCO issued in March 2004 	MED
16	N/A	Diesel Fuel Spill SB entrance ramp to I-75 at SR 60 9246	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 1,000 gallons) 	within	<ul style="list-style-type: none"> • N/A 	MED
17	N/A	Diesel Fuel Spill I-75 SB at Brandon Boulevard (mile marker 259) 23384	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 3 gallons) 	within	<ul style="list-style-type: none"> • N/A 	LOW
18	N/A	Diesel Fuel Spill I-75 near SR 60 24553	BER	<ul style="list-style-type: none"> • Pesticide spill (< 5 gallons) 	within	<ul style="list-style-type: none"> • N/A 	LOW
19	N/A	Diesel Fuel Spill I-75 NB, north of SR 60 overpass 26948	BER	<ul style="list-style-type: none"> • Diesel fuel spill • Approximately 45 tons of contaminated soil removed 	within	<ul style="list-style-type: none"> • N/A 	MED
20	N/A	Diesel Fuel Spill I-75 SB, north of SR 60 near mile marker 257 40226	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 50 gallons) 	within	<ul style="list-style-type: none"> • N/A 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
21	26 and 27	Circuit City 10277 East Adamo Drive Tampa, FL 33619 9805931	TANKS, LUST	<ul style="list-style-type: none"> • Retail store • No tanks in service • 1 incident of discharge • October 1991 No Further Action complete 	adjacent	<ul style="list-style-type: none"> • None found 	LOW
22	28	Shell Service Station 10030 Adamo Drive Tampa, FL 33619 8625051, FLD980728729, FLG911082	PCS, NONTSD, STRCRA, TANKS, LUST, FRS	<ul style="list-style-type: none"> • Gasoline station • NPDES permit • SQG • 4 USTs in service • One incident of discharge 	700	<ul style="list-style-type: none"> • Site assessment activities to delineate groundwater and soil contamination conducted from 1991 through 2002 • January 2008 remediation system running • March 2008 3rd monthly operations and maintenance visit and groundwater sampling conducted • System recovered approximately 6,400 gallons of groundwater • Contamination reduction milestones are being met • Recommended to continue uninterrupted operation of the remediation system to make sure cleanup milestone levels are met 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
23	33	Avaya 524 Grand Regency Boulevard Brandon, FL 33510 9808228	TANKS	<ul style="list-style-type: none"> Office building 1 AST in service 	200	<ul style="list-style-type: none"> Storage Tank Facility Annual Site Inspection Report (August 2007) facility is minor out of compliance 	LOW
24	42	HSBC 636 Grand Regency Boulevard Brandon, FL 33510 9803415	TANKS	<ul style="list-style-type: none"> Office building 2 ASTs in service 	200	<ul style="list-style-type: none"> Storage Tank Facility Annual Site Inspection Report (September 2007) facility is minor out of compliance 	LOW
25	43	Brandon Ice Sports Forum 10222 Elizabeth Place Brandon, FL 543976, FLR10GJ09	ERNS, PCS	<ul style="list-style-type: none"> Indoor sports arena Approximately 100 pounds of ammonia and anhydrous released into atmosphere NPDES permit No tanks observed 	100	<ul style="list-style-type: none"> N/A 	LOW
26	46	Metal Processors, Inc./Chloride Automotive Batteries 200 South Falkenburg Road Tampa, FL 33619 8943670, FLD000632646	TANKS, CERCLIS, NONTSD, STCERC, STRCRA, HWDMS, FRS	<ul style="list-style-type: none"> Metal processing center 1 AST in service CERCLIS site 	1,000	<ul style="list-style-type: none"> None found 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
27	50	Woodberry Industrial Center 10311 Woodberry Road Tampa, FL 33619 FLR10T711	PCS	<ul style="list-style-type: none"> • Storage center • NPDES permit • No tanks observed 	500	• N/A	LOW
28	54	Crofton & Sons, Inc. 10250 Woodberry Road Tampa, FL 33619 9701027	TANKS	<ul style="list-style-type: none"> • Meat processor • 1 UST removed (7/1997) • 2 ASTs in service • 1 AST does not appear to be in service 	200	• None found	LOW
29	60	WRS Infrastructure & Environment 221 Hobbs St #108 Tampa, FL 33619 FLR000062729	NONTSD, STRCRA	<ul style="list-style-type: none"> • Environmental/engineering firm • SQG • ASTs (empty) on-site 	adjacent	• N/A	LOW
30	64	Franklin Packaging, Inc. 501 Hobbs Street Tampa, FL 33619 FLD984195248	NONTSD, STRCRA, HWDMS, FRS	<ul style="list-style-type: none"> • Office building • SQG • No tanks observed 	450	• N/A	LOW
31	66	HD Supply Electrical/FIFE Florida Electric Supply 10301 Fisher Avenue Tampa, FL 33619 FLR000047878	NONTSD, STRCRA	<ul style="list-style-type: none"> • Office building and warehouse • SQG • No tanks observed 	500	• N/A	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
32	70	AEC Business Park Phase 2 1616 Allison Woods Lane Tampa, FL 33619 FLR10AB57	PCS	<ul style="list-style-type: none"> Office building and warehouse NPDES permit No tanks observed 	400	<ul style="list-style-type: none"> N/A 	LOW
33	74	Frito Lay 1425 Tech Boulevard Tampa, FL 33619 FLR05F918	PCS	<ul style="list-style-type: none"> Office building and distribution center NPDES permit No tanks observed 	150	<ul style="list-style-type: none"> N/A 	LOW
34	76	AT&T (Cingular Wireless, LLC) 10419 East Columbus Drive Tampa, FL 33619 9800336	TANKS	<ul style="list-style-type: none"> Office building 2 ASTs in service 	adjacent	<ul style="list-style-type: none"> Storage Tank Facility Annual Site Inspection Report (February 2008) facility is minor out of compliance 	LOW
35	77	Hillsborough Community College 10414 East Columbus Drive Tampa, FL 33619 9802775, FLR000027003, FLR10W998	PCS, NONTSD, STRCRA, TANKS	<ul style="list-style-type: none"> Community college NPDES permit SQG 1 AST in service 	adjacent	<ul style="list-style-type: none"> Storage Tank Facility Annual Site Inspection Report (April 2008) facility is compliance 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
36	80	Citi Corp-Tampa Campus Buildings A, B, C, F, and G Tampa, FL 33610 Building A 3840 Queen Palm Drive 9800215 Building B 3850 Queen Palm Drive 9800027 Building C 3830 Queen Palm Drive 9800057 Building F 3810 Queen Palm Drive 9800312 Building G 3820 Queen Palm Drive 9800313	TANKS, LUST	<ul style="list-style-type: none"> • Office buildings • 10 ASTs throughout the campus in service • Emergency generator • 2 incidents of discharge (1 at Building A and 1 at Building B) 	300	<ul style="list-style-type: none"> • Buildings A and B included in LUST report • No Further Assessment granted in March 2001 (not a formal finding of No Further Action) 	LOW
37	N/A	Hydraulic Fluid Spill I-75 SB, south of SR 574 21951	BER	<ul style="list-style-type: none"> • Hydraulic fluid spill (approximately 40 gallons) 	within	<ul style="list-style-type: none"> • N/A 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
38	N/A	Diesel Fuel Spill I-75 SB, about 150 feet south of SR 574 13642	BER	<ul style="list-style-type: none"> • 100 gallon diesel fuel spill 	within	<ul style="list-style-type: none"> • N/A 	MED
39	N/A	Used Oil Found I-75 NB, prior to MLK Boulevard interchange 36938	BER	<ul style="list-style-type: none"> • 55-gallon drum containing waste oil found on I-75 NB 	within	<ul style="list-style-type: none"> • N/A 	NO
40	N/A	Diesel Fuel Spill I-75 SB at MLK Boulevard 0612	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 80 gallons) 	within	<ul style="list-style-type: none"> • N/A 	MED
41	81	Revival Ministries (formerly Autonation USA) 3738 Autoway Drive Tampa, FL 33610 9701263 (use #9800968), FLR10D638, FLR10D639	PCS, TANKS	<ul style="list-style-type: none"> • Church • NPDES permit • 2 ASTs removed (10/1997) • 1 AST removed (11/1998) 	adjacent	<ul style="list-style-type: none"> • None found 	LOW
42	N/A	Motor Oil Spill MLK Boulevard /eastbound ramp to NB I-75/blocked MLK's westbound lanes 9841	BER	<ul style="list-style-type: none"> • Motor oil spill (approximately 2 gallons) 	within	<ul style="list-style-type: none"> • N/A 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
43	82	Shell Service Station (formerly Circle K # 2707567) 3930 River International Drive Tampa, FL 33610 9800965	TANKS	<ul style="list-style-type: none"> Gasoline station 2 USTs in service 1 incident of discharge 	1,000	<ul style="list-style-type: none"> No Further Assessment granted in April 2007 (not a formal finding of No Further Action) 	LOW
44	83	Ballenger Corporation and Answerite Professional Tel Service I-75 and Buffalo Avenue (MLK Boulevard) and 510 MLK Boulevard 8732454, 8625752	TANKS, LUST	<ul style="list-style-type: none"> 2 ASTs removed (unknown when) 6 USTs removed (possibly in 1989) 1 incident of discharge 	N/A	<ul style="list-style-type: none"> None found 	NO
45	88	JP Morgan (Highland Oaks Chase) 10430 Highland Manor Drive Tampa, FL 33610 9803342	TANKS	<ul style="list-style-type: none"> Office buildings 2 ASTs in service 	125	<ul style="list-style-type: none"> Storage Tank Facility Annual Site Inspection Report (October 2007) facility is minor out of compliance 	LOW
46	92	Classic Soft Trim (formerly Gulf Coast Signs) 10311 Old Hillsborough Avenue Tampa, FL 33610 FLR000098715	NONTSD, STRCRA	<ul style="list-style-type: none"> Auto repair 2 maintenance bays SQG No tanks observed 	adjacent	<ul style="list-style-type: none"> N/A 	LOW
47	N/A	Antifreeze Spill I-75 at US 92 Overpass 9617	BER	<ul style="list-style-type: none"> Antifreeze spill (approximately 5 gallons) 	within	<ul style="list-style-type: none"> N/A 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
48	94	East Lake Towing (formerly My Lady Trucking) 10320 US 92 East Tampa, FL 33601 9805929	TANKS, LUST	<ul style="list-style-type: none"> • Junkyard • 1 incident of discharge • No tanks in service 	600	<ul style="list-style-type: none"> • No Further Action granted August 1992 	LOW
49	95	Accent Marine 10410 US 92 East Tampa, FL 33601 9201893	TANKS, LUST	<ul style="list-style-type: none"> • Boat/marine repair and maintenance center • 2 USTs removed (6/1991) • 1 AST in service • One incident of discharge 	adjacent	<ul style="list-style-type: none"> • A limited assessment was finalized in February 1995 • No Further Action granted July 1995 	LOW
50	96	Jernigan Trucking, Inc. 10614 US 92 East Seffner, FL 33584 8625599, FLD064665573	TANKS, LUST, NONTSD, STRCRA, HWDMS, FRS	<ul style="list-style-type: none"> • Trucking company • 4 USTs removed (12/1992) • 1 AST removed (unknown when) • No tanks in service • 1 incident of contamination 	adjacent	<ul style="list-style-type: none"> • Excessively contaminated soil was associated with the diesel tank area • Elevated levels of petroleum compounds were detected in the groundwater near the former gasoline UST • SRCO issued in January 2008 	MED
51	102	Traffic Control Products of Florida, Inc. 5514 Carmack Road Tampa, FL 33610 9802022	TANKS	<ul style="list-style-type: none"> • Maintenance and storage yard • 5 AST in service • 4 maintenance bays 	adjacent	<ul style="list-style-type: none"> • Storage Tank Facility Annual Site Inspection Report (July 2006) facility is minor out of compliance 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
52	N/A	No Name – Trailer 5423 Carmack Road Tampa, FL 33610	Field Review	<ul style="list-style-type: none"> • Construction storage area • 1 AST in service 	150	<ul style="list-style-type: none"> • None found 	LOW
53	N/A	Patco Transport 10615 US 92 East Seffner, FL 33584	Field Review	<ul style="list-style-type: none"> • Trucking company • 1 AST in service 	600	<ul style="list-style-type: none"> • N/A 	LOW
54	N/A	Steins Auto Graveyard 10611 US 92 East Seffner, FL 33584	Field Review	<ul style="list-style-type: none"> • Auto salvage/junkyard • No tanks observed 	adjacent	<ul style="list-style-type: none"> • N/A 	LOW
55	N/A	Diesel Fuel Spill I-75 NB onto EB I-4 exit ramp 4526	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 20 gallons) 	within	<ul style="list-style-type: none"> • N/A 	MED
56	N/A	Petroleum Spill I-75 SB (mile marker 262), north of I-4 14760	BER	<ul style="list-style-type: none"> • Petroleum spill (approximately 200 gallons) 	within	<ul style="list-style-type: none"> • N/A 	MED
57	N/A	Motor Oil and Antifreeze Spill I-75 NB, north of the I-4 interchange 14214	BER	<ul style="list-style-type: none"> • Motor oil spill (approximately 1,000 gallons) • Antifreeze spill (approximately 1,000 gallons) 	within	<ul style="list-style-type: none"> • N/A 	MED

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
58	103 And 105	Eureka Spring Landfill (formerly Northeast Hillsborough County Landfill) Eureka Springs West Pasture west of I-75 (0.5 miles north of I-4) Facility ID shown as None 299 Eureka Springs East Pasture east of I-75 7014 Williams Road Tampa, FL 00041190 Facility ID shown as None 2910	SLDWST CERCLIS	<ul style="list-style-type: none"> Landfill and pasture/field 	adjacent	<ul style="list-style-type: none"> None found 	LOW
59	N/A	Fuel Oil Spill I-75, 1 mile north of I-4 12241	BER	<ul style="list-style-type: none"> Fuel oil spill (approximately 100 gallons) 	within	<ul style="list-style-type: none"> N/A 	MED
60	N/A	Lime Spill I-75 over the Tampa Bypass Canal 22864	BER	<ul style="list-style-type: none"> Approximately 50 50-pounds bags of lime powder on I-75 	within	<ul style="list-style-type: none"> N/A 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
61	112	Spada Fruit Sales Agency US 301 North, Corner of Harney Road Thonotosassa, FL 33579 8624878	TANKS	<ul style="list-style-type: none"> Pool table sales 4 USTs removed (4/1988) No tanks in service 	N/A	<ul style="list-style-type: none"> None found 	LOW
62	113 and 114	The Outsider Pool Tables (formerly Price Rite Motors/Worthington Property) 9204 US 301 North Temple Terrace, FL 33637 9200313 (9101532 historical entry)	TANKS, LUST	<ul style="list-style-type: none"> 4 USTs removed (10/1991) No tanks in service 2 incidents of discharge 	400	<ul style="list-style-type: none"> June 2008, this site was given a priority score of 51; a cleanup contractor needs to be selected 	MED
63	115	Master Collision Repair 9816 US 301 North Tampa, FL 33637 FLD981751118	NONTSD, STRCRA	<ul style="list-style-type: none"> Automobile repair/body center SQG 	adjacent	<ul style="list-style-type: none"> N/A 	LOW
64	N/A	Terrace Auto Repair 9930 US 301 North Tampa, FL 33687	Field Review	<ul style="list-style-type: none"> Automobile repair/body center 1 AST in service 4 maintenance bays 	175	<ul style="list-style-type: none"> N/A 	LOW
65	116	Carter Century South 9879 US 301 North Tampa, FL 33687 FLR000004952	NONTSD, STRCRA	<ul style="list-style-type: none"> Automobile body/truck paint/fabrication center SQG 	adjacent	<ul style="list-style-type: none"> N/A 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
66	117	Strickland Transport, Inc. 9965 US 301 North Tampa, FL 33637 8626943	TANKS	<ul style="list-style-type: none"> • Equipment sales (closed) • 3 USTs removed (6/1989) • No tanks in service 	200	<ul style="list-style-type: none"> • None found 	LOW
67	N/A	Hillsborough County School Property East side of I-75, east side of Raulerson Road Tampa, FL 33637	Field Review	<ul style="list-style-type: none"> • Vacant • 1 AST (undetermined contents or if in use) 	adjacent	<ul style="list-style-type: none"> • None found 	LOW
68	120	Raulerson & Son, Inc. 10611 Raulerson Ranch Road Tampa, FL 33637 8736769	TANKS	<ul style="list-style-type: none"> • Landscaping company • 1 UST removed (1/1988) • 1 AST removed (11/1999) • 2 ASTs in service 	adjacent	<ul style="list-style-type: none"> • None found 	LOW
69	122	I-75/Fowler Avenue Pond A2 I-75 & Fowler Avenue Tampa, FL 33601 FLR10EB70	PCS	<ul style="list-style-type: none"> • Pond • NPDES permit 	within	<ul style="list-style-type: none"> • N/A 	LOW
70	61A (Proximal)	Morris Bridge Road Landfill I-75 and Morris Bridge Road	CERCLIS	<ul style="list-style-type: none"> • Landfill 	adjacent	<ul style="list-style-type: none"> • None found 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
71	123	Bob Mitchell Associates, Inc. 8432 East Fowler Avenue Tampa, FL 33637 8736726	TANKS	<ul style="list-style-type: none"> • 2 UST removed (5/1994) • 1 AST removed (5/1994) • No tanks in service 	adjacent	<ul style="list-style-type: none"> • None found 	NO
72	124	Butler Trucking, Inc. I-75 NB, north of the Fowler Avenue Interchange Temple Terrace, FL 33637 9806444	TANKS, LUST BER	<ul style="list-style-type: none"> • 1 incident of discharge 	within	<ul style="list-style-type: none"> • SRCO issued February 2006 	MED
73	N/A	Diesel Fuel/Sulfuric Acid Spill I-75 SB at Fowler Avenue 9668	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 5 gallons) • Sulfuric acid spill (approximately 15 gallons) 	within	<ul style="list-style-type: none"> • N/A 	LOW
74	N/A	SBA Towers (formerly Tampa Towers, Inc.) 12230 Old Morris Bridge Road Temple Terrace, FL 33637	Field Review	<ul style="list-style-type: none"> • Cell tower • 1 AST in service 	adjacent	<ul style="list-style-type: none"> • None found 	LOW
75	125	United Rentals 12802 Tampa Oaks Boulevard Temple Terrace, FL 33637 9809697	TANKS	<ul style="list-style-type: none"> • Office building • 2 ASTs in service 	150	<ul style="list-style-type: none"> • Storage Tank Facility Annual Site Inspection Report (June 2008) facility is major out of compliance 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
76	126	Hilton Garden Inn-Tampa North 13305 Tampa Oaks Boulevard Temple Terrace, FL 33637 9805684	TANKS	<ul style="list-style-type: none"> • Hotel • 1 AST in service 	1,000	<ul style="list-style-type: none"> • Storage Tank Facility Annual Site Inspection Report (February 2008) facility is major out of compliance 	LOW
77	127	The Goddard School For Early Childhood 13401 Tampa Oaks Boulevard Tampa, FL 33637 FLR10GP53	PCS	<ul style="list-style-type: none"> • School • NPDES permit 	1,000	<ul style="list-style-type: none"> • N/A 	LOW
78	131	Aristar Management, Inc. 8900 Grand Oak Circle Tampa, FL 33637 FL0000331702	NONTSD, STRCRA, FRS	<ul style="list-style-type: none"> • Office building • SQG • 1 AST in service 	300	<ul style="list-style-type: none"> • N/A 	LOW
79	132	Tampa Bay Paving/Salomon Brothers/Medco Health Solutions of Hidden River, LLC 8800 Hidden River Parkway Tampa, FL 33637 368636, 398719, 9103224	ERNS, TANKS	<ul style="list-style-type: none"> • Office building • An unknown amount oil and miscellaneous coal tar washed into a holding pond • Approximately 25 gallons of hydraulic oil discharge • 2 ASTs in service 	700	<ul style="list-style-type: none"> • Storage Tank Facility Annual Site Inspection Report (August 2007) facility is in compliance 	LOW

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
80	N/A	Hidden River Corporate Center 1 8800 Grand Oaks Circle Tampa, FL 33637	Field Review	<ul style="list-style-type: none"> Office building 2 ASTs in service 	adjacent	<ul style="list-style-type: none"> None found 	LOW
81	133	Hidden River Corporate Center 2 14025 Riveredge Drive Tampa, FL 33637 FLR10D756, FLR10D757	PCS	<ul style="list-style-type: none"> Office building NPDES permit 2 ASTs in service 	adjacent	<ul style="list-style-type: none"> N/A 	LOW
82	135	Auto Club Insurance Company/ Hidden River Corporate Centre Three 14055 Riveredge Drive Suite 500 Tampa, FL 33637 9809522, FLR10E758	PCS, TANKS	<ul style="list-style-type: none"> Office building NPDES permit 2 ASTs in service 	adjacent	<ul style="list-style-type: none"> Storage Tank Facility Annual Site Inspection Report (August 2007) facility is in compliance 	LOW
83	N/A	Diesel Fuel/Hydraulic Oil Spill I-75 NB, about 0.25 miles south of Fletcher Avenue 9169	BER	<ul style="list-style-type: none"> Diesel fuel spill (approximately 15 gallons) Hydraulic oil spill (approximately 36 gallons) 	within	<ul style="list-style-type: none"> N/A 	LOW
84	N/A	Diesel Fuel Spill I-75 NB, north of the Fletcher Avenue exit in the median 39056	BER	<ul style="list-style-type: none"> Diesel fuel spill 4 55-gallon drums of contaminated soil removed 	within	<ul style="list-style-type: none"> N/A 	MED

**Table 7
Potential Contamination Sites**

Site No.	EDR No.	Facility Name/Address/ Permit or ID Numbers	Regulatory List	Contamination Concern ¹ /Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information ²	Evaluation Risk Rating
85	N/A	Diesel Fuel Spill I-75 NB, near Fletcher Avenue (between mile markers 265 and 266) 0591	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 100 gallons) • 64 tons of contaminated soil removed 	within	<ul style="list-style-type: none"> • N/A 	MED
86	N/A	Diesel Fuel Spill I-75 NB, south of Fletcher Avenue 5422	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 15 gallons) • 8 tons of contaminated soil removed 	within	<ul style="list-style-type: none"> • N/A 	MED
87	N/A	Diesel Fuel Spill I-75 NB at mile marker 266 38431	BER	<ul style="list-style-type: none"> • Diesel fuel spill (approximately 50 gallons) • 59 tons of contaminated soil removed 	within	<ul style="list-style-type: none"> • N/A 	MED

Notes: ¹The potential contamination concerns were identified in the databases searched for this project and during site assessments.

²Information available in the Oculus Document Management System includes documents from the Division of Waste Management Program Areas for storage tanks, hazardous waste, solid waste, and waste cleanup. N/A means that a given site is not included in the Oculus Data Management System because it does not fall into one of the Division of Waste Management Program Areas. None means that information could be included for a particular site, but no information was found in the Oculus Data Management System at the time of the record search.

Site No. 1 – Construction Site
Northeast quadrant of I-75 and Progress Boulevard

This property is a construction site. It is located in the northeast quadrant of I-75 and Progress Boulevard, approximately 700 feet east of the I-75 right of way. The Hillsborough County Property Appraiser records show that FC Bloomingdale Apartments, LLC owns the property. This site was found during a field review in September 2008. Project team members walked only a portion of the property; active construction work prohibited a complete site assessment. One approximately 500-gallon steel mobile AST was found on-site. The AST was not on secondary containment, and some ground staining was observed nearby. Absorbent material and gravel was scattered around the AST. No hazardous waste containers or drums were observed on-site. Based on topography and surface water ditches nearby, it is presumed that the groundwater in this area generally flows in a southeasterly direction, away from I-75.

It is anticipated that right of way would not be required from this property for the proposed improvements. Although the potential for contamination exists for Site No. 1, based on the general groundwater flow direction, no right of way acquisition, and a review of best available information, this site received a risk rating of LOW.

Site No. 2 (EDR Site No. 2) – Chlorine Spill
Exit ramp from I-75 northbound to US 301

Site No. 2 is the exit ramp from I-75 northbound to US 301; it is located within the I-75 right of way. In June 2004, the FDEP responded to a chlorine release from a tanker truck that reportedly blew a tire, damaging a valve. Approximately 30 to 40 gallons of chlorine, four percent stronger than normal, spilled.

For safety purposes, the area of Site No. 2 could not be walked to identify potential contamination concerns. During a site visit in October 2008; however, project team members drove the northbound exit ramp from I-75 to US 301. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Chlorine gas is too reactive to be detected in environmental media at hazardous waste sites. Any chlorine gas released at these sites would be quickly converted to other substances. Exposure to chlorine can occur through breathing, skin contact, and eye contact if an accident involving chlorine leaks from a chlorine tank. If chlorine is spilled into water or onto soil or if it is released from a tank into the air, the chlorine will evaporate very quickly forming a greenish-yellow cloud that is heavier than air and can be carried by the wind several miles from the source.

Proposed improvements would occur within the I-75 right of way at Site No. 2. However, given the likelihood that the chlorine has evaporated and after a review of best available information, this site received a risk rating of LOW.

Site No. 3 (EDR Site No. 3) – Petro-Chemical Transport (Citgo) Spill
US 301 southbound ramp to the I-75 southbound entrance ramp

Site No. 3 is an emergency response spill site on the US 301 to the I-75 southbound entrance ramp, within the I-75 right of way. This facility was included in the ERNS list and the FDEP LUST report. In a letter from the Hillsborough County Environmental Protection

Commission (EPC) dated May 20, 2003, petroleum contamination was discovered on February 10, 1998. Approximately 1,000 gallons of gasoline spilled when a tanker truck rolled. The EPC issued a letter on January 17, 2002 that outlined the requirements to continue fourth quarter natural attenuation monitoring. Groundwater monitoring data for this period of natural attenuation and a soil assessment indicated that groundwater and soil cleanup target levels were met. A Site Rehabilitation Completion Order (SRCO) was issued in March 2004. The letter stated that Citgo was required to properly abandon all monitoring wells within 60 days.

For safety purposes, the area of Site No. 3 could not be walked to identify potential contamination concerns. During a site visit in October 2008; however, project team members drove the US 301 southbound ramp to I-75. The vegetation in the area did not appear to be distressed, and no evidence of groundwater monitoring wells was observed. Based on topography and surface water ditches nearby, the groundwater in this area generally flows in a southwesterly direction, away from I-75.

Proposed improvements would occur within the I-75 right of way of Site No. 3. Although soil cleanup target levels were met for this diesel spill, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 4 – Diesel Fuel Spill (BER Incident #6786)
I-75 southbound, near US 301 (mile marker 256)**

Site No. 4 is a diesel fuel spill on I-75 southbound, near US 301 (mile marker 256). In September 2006, approximately 70 gallons of diesel fuel and a small amount of engine oil were released to the soil in the median near mile marker 256 when a tractor-trailer overturned while traveling southbound on I-75. The limited information provided in the Emergency Response Incident Report indicated that in October 2006, approximately 42 tons of contaminated soils were removed; closure samples confirmed that no constituents were above soil cleanup target levels. No further action was taken by BER, and the case was closed. For safety purposes, the area of this site could not be walked to identify potential contamination concerns. During a site visit in October 2008; however, project team members drove I-75 southbound near mile marker 256. The vegetation in the median and east of the guardrail did not appear to be distressed, and there was no obvious evidence of contamination. Based on topography and surface water ditches nearby, it is presumed that the groundwater in this area generally flows in a southwesterly direction, away from I-75.

Proposed improvements would occur within the I-75 right of way at Site No. 4. Although soil cleanup target levels were met for this diesel spill, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 5 (EDR Site No. 4) – Progressive Service Center
4119 Foxworth Road**

This facility is an automobile body shop. It is located on Foxworth Road, more than 1,000 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Progressive Casualty Insurance Company owns the property.

This facility maintains an NPDES permit. This permit was state-issued on July 9, 2006, and it expires on July 9, 2011. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in September 2008, project team members walked the property. A one-story concrete building, with two maintenance bay doors, was closed and locked. It is anticipated that work associated with automobile repairs is conducted on-site. There was no pavement staining in the area of the maintenance bays. A fenced parking lot and storage area, with vehicles in various stages of repair, was located south of the building; this area was fenced and locked, restricting access. No hazardous waste containers or drums, ASTs, or USTs were observed on-site, and there was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. Based on the distance of this site to the proposed improvements, the low potential for contamination to migrate more than 1,000 feet from the source discharge, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 6 (EDR Site No. 6) – Progressive Insurance
4030 Crescent Park Drive and 3302 Crescent Park Drive**

These two facilities are office buildings located in the northwest quadrant of I-75 and US 301. The building at 3302 Crescent Park Drive is located approximately 350 feet west of the I-75 right of way and approximately 300 feet east of the US 301 right of way. Buildings at 4030, 4020, and 4040 Crescent Park Drive are located approximately 700 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Progressive Casualty Insurance Company owns the property.

The facility at 3302 Crescent Park Drive maintained an NPDES permit. This permit was state-issued on November 21, 2003, and it expired on November 20, 2008. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

According to the FDEP TANKS report, two 3,000-gallon ASTs containing diesel fuel are in service at the 3302 Crescent Park Drive facility as emergency generators. These ASTs were installed in July 2004. Two 2,500-gallon ASTs containing diesel fuel are also in service as emergency generators at the 4030 Crescent Park Drive location. These ASTs were installed in September 1998.

As reported in the Storage Tank Facility Annual Site Inspection Reports (both completed in September 2007), the facility was found to be in compliance. Inspection comments stated that the four ASTs have interstitial sensors, spill buckets, and overfill protection. The spill containment buckets appeared dry and intact. An aboveground rubber fuel hose runs from the tanks directly to the generators. These systems do not produce a gravity head. There were no obvious signs of leakage noted for the four ASTs. There are no reported incidents of contamination associated with the four ASTs.

During a site visit in September 2008, project team members drove the properties. A loading dock is located north of the 3302 Crescent Drive building. Buildings at 4030, 4020, and 4040 Crescent Park Drive are located approximately 700 feet west of the I-75 right of way and are situated near the center of the campus. A drainage pond and an asphalt parking lot are located south of these three buildings. A portion of the parking lot is adjacent to the I-75 right of way. The ASTs were not found during the field review and their locations could not be verified.

It is anticipated that right of way would not be required from this property for the proposed improvements. Based on the distance of the buildings and loading docks to the proposed improvements, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 7 (EDR Site No. 9) – Cardel Master Builders
3160 Falkenburg Road**

This facility is an office building for residential construction. It is located approximately 200 feet west of the I-75 right of way, south of Causeway Boulevard. The Hillsborough County Property Appraiser records show that Cardel Master Builder, Inc. owns the property.

This facility maintains an NPDES permit. This permit was state-issued on February 2, 2005, and it expires on February 1, 2010. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in September 2008, project team members walked the property. There was no obvious evidence of contamination concerns. The NPDES permit was possibly obtained for discharge to a ditch located between the on-site office building and the I-75 right of way.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 8 (EDR Site No. 13) – BP Service Station (formerly Causeway Plaza Center)
10323 Causeway Boulevard**

This facility is a retail gasoline station with a car wash. It is located in the southwest quadrant of Causeway Boulevard and Falkenburg Road, approximately 1,000 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Speedlane Investments, Inc. owns the property. Eddie's Custom Cleaner, along with other retail stores, is located in the same center as the gasoline station. A site representative from Eddie's Custom Cleaner was interviewed and stated that no dry cleaning is conducted, or ever was conducted, on-site. It is a drop-off/pick-up location only. No dry cleaning machinery was observed.

The gasoline station maintained an NPDES permit. This permit was state-issued on May 18, 2003, and it expired on May 17, 2008. The type of ownership was private. No information for inspections, outfalls/pipe schedules, limits report, measurements and

violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

According to the FDEP TANKS report, two 20,000-gallon USTs containing unleaded gasoline and diesel fuel are in service. The USTs were installed in July 2003. As reported in the Storage Tank Facility Annual Site Inspection Report (October 2007), the facility was found to be in compliance. Inspection comments stated that the tanks are equipped with vent lines present with caps, the sumps and spill containment buckets appeared to be intact and dry, mechanical line leak detectors were present, liquid float sensor were positioned correctly, and there were no obvious signs of leakage or problems with the tanks or dispensers.

This facility was included in the FDEP LUST report. Two incidents of discharge were reported for this facility. The first discharge date was December 2003. An unknown amount of diesel fuel spilled, affecting the soil. Cleanup is required; as of December 2004, the cleanup work status is active, and the discharge cleanup status is ongoing. The second discharge date was January 2005. An unknown amount of unleaded gasoline spilled. The LUST report did not indicate the contaminated media. Cleanup is required; as of January 2008, the cleanup work status is active, and the discharge cleanup status is ongoing.

A Site Assessment Report dated January 10, 2008 indicated that during remediation efforts for the December 2003 discharge, impacted soil from around the diesel fuel spill bucket area was excavated and placed into two 55-gallon drums. Approximately 55 gallons of diesel-impacted groundwater and free product were recovered from the product recovery well. Laboratory results showed all diesel constituents present in the groundwater and soil were below their respective groundwater cleanup target levels. However, methyl tertiary butyl ether (MTBE) was reported at higher concentrations. Because MTBE is associated with gasoline and not diesel fuel, on November 16, 2005, the EPC instructed a new Discharge Report Form be submitted. In January 2006, EPC staff found a crack in the spill bucket of the UST system. The spill buckets were replaced and closure activities were performed.

The Site Assessment Report recommended a No Further Action status. However, in a letter dated January 31, 2008, the EPC found the Site Assessment Report to be incomplete, stating concerns that the MTBE contamination was not defined. Further assessment activities are necessary to determine if exceedances of groundwater cleanup target levels for MTBE exist elsewhere. The groundwater elevation map, included in the Site Assessment Report, shows the groundwater from this site travels east, towards Falkenburg Road and I-75.

During a site visit in September 2008, project team members walked the property. The concrete slabs around the fuel dispensers were lightly stained. Two groundwater monitoring wells were found near the UST area. However, visible evidence of active remediation was not found.

It is anticipated that right of way would not be required from this property for the proposed improvements. Although it is possible that contamination remains on Site No. 8 based on the distance of this site to the proposed improvements, the low potential for contamination to migrate more than 1,000 feet from the source discharge, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 9 (EDR Site No. 15) – Crossroads Town Center
Falkenburg Road and Causeway Boulevard**

This facility was under construction during a September 2008 site visit. It is located in the northeast quadrant of Causeway Boulevard and Falkenburg Road, adjacent to the I-75 right of way. The Hillsborough County Property Appraiser records do not include property ownership information for this site. The folio number is 0719361000.

This facility maintains an NPDES permit. This permit was state-issued on May 17, 2007, and it expires on May 16, 2012. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in September 2008, project team members viewed the property from the roadway. The property was not accessible and was under construction. A paved parking lot was in place. There was no obvious evidence of contamination concerns. The NPDES permit was possibly obtained for discharges associated with construction activities that may affect a creek running through the property.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 10 (EDR Site No. 16) – Ed Morse Cadillac Saturn
11024 and 11020 Causeway Boulevard**

This facility is a new car dealership and service center. It is located in the northeast quadrant of I-75 and Causeway Boulevard, adjacent to the westbound entrance ramp to the Selmon Expressway. The Hillsborough County Property Appraiser records show that Morse Operations, Inc. owns the property.

This facility maintains an NPDES permit. This permit was state-issued on April 6, 2007, and it expires on April 5, 2012. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

According to the FDEP TANKS report, one 300-gallon AST containing unleaded gasoline is in service. The AST was installed in July 1994. As reported in the Storage Tank Facility Annual Site Inspection Report (August 2007), the facility was found to be in compliance. Inspection comments stated that the AST is located on a concrete slab and is equipped with

normal and emergency venting. The spill containment box and dispenser liner appeared to be intact. No obvious signs of leakage were noted, and there are no reported incidents of contamination associated with the AST.

During a site visit in September 2008, project team members walked portions of the property. Four maintenance bays were located approximately 300 feet east of the I-75 right of way. The maintenance doors were open at the time of the site assessment and no hazardous waste containers or drums were observed inside, and there was no visual evidence of soil or groundwater assessment or remediation. The maintenance bays appeared clean and free of staining. The AST was not found and its location could not be verified. Based on topography and surface water ditches nearby, it is presumed that the groundwater in this area generally flows in a southerly direction, away from I-75.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 11 (EDR Site No. 20) – Target Store T – 0812
2333 West Brandon Boulevard**

This facility is a retail department store. It is located in the southeast quadrant of Brandon Boulevard and Brandon Towne Center Drive, approximately 1,000 feet east of I-75. The Hillsborough County Property Appraiser records show that Target Corporation T-0812 owns the property.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in September 2008, project team members drove the property. No hazardous waste containers or drums were found on-site, and there was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of NO.

**Site No. 12 (EDR Site No. 21) – Homewood Suites at Celebration
10230 Palm River Road**

This facility is a hotel. It is located in the southwest quadrant of I-75 and SR 60 at Palm River Road, adjacent to the I-75 southbound entrance ramp. The Hillsborough County Property Appraiser records show that RLJ II – HS Brandon, LLC owns the property.

This facility maintains an NPDES permit. This permit was state-issued on February 5, 2005, and it expires on February 4, 2010. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and

pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in September 2008, project team members walked the property. A pond, fenced and contained within concrete berms, was situated south of the hotel building. There was no obvious evidence of contamination concerns. The NPDES permit was possibly obtained for discharges associated with a ditch that is located between the I-75 right of way and the hotel building.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

Site No. 13 (EDR Site No. 22) – I-75 Palm River Road, LLC (Concrete Slab) Palm River Road and I-75

This facility is undeveloped. It is located in the southwest quadrant of I-75 and SR 60 at Palm River Road, approximately 350 feet west of the I-75 southbound entrance ramp. The Hillsborough County Property Appraiser records show that I-75 Palm River Road, LLC owns this property.

According to the FDEP TANKS report, one 1,500-gallon UST containing miscellaneous petroleum-based product was removed from this site in April 1993. It is unknown when the UST was installed. There are no tanks in service. According to the Limited Contamination Assessment Report, December 1993, one UST (thought to have contained diesel fuel) was present on the site in an out-of-service condition for an unknown period. The tank was thought to have been associated with an air conditioning business that relocated from the site in 1984. Reportedly, the former tank area is located on the east side of a concrete foundation (slab) that is present at the site. The slab once supported a structure that was dismantled and removed.

This facility was included in the FDEP LUST. One incident of discharge (diesel fuel) was reported for this facility in September 1993. A discharge reporting form was submitted in response to contamination discovered by organic vapor analyzer screening of soil samples collected during the tank removal. As shown on the Soil Boring Locations map, the UST excavation area and soil boring locations occurred east of the concrete slab. During Initial Remedial Action, approximately 78.5 tons of excessively contaminated soils were removed. A Maintenance Only Plan was approved in January 1994. Monitoring was performed August 1994 through June 1995. A Well Abandonment Report was approved in March 1995. The discharge was granted No Further Action status in May 2005 and was incorporated in the SRCO. Based on topography (and as reported in the Limited Contamination Assessment Report, December 1993), it is presumed that the surficial drainage patterns exhibit a generally southwesterly flow towards Delaney Creek, approximately 0.5 miles from the site.

During a site visit in September 2008, project team members viewed the property from the sidewalk. The property was surrounded by barbed wire fence, preventing access. The immediate area of the property was undeveloped and contained many trees and low brush. An approximately 50-foot long by 30-foot wide concrete slab was observed directly behind the wire fence. An approximately 3-foot tall wall was on the east and west ends of the slab. The immediate area surrounding the slab did not contain trees. A mound of dirt, overgrown

with grass, was situated east of the concrete slab; possibly the former location of the UST area. The asphalt apron leading from Palm River Road to the property appeared to be a former driveway. The deteriorated apron was no longer functional for its intended use. No hazardous waste containers, drums, or tanks were visible from the sidewalk. There was also no visual evidence of active soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. Although it is possible that contamination remains on Site No. 13 based on the distance of the site to the proposed improvements, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 14 (EDR Site No. 24) – Hillsborough County Fire Department #33
10050 Palm River Road**

This facility is a fire station. It is located in the northeast quadrant of Falkenburg Road and SR 60, approximately 700 feet west of the right of way to the I-75 southbound exit ramp. The Hillsborough County Property Appraiser records show that Hillsborough County owns the property.

According to the FDEP TANKS report, one 1,000-gallon UST containing diesel fuel was removed from this site in February 1997. The UST was installed in July 1982. One 1,000-gallon AST containing diesel fuel is in service. The AST was installed in January 1997. As reported in the Storage Tank Facility Annual Site Inspection Report (March 2008), the facility was found to be major out of compliance. Inspection comments stated that release detection is not performed at least once a month. Monthly visual inspection of tank, piping, dispensing system, and interstitial leak gauge serves as release detection. The AST is located on a concrete foundation; the exterior of the tank appeared to be in good shape. No leakage was noted from the tank, dispenser, and hose/nozzle.

This facility was included in the FDEP LUST. Three incidents of discharge were reported for this facility. The first discharge occurred on November 16, 1992 when an unknown amount of fuel oil spilled. As of February 2004, the discharge cleanup status was complete (No Further Action). The second discharge occurred on November 22, 1996 when an unknown amount of diesel fuel spilled. Cleanup was not required for this discharge. The third discharge occurred on February 19, 1997 when an unknown amount of diesel fuel spilled. Groundwater samples in February 1997 indicated contaminant concentrations (lead) that exceeded the maximum contaminant levels allowed. According to the Lead in Groundwater Assessment Report dated December 2003, filtered and unfiltered groundwater samples were collected and analyzed for lead. Monitoring well 1 was installed to the east of the existing AST. The well could not be installed directly at the previous location due to the presence of an existing stormwater drainage impoundment at that location. The drainage impoundment was installed subsequent to the work performed in 1997. The concentration of lead in the groundwater samples was below the groundwater commercial/industrial direct exposure cleanup target levels. No Further Action was recommended. A SRCO was issued in April 2004.

During a site visit in September 2008, project team members viewed the property from the Palm River Drive roadway. The AST was located adjacent to the building, approximately 700 feet west of I-75. The double-walled AST had an electronic fuel dispenser. The pavement area of the AST appeared to have light staining. There was no visual evidence of soil or groundwater assessment or remediation. Based on topography and surface water

ditches nearby, it is presumed that the groundwater in this area generally flows in a southwesterly direction, away from I-75.

It is anticipated that right of way would not be required from this property for the proposed improvements. Although the concentration of lead in the groundwater samples was below the groundwater commercial/industrial direct exposure cleanup target levels at this site, it is possible that constituents (below cleanup target levels) are still present. However, based on the distance of the site to the proposed improvements, the general groundwater flow direction, and after a review of best available information, this site received a risk rating of LOW.

Site No. 15 (EDR Site No. 25) – Worsley Spill Site I-75 and SR 60

As the result of vehicular traffic accident that involved a fuel transport truck, a fuel spill occurred at the I-75 northbound exit ramp to SR 60, within the I-75 right of way.

This facility was included in the FDEP LUST. According to the Limited Contamination Assessment Report dated September 1998, approximately 1,200 gallons of gasoline, 6,100 gallons of diesel fuel, and 1,100 gallons of kerosene spilled into a grassy median separating the eastbound and westbound lanes of SR 60. The spill flowed through a stormwater drainage system into the ditch on the north side of the westbound lanes of SR 60 and the I-75 northbound entrance ramp. Approximately 3,000 tons of petroleum-contaminated soil were excavated and removed. In addition, free product recovery captured approximately 31,000 gallons of fuel/water mixture. In April 1997, groundwater monitoring wells were installed in the highway median. Petroleum hydrocarbons and the presence of MTBE suggested that the contamination plume was moving in the water table aquifer laterally to the southwest, beneath the eastbound lanes of SR 60. The lateral extent of the plume was unknown. Free product was detected again in piezometers in the source area. The monitoring results reported in Post Active Remediation Monitoring 6th Quarterly Report (dated July 9, 2003) and the Post Active Remediation Monitoring 7th Quarterly Report (dated October 30, 2003) indicated that the natural attenuation monitoring for this site is completed. Two consecutive quarterly sampling events (June 19, 2003 and September 17, 2003), indicate that applicable cleanup target levels have been met. A SRCO was issued in March 2004.

During a site visit in October 2008, project team members walked the area. An elevated soil pile with broken asphalt was found in the clear zone at the north side of the westbound lanes of SR 60, west of I-75. This soil pile appeared to have a closed groundwater monitoring well that was grouted with cement. This area, located approximately 30 feet north of SR 60, was overgrown with grass. The vegetation in the area did not appear to be distressed.

Proposed improvements would occur within the I-75 right of way at Site No. 15. Although sampling events for this gasoline spill indicate that cleanup target levels have been met, it is possible that constituents (below cleanup target levels) are still present in the soil and groundwater. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 16 Diesel Fuel Spill (BER Incident #9246)
I-75 southbound entrance ramp at SR 60**

Site No. 16 is a diesel fuel spill on the I-75 southbound entrance ramp at SR 60. In April 2000, approximately 1,000 gallons of diesel fuel spilled. The limited information provided in the Emergency Response Incident Report indicated that absorbents were used to stop the spill on the impervious surface, and a contractor was hired. For safety purposes, the area of Site No. 16 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove the southbound entrance ramp to I-75 at SR 60. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way of Site No. 16.

Based on the uncertainty of the cleanup and removal activities, and after a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 17 – Diesel Fuel Spill (BER Incident #23384)
I-75 southbound at SR 60 (Brandon Boulevard) (mile marker 259)**

Site No. 17 is a diesel fuel spill on I-75 southbound at SR 60 (Brandon Boulevard). In October 2003, diesel fuel spilled from a semi truck's cross-over line on I-75; the line was plugged and the majority of the spill was contained to the pavement. It was initially reported that approximately 30 gallons of diesel fuel spilled. After inspecting the site, however, the BER concluded that approximately 3 gallons leaked from the cross-over line. No further action was taken and the case was closed.

For safety purposes, the area of Site No. 17 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 southbound near mile marker 259. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way of Site No. 17.

Based on the small amount of the spill, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 18 – Diesel Fuel Spill (BER Incident #24553)
I-75 near SR 60**

Site No. 18 is a diesel fuel spill on I-75 near SR 60 (the exact location is unknown). In August 2004, a pest control truck drove off I-75 near SR 60 into a drainage ditch; site responders were unable to find contaminated soil from the diesel spill. However, a small oil slick was floating on the surface water in the drainage ditch. Absorbent pads were used on the surface water to remove the free product. A rainbow sheen remained in the ditch. The contaminated pads were bulked into an oily debris drum at an adjacent automobile repair shop. A pesticide odor, but chlorpyrifos was not found. The limited information provided in the Emergency Response Incident Report indicated that two 1-gallon jugs of pesticides were found on I-75. Reportedly, less than 5 gallons of diluted pesticide was lost. The case was closed.

For safety purposes, the area of Site No. 18 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008, however, project team members drove I-75 near SR 60. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 18.

Based on the small amount of pesticide that was lost, and after a review of best available information, this site received a risk rating of LOW.

Site No. 19 – Diesel Fuel Spill (BER Incident #26948)
I-75 northbound, north of SR 60 overpass

Site No. 19 is a diesel fuel spill on I-75 northbound, north of the SR 60 overpass. In December 200, an unknown amount of diesel fuel, engine oil, anti-freeze, and hydraulic fluids spilled from a semi-truck onto I-75 northbound, north of the SR 60 overpass. The limited information provided in the Emergency Response Incident Report indicated that in March 2006, five soil samples were taken; all but one met the soil cleanup target levels. One sample exceeded the criteria for total recoverable petroleum hydrocarbons. Approximately 45 tons of contaminated soil was removed; the area was backfilled, compacted to FDOT specifications, and sod was placed on the embankment. No further action was taken by BER, and the case was closed.

For safety purposes, the area of Site No. 19 could not be walked to identify potential contamination concerns. During a site visit in October 2008; however, project team members drove I-75 northbound, north of the SR 60 overpass. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 19.

Although contaminated soils were removed and backfilled, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

Site No. 20 – Diesel Fuel Spill (BER Incident #40226)
I-75 southbound (north of SR 60) near mile marker 257

Site No. 20 is a diesel fuel spill on I-75 southbound, north of SR 60 (near mile marker 257). In September 2008, an overturned dump truck on I-75 in Brandon spilled approximately 50 gallons of diesel fuel onto the pavement; no soil or drains were affected, and no Discharge Report Form was required. The limited information provided in the Emergency Response Incident Report indicated that cleanup was finished, and the case was closed. For safety purposes, the area of Site No. 20 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 southbound, north of SR 60 near mile marker 257. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Based on topography and surface water ditches nearby, it is presumed that the groundwater in this area generally flows in a southwesterly direction, away from I-75. Proposed improvements would occur within the I-75 right of way at Site No. 20.

The incident report indicates that cleanup was finished. The diesel that spilled on the pavement was contained and no soil or drains were affected. After a review of best available information, this site received a risk rating of LOW.

**Site No. 21 (EDR Site Nos. 26 and 27) – Circuit City
10277 East Adamo Drive**

This facility is an electronics retail store. It is located in the southeast quadrant of East Adamo Drive and Falkenburg Road, adjacent to the southbound entrance ramp to I-75. The Hillsborough County Property Appraiser records show that Ervin and Susanne Bard own the property. The 3-story office building was built in 2000.

This facility was included in the FDEP TANKS report; however, no tank information was provided. This facility was included in the FDEP LUST report. One incident of discharge was reported for this facility on March 28, 1991. Cleanup was required. As of October 28, 1991, the discharge cleanup status was No Further Action complete. Additional information for this site was not found in the Oculus database.

During a site visit in September 2008, project team members walked the property. What appeared to be reworked pavement was found in front of the retail store. A paved area, adjacent to SR 60 and Falkenburg Road (west of the retail store), was identified as a possible location for the former UST area. One monitoring well was found approximately 25 feet south of SR 60 in this paved area. There was no visual evidence of soil or groundwater assessment or remediation. Based on topography and surface water ditches nearby, it is presumed that the groundwater in this area generally flows in a southwesterly direction, away from I-75 and SR 60.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 22 (EDR Site No. 28) – Shell Service Station
10030 Adamo Drive**

This facility is a retail gasoline station. It is located in the northwest quadrant of Adamo Drive and Falkenburg Road, approximately 700 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Circle K Stores, Inc. owns the property.

Shell Oil Company maintains an NPDES permit. This permit was state-issued on November 21, 2005, and it expires on November 20, 2010. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site. An NPDES permit is required for remedial system operation because the treated effluent from the remedial system discharges to a storm sewer system.

Shell Oil Company is registered as a SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year

Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

According to the FDEP TANKS report, four 10,000-gallon USTs containing unleaded gasoline are in service. The USTs were installed in July 1982. This facility was included in the FDEP LUST. One incident of discharge was reported for this facility on February 8, 1991. According to the Operations and Maintenance Quarterly Report January 2008 – March 2008, site assessment activities to delineate the groundwater and soil contamination were conducted from 1991 through 2002. At that time, impacted vadose zone soils in excess of soil contamination target levels and dissolved groundwater impacts in excess of natural attenuation default source concentrations were reported. In January 2008, the remediation system was running and operations data and system groundwater samples were collected. In March 2008, the third monthly operations and maintenance visit and quarterly groundwater sampling activities were conducted. The system recovered and treated approximately 6,400 gallons of groundwater during the period. Laboratory analytical results of groundwater samples collected did not detect any contaminants of concern at levels above groundwater cleanup target levels. Contaminant reduction milestones are being met for all key wells. Groundwater flow direction is towards the southeast, towards Falkenburg Road. Recommendations in the Operations and Maintenance Report include continuing uninterrupted operation of the remediation system to determine that all on-site monitoring wells do not rebound and continue to meet cleanup milestone levels. Following the next sampling event (annual), a review of the analytical data will be made to determine if continued operation is necessary. The second recommendation suggested continuing collecting the monthly influent and effluent samples per the NPDES permit. Replacement will be scheduled if the lead carbon vessel demonstrates breakthrough.

During a site visit in September 2008, project team members walked the property to identify potential contamination involvement. Reworked pavement was found near the fuel island leading to the UST area. Several groundwater monitoring wells were also found on-site adjacent to SR 60 and Falkenburg Road.

It is anticipated that right of way would not be required from this property for the proposed improvements. Although it is possible that contamination remains on Site No. 22, based on the distance of this site to the proposed improvements, the low potential for contamination to migrate more than 1,000 feet from the source discharge, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 23 (EDR Site No. 33) – Avaya
524 Grand Regency Boulevard**

This facility is an office building. It is located in the northeast quadrant of I-75 and Adamo Drive, approximately 200 feet east of the I-75 right of way. The Hillsborough County Property Appraiser records show that The Realty Associates Fund VII LP owns the property.

According to the FDEP TANKS report, one 1,000-gallon AST containing diesel fuel is in service as an emergency generator. The AST was installed in January 2001. As reported in the Storage Tank Facility Annual Site Inspection Report (August 2007), the facility was found to be minor out of compliance. Inspection comments stated that the records required for life of the system are not kept by the facility. Also, the release detection devices are not

tested annually. The AST is located on a concrete slab equipped with normal and emergency venting. The spill containment bucket appeared to be intact. No obvious signs of leakage were noted. There are no reported incidents of contamination associated with the AST.

During a site visit in September 2008, project team members walked the property. A locked brick building signed as "Danger Flammable Gas" and "Danger No Smoking" was found on-site; the AST was likely inside this building. There was no pavement staining near this building. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 24 (EDR Site No. 42) – HSBC
636 Grand Regency Boulevard**

This facility is an office building. It is located in the northeast quadrant of I-75 and SR 60 Drive, approximately 200 feet east of the I-75 right of way (north of and adjacent to Site No. 33). The Hillsborough County Property Appraiser records show that Costa Regency, LLC owns the property.

According to the FDEP TANKS report, two 2,000-gallon ASTs containing diesel fuel are in service as emergency generators. The ASTs were installed in May 2000. As reported in the Storage Tank Facility Annual Site Inspection Report (September 2007), the facility was found to be minor out of compliance. Inspection comments stated that the registration placard is not displayed in plain view. The ASTs were located on concrete slabs and equipped with normal and emergency venting. The spill containment bucket appeared to be intact. No obvious signs of leakage were noted. There are no reported incidents of contamination associated with the AST.

During a site visit in September 2008, project team members walked the property. The ASTs, located on the north side of the three-story building, were on concrete slabs and appeared to have secondary containment. The location of the piping or fill ports could not be determined. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 25 (EDR Site No. 43) – Brandon Ice Sports Forum
10222 Elizabeth Place**

This facility is an indoor sports arena and ice-skating rink. It is located in the northwest quadrant of I-75 and SR 60 at the end of Elizabeth Place, approximately 100 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Elizabeth Place Partners, Inc. owns the property.

In October 2000, the National Response Center received a call that approximately 100 pounds of ammonia and anhydrous released into the atmosphere due to equipment failure. There was no additional relevant information regarding this spill in the incident report.

The Brandon Ice Sports Forum facility maintains an NPDES permit. This permit was state-issued on December 20, 2007, and it expires on December 19, 2012. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site. An NPDES permit is required for remedial system operation because the treated effluent from the remedial system discharges to a storm sewer system.

During a site visit in September 2008, project team members drove the property. Four 55-gallon drums, two plastic drums, and two steel drums were found behind the building in the parking lot adjacent to the I-75 right of way. One of the steel drums was leaking an orange-colored fluid, staining the asphalt. The other steel drum was labeled ammonia refrigerant. Approximately 25 5-gallon plastic containers of paint were being stored on the concrete pavement behind the building and under a stairwell. There was no visual evidence of active soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 26 (EDR Site No. 46) – Metal Processors, Inc./Chloride Automotive Batteries
200 Falkenburg Road**

This facility is a metal processing center. It is located in the northeast quadrant of Elizabeth Place and Falkenburg Road. The facility is located approximately 1,000 feet west of the I-75 right of way, south of Woodberry Road. The Hillsborough County Property Appraiser records show that Metal Processors, Inc. owns the property.

According to the FDEP TANKS report, one 500-gallon AST containing diesel fuel is in service as an emergency generator at the Metal Processors, Inc. facility. The AST was installed in May 1988. Additional information for this site was not found in the Oculus database.

The Chloride Automotive Battery facility was included in the USEPA CERCLIS database. Discovery of a potential hazardous waste was made in August 1980. Preliminary assessment, site inspection, and site reassessment were conducted in October 1984; October 1991, and January 2003, respectively. The resulting outcome or action priority level assigned as a result of the site reassessment was 'high.' According to documentation, there is no record of decision for this site and it is not on the National Priority List. Text included in the CERCLIS database indicates that the current owner is under bankruptcy; therefore, the state case is inactive.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from Falkenburg Road. Seven off-site groundwater monitoring wells were found on the Sunoco property (203 Falkenburg Road) across the street from the Metal Processors facility. It could not be determined which

property the wells were monitoring. No groundwater monitoring wells were found near the front portion of the Metal Processors that was visible from the roadway. The location of the active AST could not be determined. Other potential contamination concerns could not be determined from the roadway.

It is anticipated that right of way would not be required from this property for the proposed improvements. Although it is possible that contamination remains on Site No. 26, based on the distance of this site to the proposed improvements, the low potential for contamination to migrate more than 1,000 feet from the source discharge, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 27 (EDR Site No. 50) – Woodberry Industrial Center
10311 Woodberry Road**

This facility is a storage center. It is located approximately 500 feet west of the I-75 right of way on Woodberry Road. The Hillsborough County Property Appraiser records show that Woodberry Properties LLC owns the property.

This facility maintains an NPDES permit. This permit was state-issued on August 8, 2004, and it expires on August 7, 2009. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in September 2008, project team members walked the property. Three prefabricated buildings were situated on an asphalt parking lot. There was no obvious evidence of contamination concerns. The NPDES permit was possibly obtained for discharges associated with construction activities; however, no stormwater ponds or adjacent water bodies (creeks, ditches) were found, and the discharge location requiring an NPDES permit could not be determined.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 28 (EDR Site No. 54) – Crofton and Sons, Inc.
10250 Woodberry Road**

This facility is a meat processor. It is located in the northwest quadrant of Woodberry Road and Hobbs Street, approximately 200 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Crofton and Sons, Inc. own the property.

According to the FDEP TANKS report, one 10,000-gallon UST containing unleaded gasoline was removed from this site in July 1997. It is unknown when the UST was installed. This facility was not included in the FDEP LUST report, and there are no reported incidents of contamination.

During a site visit in September 2008, project team members walked the property. Two 1,000-gallon steel ASTs containing liquid nitrogen were found next to a 5,000-gallon AST (contents unknown). This AST did not contain a pump or fuel dispenser and did not appear

to be used for fueling. The 5,000-gallon AST was within secondary containment atop a concrete slab. The concrete slab appeared to be clean. The former area of the UST could not be determined, and there was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 29 (EDR Site No. 60) – WRS Infrastructure and Environment
221 Hobbs Street #108**

This facility is an engineering/environmental firm. It is located on Hobbs Street adjacent to the I-75 right of way. The Hillsborough County Property Appraiser records show that Hobbs Road Condominium owns the property. Some of the units have separate owners listed; however, Unit 108 does not.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection was last completed in March 2000. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in September 2008, project team members walked the property (not all areas were accessible) and talked with a site representative. A fenced telecommunication tower was situated adjacent to the WRS property; however, no ASTs or USTs were visible within the tower boundaries. ASTs were observed in a construction yard located adjacent to the I-75 right of way. A WRS site representative stated that the tanks did not contain petroleum or hazardous materials; rather, the tanks were empty. The construction yard contained forklifts, flatbed trucks, propane tanks, 5-gallon drums (contents unknown), approximately 10 used tires, and miscellaneous machinery parts. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 30 (EDR Site No. 64) – Franklin Packaging, Inc.
501 Hobbs Street**

This facility is an office building. It is located in the northeast quadrant of Hobbs Street and Jetton Street, approximately 450 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Franklin Park Properties, LLC owns the property.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in September 2008, project team members walked the property. A receiving area was located behind the building. The dock doors were open at the time of the site assessment and no hazardous materials containers or drums were observed inside, and there was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 31 (EDR Site No. 66) – HD Supply Electrical LTD/FIFE Florida Electric Supply
10301 Fisher Avenue**

This facility is an office building and warehouse. It is located in the southeast quadrant of Fisher Avenue and Hobbs Street, approximately 500 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Jack Whitwam et al. own the property.

HD Supply Electrical, LTD is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in September 2008, project team members walked the property. Steel or aluminum piping was being stored in the rear of the property. Three receiving docks were located on-site. Two of the dock doors were open at the time of the site assessment and no hazardous waste containers or drums were observed inside, and there was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 32 (EDR Site No. 70) – AEC Business Park Phase 2
1616 Allison Woods Lane**

This facility is an office building and warehouse. It is located in the southeast quadrant of Windhorst Road and Hobbs Street, approximately 400 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that RAF Land Development owns the property.

This facility maintains an NPDES permit. This permit was state-issued on March 18, 2005, and it expires on March 17, 2010. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in September 2008, project team members viewed the property from the roadway. A fenced and locked gravel parking lot and storage area, located south of the

building, appeared to drain to a pond south of the property. There was no obvious evidence of contamination concerns.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 33 (EDR Site No. 74) – Frito Lay
1425 Tech Boulevard**

This facility is an office and distribution center. It is located in the southeast quadrant of Columbus Drive and Tech Boulevard, approximately 150 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Rolling Frito-Lay Sales, LP owns the property.

This facility maintains an NPDES permit. This permit was state-issued on August 8, 2004, and it expires on August 7, 2009. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from the roadway. There was no obvious evidence of contamination concerns. The NPDES permit was possibly obtained for discharge to a stormwater pond (adjacent to the northern area of the Frito Lay building), which appeared to be connected to other ponds in the area.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 34 (EDR Site No. 76) – AT&T (Cingular Wireless, LLC)
10419 East Columbus Drive**

This facility is an office building. It is located in the southwest quadrant of I-75 and Columbus Drive. A cell tower is located near the south area of the property, adjacent to the I-75 right of way. The Hillsborough County Property Appraiser records show that Bellsouth Mobility, Inc. owns the property. Crown Castle operates the cell tower.

According to the FDEP TANKS report, one 1,000-gallon AST and one 2,000-gallon AST both containing diesel fuel are in service as emergency generators. The ASTs were installed in December 1997 and April 2004, respectively. As reported in the Storage Tank Facility Annual Site Inspection Report (February 2008), the facility was found to be minor out of compliance. Inspection comments stated that the AST system exterior coating does not meet standards; corroded areas were noted on the tank and repair/resurfacing of the corroded areas are needed. The inspection report indicated that the 1,000-gallon AST had been removed and the piping was disconnected. A closure assessment for the 1,000-gallon AST is not required; the AST was double-walled steel and no obvious staining or releases were noted around the periphery of the tank. Approximately 375 gallons of diesel fuel were removed from the AST; no apparent spillage occurred during removal. The 2,000-gallon

AST is awaiting closure. There are no reported incidents of contamination associated with the ASTs.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from the roadway. One AST on asphalt pavement was observed on-site; however, its use could not be determined. A fuel dispenser was not observed, and the AST did not contain external secondary containment. There was no visual evidence of soil or groundwater assessment or remediation. A cell tower was located in the rear of the property, adjacent to the I-75 right of way. At the time of the site visit, it could not be determined if any tanks were associated with the cell tower. A Crown Castle (operates the cell tower) representative stated in a telephone conversation on September 18, 2008 that there are no tanks on-site associated with the cell tower.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 35 (EDR Site No. 77) – Hillsborough Community College
10414 East Columbus Drive**

This facility is a community college. It is located in the northwest quadrant of I-75 and Columbus Drive, adjacent to the I-75 right of way. The Hillsborough County Property Appraiser records show that the Board of Trustees of HCC owns the property.

This facility maintains an NPDES permit. This permit was state-issued on November 11, 2004, and it expires on November 10, 2009. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

According to the FDEP TANKS report, one 1,000-gallon AST containing diesel fuel is in service as an emergency generator. The AST was installed in April 1991. As reported in the Storage Tank Facility Annual Site Inspection Report (April 2008), the facility was found to be in compliance. Inspection comments stated that the AST has a monitoring system with tank interstice sensor present; however, it is not operational. It was recommended that the system be repaired and monitored. The AST is equipped with spill buckets that appeared intact. A flow shut off valve is present in the overfill protection. There are no reported incidents of contamination associated with the AST.

During a site visit in September 2008, project team members drove portions of the property. The AST was found in the northwest area of the campus, approximately 600 feet west of the I-75 right of way; however, access was restricted. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 36 (EDR Site No. 80) – Citicorp – Tampa Campus Buildings A, B, C, F, and G
3840, 3850, 3830, 3810, and 3820 Queen Palm Drive**

This property contains five office buildings. The five campus buildings are located in the northwest quadrant of I-75 and East Broadway Avenue. The nearest building is located approximately 300 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Citicorp North America, Inc. owns the property.

The FDEP TANKS report includes the following information:

Building A - two 4,000-gallon ASTs containing diesel fuel are in service. The ASTs were installed in September 1997. As reported in the Storage Tank Facility Annual Site Inspection Report (September 2007), the facility was found to be minor out of compliance. Inspection comments stated that records requiring two-year documentation were not kept. No obvious signs of leakage were noted.

Building B - two 4,000-gallon ASTs containing diesel fuel are in service. The ASTs were installed in September 1997. As reported in the Storage Tank Facility Annual Site Inspection Report (September 2007), the facility was found to be minor out of compliance. Inspection comments stated that records requiring two-year documentation were not kept. No obvious signs of leakage were noted.

Building C - one 4,000-gallon AST containing diesel fuel is in service. The AST was installed in September 1997. As reported in the Storage Tank Facility Annual Site Inspection Report (October 2007), the facility was found to be minor out of compliance. Inspection comments stated that records requiring two-year documentation were not kept. No obvious signs of leakage were noted.

Building F - two 4,000-gallon ASTs containing diesel fuel are in service. The ASTs were installed in September 1997. As reported in the Storage Tank Facility Annual Site Inspection Report (March 2008), the facility was found to be in compliance. Inspection comments stated that the sensors in the tank interstitial spaces appeared to have been repaired or replaced. The components near the generator piping also appeared to have been repaired. No obvious signs of leakage were noted.

Building G - two 4,000-gallon ASTs containing diesel fuel are in service. The ASTs were installed in September 1997. As reported in the Storage Tank Facility Annual Site Inspection Report (March 2008), the facility was found to be in compliance. Inspection comments stated that the sensors in the tank interstitial spaces appeared to have been repaired or replaced. The components near the generator piping also appeared to have been repaired. No obvious signs of leakage were noted.

Buildings A and B were included in the FDEP LUST. Building A - one incident of discharge was reported on May 16, 1998. According to the Pollutant Storage Tank System Inspection Report Form, the spill was the result of a power failure. When the emergency generator automatically came on, a bypass valve that controls the fuel flow from the generator day tank to the ASTs was left open. The discharged fuel discharged back into the eastern

storage tank that was full. It appeared that approximately 150 to 200 gallons of diesel fuel had spilled. According to the Source Removal Report, September 2000, approximately 43 tons of contaminated soil was removed from the Building A area. After the excavation and backfill of the area, results from six soil samples indicated that BTEX and PAH compounds were not detected in any of the six samples.

Building B – one incident of discharge was report on August 7, 2000. According to the Source Removal Addendum Report, February 26, 2001, approximately 1,500 gallons of diesel fuel contaminated rainwater was collected and removed from this site. Approximately 35 cubic yards of contaminated soil was excavated; the excavation area was located north of Building B. Reportedly, the spill occurred due to a tank overflow; the contaminated soil was removed and disposed of within a week. Following completion of the soil removal, the laboratory analysis of soil samples collected revealed no detectable concentrations of the tested petroleum parameters. As such, a Site Assessment Report was deemed unnecessary. The Hillsborough County EPC concurred with the recommendation and No Further Assessment was granted; however, this is not a formal finding of No Further Action required under Chapter 62-770, Florida Administrative Code.

During a site visit in September 2008, project team members walked the property with a site representative. Refrigerant coolant is not stored on-site. Each building is self-contained. Based on topography and surface water ditches nearby, it is presumed that the groundwater in this area generally flows in a southwesterly direction, away from I-75.

Buildings A and B findings: Four 4,000-gallon ASTs (two ASTs at each building) with internal secondary containment were located on concrete slabs, surrounded by pile on barriers for protection. There were no visible leaks around the piping or fill ports, and the gravel ground appeared to be free of staining. There was no visual evidence of active or former soil or groundwater assessment or remediation. A generator was also located near Building B.

Buildings C, F, and G findings: Five 4,000-gallon ASTs (one at Building C and two each at Buildings F and G) with internal secondary containment was located on concrete slabs, surrounded by pile on barriers for protection. There were no visible leaks around the piping or fill ports, and the gravel ground appeared to be free of staining. There was no visual evidence of soil or groundwater assessment or remediation. A drum containing spent cooking oil was also located near Building C, adjacent to the AST. One 250-gallon AST used to fuel a generator was found outside of Building G. The AST was self-contained and had no record of leaks or spills.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 37 – Hydraulic Fluid Spill (BER Incident #21951)
I-75 southbound, south of SR 574**

Site No. 37 is a hydraulic fluid spill on I-75 southbound, south of SR 574. November 2002 – Approximately 40 gallons of hydraulic fluid spilled on I-75 due to a vehicle accident. The limited information provided in the Emergency Response Incident Report indicated that a stained area of asphalt was found during inspection; two small spots of waste oil stained soil were also found on the side of the road. Cleanup was determined to not be necessary, and

the case was closed. For safety purposes, the area of Site No. 37 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 southbound, south of SR 574. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 37.

Based on the determination that cleanup was not necessary, and after a review of best available information, this site received a risk rating of LOW.

Site No. 38 – Diesel Fuel Spill (BER Incident #13642)
I-75 southbound, about 150 feet south of SR 574

Site No. 38 is a diesel fuel spill on I-75 southbound, about 150 feet south of SR 574. September 1995 – Approximately 100 gallons of diesel fuel spilled on I-75. The limited information provided in the Emergency Response Incident Report indicated that the soil and ditch were affected, the leak was stopped, and a contractor was hired. For safety purposes, the area of Site No. 38 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 southbound, south of SR 574. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 38.

Based on the uncertainty of the cleanup and removal activities, and after a review of best available information, this site received a risk rating of MEDIUM.

Site No. 39 – Used Oil Found (BER Incident #36938)
I-75 northbound, prior to MLK Boulevard Interchange

Site No. 39 is a report of a drum found on I-75 northbound, prior to the MLK Boulevard interchange. In March 2007, one 55-gallon drum (labeled “used oil”) was observed on I-75 northbound near the MLK Boulevard interchange, within the I-75 right of way. The limited information provided in the Emergency Response Incident Report indicated that although the label on the drum stated that the original contents contained a water-based concrete curing compound, the drum was confirmed to contain waste oil (approximately ¼ full). The drum did not leak, and no further action was taken by BER. BER identified the same type of drums along the I-75 corridor as part of an ongoing construction project. The drum was removed, and the case was closed. For safety purposes, the area of Site No. 39 could not be walked. During a site visit in October 2008; however, project team members drove I-75 northbound, near the MLK Boulevard interchange. Team members also viewed the median north and south of the I-75 northbound exit ramp to the MLK Boulevard interchange and the area near the bridge over Woodberry Drive. The vegetation in these areas did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 39. After a review of best available information, this site received a risk rating of NO.

**Site No. 40 – Diesel Fuel Spill (BER Incident #0612)
I-75 southbound at MLK Boulevard**

Site No. 40 is a diesel fuel spill on I-75 southbound at MLK Boulevard. In October 2002, approximately 80 gallons of diesel fuel spilled onto the shoulder of I-75 when a truck ruptured a fuel line. The area was covered with visqueen. The limited information provided in the Emergency Response Incident Report indicated that in December 2002, all cleanup parameters were met; no further action was taken by BER, and the case was closed.

For safety purposes, the area of Site No. 40 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 southbound near the MLK Boulevard interchange. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 40

Although all parameters for cleanup were met for this diesel spill, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 41 (EDR Site No. 81) – Revival Ministries (formerly Autonation USA)
3738 Autoway Drive**

This facility is a church. The site was formerly Autonation USA. It is located in the southeast quadrant of I-75 and MLK Boulevard, adjacent to the exit ramp to eastbound MLK Boulevard. The Hillsborough County Property Appraiser records show that Revival Ministries International, Inc. owns the property.

This facility is shown in the USEPA Permit Compliance System as a historical entry. This permit was state-issued on July 1, 1997, and it expired on April 2, 2003. The USEPA ECHO database did not contain additional information for this site regarding the permit.

According to the FDEP TANKS report, two 550-gallon ASTs containing new/lube oil and one 2,000-gallon AST containing unleaded gasoline were removed from this site in October 1997 (the two 550-gallon ASTs) and November 1998, respectively. It is unknown when the tanks were installed. There are currently no tanks in service. There are no reported incidents of contamination associated with the ASTs. Additional information for this site was not found in the Oculus database.

During a site visit in September 2008, project team members walked the property. There were two concrete one-story buildings and a large asphalt parking lot. The former sales office/floor was being used as a church. The former automotive service area was being used as a day care. A chain-link fence surrounded the day care building and a locked gate prevented access. The location of the former ASTs could not be determined. There was no visible evidence of current AST use.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 42 – Motor Oil Spill (BER Incident #9841)
MLK Boulevard /eastbound ramp to I-75 northbound/blocked MLK Boulevard’s
westbound lanes**

Site No. 42 is a motor oil spill on the MLK Boulevard/eastbound ramp to I-75 northbound/blocked MLK Boulevard’s westbound lanes. Approximately 2 gallons of motor oil spilled on the ramp to I-75, from MLK Boulevard. The limited information provided in the Emergency Response Incident Report indicated that absorbents were used on the impervious surface and an unknown amount of soil was removed. For safety purposes, the area of Site No. 42 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove the entrance ramps to I-75 from MLK Boulevard. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 42.

Based on the small amount of the spill, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 43 (EDR Site No. 82) – Shell Service Station (formerly Circle K #2707567)
3930 River International Drive (3930 Carway Drive)**

This facility is a retail gasoline station with a car wash. It is located in the southwest quadrant of MLK Boulevard and Williams Road, more than 1,000 feet east of the I-75 right of way. The Hillsborough County Property Appraiser records show that Circle K Stores, Inc. owns the property.

According to the FDEP TANKS report, two 15,000-gallon USTs containing unleaded gasoline are in service. The USTs were installed in June 1998. This facility was included in the FDEP LUST report. One incident of discharge (pollutant unleaded gasoline) was reported for this facility in September 2006. As of April 2007, the cleanup work status is completed. The Hillsborough County EPC granted No Further Assessment for this site in a letter dated April 12, 2007; however, this is not a formal finding of No Further Action required under Chapter 62-770, Florida Administrative Code.

During a site visit in September 2008, project team members walked the property. The area surrounding the fuel island had light pavement staining, but did not appear to have reworked pavement. Two groundwater monitoring wells were found on-site adjacent to the MLK Boulevard right of way.

It is anticipated that right of way would not be required from this property for the proposed improvements. Although it is possible that contamination remains on Site No. 43, based on the distance of this site to the proposed improvements, the low potential for contamination to migrate more than 1,000 feet from the source discharge, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 44 (EDR Site No. 83) – Ballenger Corporation and Answerrite Professional Tel Service
I-75 and Buffalo Avenue (MLK Boulevard) and 510 MLK Boulevard**

These facilities were identified in the EDR; however, the physical location could not be found during a site visit in October 2008. A listing for this address could not be found in the Hillsborough County Property Appraiser database; therefore, ownership information is not provided. The 500 block of MLK Boulevard is located more than 1,000 feet west of I-75.

Ballenger Corporation - According to the FDEP TANKS report, one 10,000-gallon AST containing diesel fuel and one 6,000-gallon AST containing unleaded gasoline were removed from the Ballenger site in April 1985. It is unknown when the tanks were installed. There are no reported incidents of contamination associated with the AST. Additional information for this site was not found in the Oculus database.

Answerrite - According to the FDEP TANKS report, two 10,000-gallon USTs containing leaded gasoline, three 4,000-gallon USTs containing unleaded gasoline, and one 550-gallon UST containing waste oil were removed from the Answerrite site (possibly in 1989). This facility was included in the FDEP LUST report. One incident of discharge (pollutant waste oil) was reported for this facility in September 1993. A discharge reporting form was submitted in response to groundwater and excessive soil contamination discovered during tank closure for the 550-gallon UST. According to the EPC, this site was previously a Texaco Service Station and four USTs were removed in 1989. An assessment was initiated in September 1993 and finalized in April 1994. The discharge was granted No Further Action status in June 1995.

It is anticipated that right of way would not be required from the I-75/ MLK Boulevard area for the proposed improvements. After a review of best available information, these sites received a risk rating of NO.

**Site No. 45 (EDR Site No. 88) – JP Morgan (Highland Oaks Chase)
10430 Highland Manor Drive**

This office building campus is comprised of three buildings located at 10410, 10420, and 10430 Highland Manor Drive. The buildings are located approximately 125 west of I-75. The Hillsborough County Property Appraiser records show that Chase Treasury Technologies Corporation owns the property; the address is listed at 10410 Laurel Oak Place.

According to the FDEP TANKS report, two 8,000-gallon ASTs containing diesel fuel are in service as emergency generators. The ASTs were installed in August 2000. As reported in the Storage Tank Facility Annual Site Inspection Report (October 2007), the facility was found to be minor out of compliance. Inspection comments stated that the fillbox covers are not properly marked and that the registration placard was not displayed in plain view. The ASTs were located on a concrete slab, and no obvious signs of leakage were noted. There are no reported incidents of contamination associated with the ASTs.

During site visits in September and October 2008, project team members were not allowed access to the property. During the October 2008 visit, project team members provided a

copy of the property authorization letter from the FDOT; however, the facility manager was unavailable and guard attendant was not authorized to allow entry.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 46 (EDR Site No. 92) – Classic Soft Trim (formerly Gulf Coast Signs)
10311 Old Hillsborough Avenue**

This facility is an automobile interior repair, tint, sunroof, electronics, and leather service center. It is located in the southwest quadrant of I-75 and US 92. The Hillsborough County Property Appraiser records show that R&R Group, LLC owns the property.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection was last completed in May 2003. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in September 2008, project team members walked the property. A one-story prefabricated building, situated on asphalt pavement, had two maintenance bays servicing automobiles. Possible hazardous materials generated by this facility include glue (for use with leather repairs) and miscellaneous solvents (for use with tinting). No hazardous materials containers or drums were found on-site, and there was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 47 – Antifreeze Spill (BER Incident #9617)
I-75 at US 92 Overpass**

Site No. 47 is an antifreeze spill on I-75 at the US 92 overpass. In September 2000, approximately 5 gallons of antifreeze spilled on I-75 at the US 92 overpass. The limited information provided in the Emergency Response Incident Report indicated that absorbents were used to stop the leak on the impervious surface. For safety purposes, the area of Site No. 47 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove both northbound and southbound on I-75, at the US 92 overpass. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 47.

After a review of best available information, this site received a risk rating of LOW.

**Site No. 48 (EDR Site No. 94) – East Lake Towing (formerly My Lady Trucking)
10320 US Highway 92 East**

This facility is a junkyard. It is located in the northwest quadrant of US 92 and Carmack Road, approximately 600 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Mark and Shirley Smith own the property.

This facility was included in the FDEP TANKS report; however, no tank information was provided. This facility was included in the FDEP LUST report. One incident of discharge (pollutant unknown) was reported for this facility in October 1990. Cleanup was required; however, the discharge was granted No Further Action status in August 1992. Additional information for this site was not found in the Oculus database.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from the roadway. The on-site office building appeared to be a former house. Approximately 50 cars in various stages of repair were on gravel and grass ground. The former area of the UST could not be determined. No hazardous materials containers or drums, ASTs, or USTs were observed on-site, and there was no visual evidence of soil or groundwater assessment or remediation. It is anticipated that right of way would not be required from this property for the proposed improvements.

Although it is possible that contamination remains on Site No. 48, based on the distance of the site to the proposed improvements, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 49 (EDR Site No. 95) – Accent Marine
10410 US Highway 92 East**

This facility is a boat/marine repair and maintenance center. It is located in the southwest quadrant of I-75 and I-4. The Hillsborough County Property Appraiser records show that Edwin and Carolyn Meyer own this property; the property appraiser records have this site listed at 10414 US 92 East.

According to the FDEP TANKS report, two 2,000-gallon USTs containing unleaded gasoline and diesel fuel were removed from this site in June 1991. It is unknown when the USTs were installed. There are no tanks in service.

This facility was included in the FDEP LUST report. A discharge report form was submitted in May 1992 in response to contamination discovered by organic vapor analyzer soil readings during closure inspection. A limited assessment was initiated in November 1994 and finalized in February 1995. The discharge was granted No Further Action status in July 1995. A Well Abandonment Report was submitted in September 1995.

During a site visit in September 2008, project team members viewed the property from the roadway. This gated property prevented access. Two maintenance bays were servicing boats; however, it could not be determined if hazardous materials containers or drums were inside. Approximately 10 boats in various stages of repair were observed on-site. One plastic AST (contents unknown) was situated on the asphalt parking lot. Any secondary containment could not be seen from the roadway. The former area of the USTs could not

be determined. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 50 (EDR Site No. 96) – Jernigan Trucking, Inc.
10614 US 92 East**

This facility is a trucking company. It is located in the northeast quadrant of I-75 and US 92 East. The Hillsborough County Property Appraiser records show that CMMV Properties, LLC owns the property.

This facility was included in the NONTSD report; however, additional information for this facility was not found in the USEPA ECHO database.

According to the FDEP TANKS report, one 6,000-gallon UST and one 4,000-gallon UST containing diesel fuel, and one 3,000-gallon UST containing leaded gasoline were removed from this site in December 1992. These three USTs were installed in July 1977. One 550-gallon UST containing waste oil and one 1,200-gallon AST (contents unknown) were also removed from this site (unknown when). It is unknown when the UST and AST were installed. There are no tanks in service.

This facility was included in the FDEP LUST report. According to the Contamination Assessment Report, January 1993, excessively contaminated soil was associated with the diesel tank area and elevated levels of petroleum compounds were detected in the groundwater near the former gasoline UST. According to a site plan included in the Contamination Assessment Report, a diesel tank area was located west of the southern building. Another diesel tank area was located between the two buildings. The waste oil UST was located north of the northern building. Reportedly, the site drains to the northeast, away from the I-75 right of way. The EPC has reviewed the Site Rehabilitation Completion Report and No Further Action Proposal dated September 11, 2007 and the Monitoring Well Abandonment Report dated November 28, 2007. A SRCO was issued in January 2008.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from the roadway. A one-story prefabricated steel building appeared to be in use as an office. A separate building had two maintenance bays; however, it could not be determined if hazardous materials containers or drums were inside. The asphalt pavement appeared to have light staining. One mobile fuel truck was on-site. It is unknown if the truck was full. A 'For Sale' sign was on the truck. Other tanker trucks, tractor-trailers, and semi trucks were also on-site. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. However, based on the distance of this site to the proposed improvements, and after a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 51 (EDR Site No. 102) – Traffic Control Products of Florida, Inc.
5514 Carmack Road**

This facility is a maintenance and storage yard for traffic control equipment. It is located in the southwest quadrant of I-75 and I-4, adjacent to the I-75 southbound entrance ramp. The Hillsborough County Property Appraiser records show that KCDC of Tampa, Inc. owns the property.

According to the FDEP TANKS report, one 10,000-gallon AST containing diesel fuel is in service. The AST was installed in September 1999. As reported in the Storage Tank Facility Annual Site Inspection Report (July 2006), the facility was found to be minor out of compliance. Inspection comments stated that the AST system exterior coating does not meet standards; some areas of corrosion were noted on the left side of the tank. The AST is located on a concrete slab. No apparent leaks were noted; however, some corrosion was noted. There are no reported incidents of contamination associated with the AST.

During a site visit in September 2008, project team members walked the property with a site representative. The property was fenced and had surveillance cameras. Two one-story buildings were on-site. One building houses offices and another stores equipment material. Used oil was stored in four maintenance bays. The 10,000-gallon AST is located approximately 30 feet from the I-75 right of way, adjacent to the I-75 southbound entrance ramp. The double-walled AST was in secondary containment atop a concrete slab. Concrete posts surrounded the AST for added protection. A fire extinguisher was found adjacent to the AST. The site representative was not aware of any spills or leaks associated with this AST.

Four other steel ASTs (one 200-gallon and three 500-gallon) contained hydraulic fluid, motor oil, and waste oil were stored on the asphalt pavement next to the buildings. Three 55-gallon plastic drums containing used anti freeze, used oil filters, and the other was unknown were adjacent to the ASTs. Paint was stored in 55-gallon drums on wooden pallets north of the buildings. Approximately 50 55-gallon steel drums were empty; they previously contained paint. The facility was in the process of constructing a designated storage area for the waste paint. One approximately 40-50-gallon parts washing machine was next to the ASTs. According to the site representative, all waste fluids are picked up by a transporter; used oil is picked up by a used oil transporter. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 52 – No Name – Trailer
5423 Carmack Road**

This facility is a construction storage area. It was found during a field review, and is located in the northeast quadrant of US 92 East and Carmack Road, approximately 150 feet west of the I-75 right of way. The site address posted is 5423 Carmack Road; however, the property appraiser records list the facility at 5415 Carmack Road. The Hillsborough County Property Appraiser records show that Ronald Lee Robbins owns the property.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from Carmack Road. A trailer used for the office was situated on-site; however, no one answered the door. Metal scaffolding and fencing materials were stored on-site adjacent to Carmack Road. One approximately 200-gallon AST was observed sitting on soil ground. The AST was not double-walled and did not appear to have secondary containment. The dispenser appeared to be manually operated. Ground staining could not be determined; however, the fuel port appeared to have staining. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 53 – Patco Transport
10615 US 92 East**

This facility is a trucking company. It was found during a field review, and is located in the southeast quadrant of I-75 and US 92 East, approximately 600 feet east of the I-75 right of way. The Hillsborough County Property Appraiser records show that Chip Investments 2, LLC owns the property.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from the roadway. A one-story prefabricated building was situated on an asphalt parking lot. An area approximately 30 feet by 60 feet contained a pile of gravel. A bulldozer and a fleet of dump trucks and haulers were observed from the roadway. Four maintenance bays appeared to be servicing medium to heavy trucks; however, it could not be determined if hazardous materials containers or drums were inside. The pavement near the bays had light staining. One 10,000-gallon steel AST was situated approximately 120 feet south of the US 92 East right of way and approximately 600 feet west of the I-75 right of way. This AST was not documented in the FDEP TANKS or LUST reports. The AST had an electronic dispenser and appeared to be double-walled; the AST was on concrete pavement. Concrete pile ons surrounded the AST for added protection. The pavement around the AST was lightly stained. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 54 – Steins Auto Graveyard
10611 US 92 East**

This facility is a junkyard/automobile salvage storage area. It was found during a field review, and is located in the southeast quadrant of I-75 and US 92 East. The Hillsborough County Property Appraiser records show that James Goldstein owns the property.

During a site visit in September 2008, the property was fenced and locked, restricting access. Project team members viewed the property from the roadway. A one-story prefabricated building was being used as an office. Approximately 500 cars in various stages of repair were situated on gravel and grass ground. A garage with a carport and a

car lift appeared to service the automobiles; it appeared that automobile fluids were being removed. Steel catch pans and steel drums (contents unknown) were observed. The pavement in front of the garage was lightly stained; however, staining was not visible on the gravel area. There was not a strong petroleum odor. Two tow-trucks, one flatbed truck, forklift, back-hoes, and bulldozers were parked on-site. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

Site No. 55 – Diesel Fuel Spill (BER Incident #4526)
I-75 northbound at the eastbound I-4 exit ramp (just north of US 92)

Site No. 55 is a diesel fuel spill on I-75 northbound at the eastbound I-4 exit ramp. In February 2006, approximately 20 gallons of diesel fuel spilled during a vehicle accident on I-75. The limited information provided in the Emergency Response Incident Report indicated that a dirt berm was built to keep the fuel from entering the drain. Sand and oil dry was also applied to the roadway. The spill was confined to the I-75 travel lanes and no gutter; soil, drains, or waterways were impacted. BER did not see impacts off the roadway. No further assistance was needed, and the case was closed. For safety purposes, the area of Site No. 55 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 northbound at the eastbound I-4 exit ramp (just above US 92). The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 55.

Although the incident report indicated that the spill was confined to the roadway, it is possible that constituents are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

Site No. 56 – Petroleum Spill (BER Incident #14760)
I-75 southbound (mile marker 262), north of I-4

Site No. 56 is a petroleum spill on I-75 southbound near mile marker 262, north of I-4. In January 1997, approximately 200 gallons of petroleum spilled. The limited information provided in the Emergency Response Incident Report indicated that the soil was affected. For safety purposes, the area of Site No. 56 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 southbound, north of I-4. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 56.

Based on the uncertainty of the cleanup and removal activities, and after a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 57 – Motor Oil and Antifreeze Spill (BER Incident #14214)
I-75 northbound, north of the I-4 interchange**

Site No. 57 is a motor oil and antifreeze spill on I-75 northbound, north of the I-4 interchange. In July 1996, approximately 1,000 gallons of motor oil and 1,000 gallons of antifreeze spilled on I-75 northbound. The limited information provided in the Emergency Response Incident Report indicated that the soil was affected; absorbent was used and the soil was removed. For safety purposes, the area of Site No. 57 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 northbound, north of the I-4 interchange. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 57.

Based on the uncertainty of the cleanup and removal activities, and after a review of best available information, this site received a risk rating of MEDIUM.

Site No. 58 (EDR Site Nos. 103 and 105) – Eureka Spring Landfill (formerly Northeast Hillsborough County Landfill)**Eureka Springs East Pasture (EDR Site No. 103)****Eureka Springs West Pasture (EDR Site No. 105)****7014 Williams Road**

This property is a landfill and pasture/field. It is located east and west of the I-75 right of way, approximately 1 mile north of I-4. Prior to the construction of I-75, the landfill was a contiguous parcel, approximately 128 acres in size. The Hillsborough County Property Appraiser records show that East Side Dairy, Inc. owns the property, designated as pasture.

The site has historically been utilized for cattle grazing and a dairy operation, formerly known as the East Side Dairy. The landfill was in operation from October 1969 to November 1973; the trench and fill method of landfill operation was utilized. Residential, commercial, and industrial solid wastes were reportedly disposed of at the site. Groundwater samples were collected from monitoring wells that were installed between 1969 and 1974; elevation concentrations of lead, iron, manganese, arsenic, and chloride were found. In August 1999, a preliminary assessment of the Eureka Springs Landfill East and West portions was conducted. No exposed waste or other areas of immediate concern were identified on the east portion of the site. The landfill is currently projected for the initiation of preliminary contamination assessment activities, beginning in 2007. The landfill property continues to be utilized for cattle grazing.

Hillsborough County Solid Waste Management Department's Closed Landfill Investigation Program addresses closed landfills that were identified as being owned and/or operated by Hillsborough County. In 1985, the FDEP required groundwater monitoring and contamination assessment for the closed landfill sites. The Closed Landfill Investigation Program does not include the Eureka Springs Landfill; either the landfill had known contamination or was actively being investigated and regulated through an FDEP issued Consent order and a USEPA issued Consent Decree at the time the Closed Landfill Investigation program was initiated.

The Eureka Springs Landfill (Northeast Hillsborough Landfill) was included in the USEPA CERCLIS database. Discovery of a potential hazardous waste was made in February 1986. Preliminary assessment and site inspection were conducted in October 1987 and October 1989, respectively. This site was archived in September 1993. According to the FDEP Solid Waste Facilities List, this site is a Class I landfill that accepts non-hazardous waste from domestic, municipal, commercial, and industrial sources. However, the facility status is shown as inactive.

During a site visit in September 2008, project team members viewed the property from the roadway to identify potential contamination involvement. The property was adjacent to residential properties and was surrounded by barbed wire fence, preventing access. Groundwater monitoring wells appeared to be in the field; however, this could not be verified. A mound, approximately 100 feet by 100 feet was observed in the east pasture. No structures were seen and there was no evidence of landfill activities.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 59 – Fuel Oil Spill (BER Incident #12241)
I-75, 1 mile north of I-4**

Site No. 60 is a fuel oil spill on I-75, approximately 1 mile north of I-4. In June 2001, approximately 100 gallons of fuel oil spilled on I-75, about 1 mile north of I-4. The limited information provided in the Emergency Response Incident Report indicated that soil was affected. For safety purposes, the area of Site No. 60 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 northbound and southbound, approximately 1 mile north of the I-4 exit ramp. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 60.

Based on the uncertainty of the cleanup and removal activities, and after a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 60 – Lime Spill (BER Incident #22864)
I-75 over the Tampa Bypass Canal**

Site No. 61 is a lime spill on I-75 over the Tampa Bypass Canal. In May 2003, an unknown truck dropped approximately 50 50-pound bags of lime powder onto I-75 over the Tampa Bypass Canal and left the scene. The limited information provided in the Emergency Response Incident Report indicated that the lime was swept up; little, if any, lime got into the canal. No further action was taken by BER, and the case was closed. For safety purposes, the area of Site No. 61 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 northbound and southbound over the Tampa Bypass Canal. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 61.

After a review of best available information, this site received a risk rating of LOW.

**Site No. 61 (EDR Site No. 112) – Spada Fruit Sales Agency
US 301 North, Corner of Harney Road**

This facility was identified in the EDR; however, the physical location could not be found during a site visit in October 2008. A listing for this address could not be found in the Hillsborough County Property Appraiser database; therefore, ownership information is not available.

According to the FDEP TANKS report, four USTs (2,600-, 1,600-, 1,000- and 5,000-gallon) containing unleaded gasoline and diesel fuel were removed from this site in April 1988. It is unknown when the tanks were installed. There are no tanks in service. This facility was not included in the FDEP LUST report, and there are no reported incidents of contamination. Additional information for this site was not found in the Oculus database.

During a site visit in October 2008, project team members drove the US 301/Harney Road intersection. The southwest and southeast corners are embankments; each is approximately 30 feet high. The northeast corner is a pond, and the northwest corner is an established commercial and residential area (situated on a hill). It is anticipated that the site was razed for construction of the US 301/Harney Road intersection and probably was situated where the pond is not located.

It is anticipated that right of way would not be required from the US 301/Harney Road intersection area for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 62 (EDR Site Nos. 113 and 114) – The Outsider Pool Tables (formerly Price Rite Motors/Worthington Property)
9204 US 301 North**

This facility sells pool tables and other game room supplies. It is located in the southwest quadrant of US 301 North and Copeland Road, approximately 400 feet west of I-75. The Hillsborough County Property Appraiser records show that Tina Marie Jones owns the property.

According to the FDEP TANKS report, two 4,000-gallon and one 2,000-gallon USTs containing leaded gasoline and one 550-gallon UST containing kerosene were removed from the Price Rite Motors facility in October 1991. It is unknown when the tanks were installed. There are no tanks in service.

Price Rite Motors was included in the FDEP LUST report. Two incidents of discharge (pollutant kerosene and gasoline) were reported for this facility in March 1991 and October 1991. Initial remedial action began in October 1991. The estimated volume of contaminated soil excavated was 887 tons. Contamination assessment activities continued through March 1995, at which time the project was halted due to a temporary moratorium enacted by the FDEP on work associated with reimbursable petroleum cleanup projects. Assessment activities continued in May 1996. According to a letter from the FDEP dated June 4, 2008, the site has been given a priority score of 51, indicating a potential threat to human health and the environment. As stated in the FDEP letter, a cleanup contractor needs to be selected to conduct the work.

During a site visit in October 2008, project team members walked the property. Based on the building layout and remnants of a fuel island, the site appeared to be a former gasoline station. New pavement and two groundwater monitoring wells were found in front of the building adjacent to the fuel island. Reworked pavement was found on the side of the building. This area appeared to be sinking (possibly the former location of the USTs).

Based on the unknown extent of the contamination plume, the distance of this site to the proposed improvements, and best available information, this site received a risk rating of MEDIUM.

**Site No. 63 (EDR Site No. 115) – Master Collision Repair
9816 US Highway 301 North**

This facility is an automobile repair/body center. It is located in the northwest quadrant of US 301 North and Copeland Road, adjacent to I-75. The Hillsborough County Property Appraiser records show that Dave Mitchell's Investment Corporation owns the property.

This facility is registered as an SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in October 2008, the property was fenced and locked, restricting access. Project team members viewed the property from US 301. A one-story prefabricated steel building appeared to serve as the office. Eight maintenance bays and a storage yard were observed on-site. The maintenance bays appeared to contain vehicles in various stages of repair. The storage and use of waste paint, automobile fluids, and common waste products associated with automobile body work could not be determined from the roadway.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 64 – Terrace Auto Repair
9930 US 301 North**

This facility is an automobile repair/body center. It is located approximately 175 feet east of I-75. The address posted on this property is shown as 9930 US Highway 301 North; however, this location was not listed in the Hillsborough County Property Appraiser records. A site in this area with an unlisted address is shown as vacant commercial; this property is owned by Elizabeth A. and Marcy C. John.

This site was found during a field review. During a site visit in October 2008, the property was fenced and locked, restricting access. Project team members viewed the property from US 301. A one-story prefabricated steel building appeared to serve as the office. One 100-gallon steel AST (contents unknown) was found near the north of the building. The AST was situated on concrete blocks but was not within secondary containment. The AST may be used for emergency fuel. Four maintenance bays with a car lift in each bay appeared to have minimal pavement staining. An approximately 40-gallon parts washing machine was

observed in one of the maintenance bays. One approximately 40-gallon plastic drum (contents unknown) was observed on-site. The storage and use of automobile fluids and common waste products associated with automobile body work could not be determined from the roadway. Approximately 40 used tires were stored on the north side of the property. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 65 (EDR Site No. 116) – Carter Century South
9879 US 301 North**

This facility is an automobile body/truck paint/fabrication center. It is located in the northeast quadrant of I-75 and US 301 North, adjacent to I-75. The Hillsborough County Property Appraiser records show that Carters Century South East owns the property.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in October 2008, the property was fenced and locked, restricting access. Project team members viewed the property from US 301. Approximately 15 tow trucks and one fork lift were observed on-site. One large maintenance bay appeared to be servicing a delivery truck; it could not be determined if hazardous waste containers or drums were inside the maintenance bay. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 66 (EDR Site No. 117) – Strickland Transport, Inc.
9965 US 301 North**

This facility is closed. It was formerly involved with heavy equipment sales. It is located in the northeast quadrant of US 301 and Raulerson Ranch Road, approximately 200 feet east of the I-75 right of way. The Hillsborough County Property Appraiser records show that Strickland Properties, LTD owns the property. The property is listed at 10025 US Highway 301 North.

According to the FDEP TANKS report, two 4,000-gallon USTs and one 1,000-gallon UST containing diesel fuel and unleaded gasoline were removed from this site in June 1989. It is unknown when the tanks were installed. There are no tanks in service. This facility was not included in the FDEP LUST report, and there are no reported incidents of contamination. Additional information for this site was not found in the Oculus database.

During a site visit in October 2008, the property was fenced and locked, restricting access. Project team members viewed the property from US 301. Remnants of the former maintenance bays stood in a gravel parking lot overgrown with grass. The former UST area could not be determined from the roadway.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 67 – Hillsborough County School Property
East side of I-75, east side of Raulerson Road**

This property is vacant. It was not included in the EDR; it was found during a field review. It is located on Raulerson Ranch Road, east of and adjacent to I-75. The Hillsborough County Property Appraiser records show that Hillsborough County School Board owns the property. The property is listed at 0 Raulerson Ranch Road.

During a site visit in October 2008, the property was fenced and locked, restricting access. Project team members viewed the property from Raulerson Road. One approximately 200-gallon AST (contents unknown), located approximately 60 feet east of the I-75 right of way (near the western edge of the property), was observed on-site. The AST was not within secondary containment. The property was partially overgrown with grass and low vegetation; however, the vegetation around the AST did not appear to be distressed. No off-site groundwater monitoring wells were found.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 68 (EDR Site No. 120) – Raulerson and Son, Inc.
10611 Raulerson Ranch Road**

This facility is a landscaping company located in the southeast quadrant of the I-75 and Fowler Avenue interchange, adjacent to I-75. The facility has been located here since at least 1987. The Hillsborough County Property Appraiser records show that Johnnie Raulerson owns the property.

According to the FDEP TANKS report, one 500-gallon UST and one 1,000-gallon AST were removed from this site in January 1988 and November 1999, respectively. It is unknown when the 500-gallon UST was installed; the 1,000-gallon AST was installed in January 1989. This facility was not included in the FDEP LUST report, and there are no reported incidents of contamination. Additional information for this site was not found in the Oculus database.

During a site visit in October 2008, the property was fenced and locked, restricting access. Project team members viewed the property from Raulerson Road. Two approximately 1,000-gallon steel ASTs (contents unknown), located within 2-foot high secondary containments, were situated approximately 120 feet east of the property gate. The ASTs were not documented in the FDEP TANKS or LUST reports. The ASTs appeared to have manual pumps. Potential spills associated with the ASTs could not be determined from the roadway.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 69 (EDR Site No. 122) – I-75/Fowler Avenue Pond A2
I-75 and Fowler Avenue**

This facility is a pond. It is located in the southeast quadrant of the I-75 and Fowler Avenue interchange (East Fowler I-75 north ramp), within the I-75 right of way. An NPDES permit was state-issued on November 23, 2006, and it expires on November 22, 2011. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

Proposed improvements would occur within this area of I-75. After a review of best available information, this site received a risk rating of LOW.

**Site No. 70 (EDR Site No. 61A Proximal) – Morris Bridge Road Landfill
I-75 and Morris Bridge Road**

This facility was included in the USEPA CERCLIS database. Discovery of a potential hazardous waste was made in August 1986. Preliminary assessment and site inspection were conducted in August 1987 and August 1989, respectively. According to documentation, this facility is an eligible response site. The provisions of CERCLA 105(h) and 128(b) do not apply to eligible response sites, meaning that the USEPA does not have to defer final listing of the site on the NPL at the request of the state. It also means that certain limitations on USEPA's enforcement and cost recovery authorities do not apply at the site. The action at this site is a state-lead cleanup.

As documented in the Final Contamination Screening Evaluation Report for the PD&E Study from South of Fowler Avenue, Hillsborough County to South of SR 56, Pasco County (February 2005), this facility is a closed Class 500 disposal facility located adjacent to the existing right of way in the northeast quadrant of the I-75 and Fowler Avenue interchange. According to a Preliminary Contamination Assessment Report (CAR), January 1992, prepared by the Hillsborough County Department of Solid Waste for the FDEP, Hillsborough County opened the landfill in 1962 and operated it until it closed in 1969. The landfill accepted residential, commercial and industrial solid waste. The quantity and types of solid waste are unknown. As shown in a preliminary assessment memorandum dated July 24, 1987, the FDOT acquired a 3.85-acre parcel of the landfill in 1982 to construct the Fowler Avenue northbound entrance ramps to I-75. Construction was initiated in May 1982, and by November 1982 on-site materials were excavated to allow placement of the highway pilings. These materials were later transferred to an off-site location. The Fowler Avenue northbound entrance ramps cross the landfill site and a borrow pit is located within the I-75 right of way. The preliminary assessment also indicated that nearby residents could come into direct contact with potentially contaminated landfill runoff or contaminants in Cowhouse Creek.

According to a letter dated February 14, 2002, the Hillsborough County Solid Waste Management Department (SWMD) has conducted groundwater monitoring activities at the landfill site since 1989. The current network of four groundwater monitoring wells and four

domestic supply wells have been monitored on a semi-annual basis since 1996. Unusual changes in water quality have not been observed in either the monitoring wells or the domestic supply wells during the period of record. Based on water qualities observed in these wells, the SWMD requested a reduction in the sampling frequency from a semi-annual to an annual schedule. The December 2001 analytical data collected for domestic supply wells (north of the landfill on 122nd Avenue) showed that iron exceeding the maximum contaminant level was detected in monitoring well MB-7D. In March 2002, the Environmental Protection Commission indicated that the SWMD did not verify the presence of a black substance in the private potable wells. The FDEP requested that the SWMD verify the presence of this substance during the next sampling event and to provide trend analysis information related to the contaminants for the currently tested wells on-site as part of the supporting documentation for reduction of the sampling frequency.

During a site visit in October 2008, monitoring well MB-7D was observed adjacent to the I-75 right of way. It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 71 (EDR Site No. 123) – Bob Mitchell Associates, Inc.
8432 East Fowler Avenue**

This property is located in the northwest quadrant of I-75 and Fowler Avenue, adjacent to I-75. The Hillsborough County Property Appraiser records show that C.R. and Margaret Mitchell own the property.

According to the FDEP TANKS report, one 500-gallon AST containing leaded gasoline and two 1,000-gallon USTs containing leaded gasoline were removed from this site (unknown when). It is unknown when the tanks were installed. There are no tanks in service. This facility was not included in the FDEP LUST report, and there are no reported incidents of contamination. Additional information for this site was not found in the Oculus database. Mitchell Associates, Inc. was contacted on September 3, 2002 (for work on the 2005 CSER). The representative indicated that the office had moved from the Fowler Avenue location “many years ago” and did not believe that the former 8432 East Fowler Avenue still existed.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of NO.

**Site No. 72 (EDR Site No. 124) – Butler Trucking, Inc.
I-75 northbound, north of the Fowler Avenue Interchange**

An accident occurred just north of Fowler Avenue on the north bank of Cow House Slough. This facility was included in the FDEP LUST report. One incident of discharge (pollutant diesel fuel) was reported for this facility in December 2003. Approximately 80 gallons of diesel fuel leaked into the drain and into a catch basin at the bottom of the embankment. Diesel and motor oil sprayed the vegetation on the embankment and along the emergency lane. A minor sheen was found on the Cow House Slough. The catch basin was pressure washed and decontaminated. An area approximately 10 feet by 10 feet was saturated with diesel down to the road base. Soils that could be safely removed without damaging or compromising the structural integrity of the roadway, bridge, and/or storm drain were

removed. In a letter to the EPC dated January 19, 2006, addressing response to comments for the Site Assessment Report Addendum, the summary and conclusions section states that all soil borings constructed in the impacted area did not register positive flame ionization detector results. The results suggest that excavation removed the majority of impacted soils and that the spill/discharge was surficial in nature and of limited extent and volume. Natural attenuation appears to have reduced absorbed concentrations to below soil concentration target levels. Laboratory results indicated that leachate from residual soil concentrations would not impact groundwater at regulatory levels. The soil results indicate that a groundwater assessment is not warranted. A SRCO was issued in February 2006.

For safety purposes, the area of Site No. 73 could not be walked. During a site visit in October 2008; however, project team members drove I-75 northbound past the Fowler Avenue interchange. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 73.

Although soil cleanup target levels were met for this diesel spill, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 73 Diesel Fuel/Sulfuric Acid Spill (BER Incident #9668)
I-75 southbound at Fowler Avenue**

Site No. 73 is a diesel fuel/sulfuric acid spill on I-75 southbound at Fowler Avenue. In October 2000, approximately 5 gallons of diesel fuel and 15 gallons of sulfuric acid spilled on I-75. The limited information provided in the Emergency Response Incident Report indicated that absorbents were used and an unknown amount of soil was removed. For safety purposes, the area of Site No. 74 could not be walked to identify potential contamination concerns. During a site visit in October 2008; however, project team members drove I-75 southbound, at the Fowler Avenue interchange. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 74.

Based on the small amount of the spill, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 74 – SBA Towers (formerly Tampa Towers, Inc.)
12230 Old Morris Bridge Road**

This facility is a cellular telephone tower located southeast of the Fletcher Avenue interchange on Old Morris Bridge Road, adjacent to the I-75 right of way. The Hillsborough County Property Appraiser records show that American Infoage, LLC own the property.

This type of facility is usually involved with the use of petroleum products to power emergency generators. During a site visit in August 2002 (for the 2004 I-75 PD&E Study), a 10,000-gallon AST was found adjacent to the cellular tower, approximately 20 feet from the existing right of way. The AST was rusted and cut out at one end and did not contain any petroleum products. The soil around the AST did not appear to be disturbed. During a site visit in October 2008, the rusted AST was gone. One AST (unknown capacity), containing diesel fuel and incorporating an emergency generator, was located approximately 20 feet east of the I-75 right of way within the fenced area of the cellular telephone tower. The AST

was situated on top of a concrete slab and appeared to be within a steel secondary containment. There was no evidence of spills, and there are no reported incidents of hazardous materials or petroleum contamination associated with this site. It is anticipated that right of way would not be required from this property for the proposed improvements.

After a review of best available information, this site received a risk rating of LOW.

**Site No. 75 (EDR Site No. 125) – United Rentals
12802 Tampa Oaks Boulevard**

This facility is an office building. It is located in the southwest quadrant of Tampa Oaks Boulevard and Morris Bridge Road, approximately 150 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Osprey Tampa Oaks, LLC owns the property.

According to the FDEP TANKS report, one 1,000-gallon AST and one 2,000-gallon AST containing diesel fuel are in service as emergency generators. The ASTs were installed in October 2007. As reported in the Storage Tank Facility Annual Site Inspection Report (June 2008), the facility was found to be major out of compliance. Inspection comments stated that both ASTs are located on concrete slabs and appear stable.

Inspection comments for the 1,000-gallon AST include: records required for life of the system are not being kept by the facility and plans were not submitted for the tank installation; release detection devices have not been tested annually.

Inspection comments for the 2,000-gallon AST include: there is no manual isolation valve installed on the supply line; the system exterior coating does not meet standards and rust was noted on the supply line fitting; there is no overfill protection device; the tank is not properly labeled as containing diesel fuel.

This facility was not included in the FDEP LUST, and there are no reported incidents of contamination.

During a site visit in October 2008, project team members walked the property. The ASTs were located approximately 600 feet west of the I-75 right of way and appeared to be contained within a concrete building situated in the parking lot. The building was locked and the ASTs were not visible. It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 76 (EDR Site No. 126) – Hilton Garden Inn-Tampa North
13305 Tampa Oaks Boulevard**

This facility is a hotel. It is located in the southeast quadrant of East Fletcher Avenue and Tampa Oaks Boulevard, approximately 1,000 feet west of I-75. The Hillsborough County Property Appraiser records show that GI Tampa North Realco, LLC owns the property.

According to the FDEP TANKS report, one 1,000-gallon AST containing diesel fuel is in service as an emergency generator. The AST was installed in May 2000. As reported in the Storage Tank Facility Annual Site Inspection Report (February 2008), the facility was found to be major out of compliance. Inspection comments stated that release detection is

not being performed at least once a month and release detection devices are not tested annually. The tank generator combination is located on a stable concrete foundation. No leakage was noted from the tank or fuel lines; not staining was noted. There are no reported incidents of contamination associated with the AST.

During a site visit in October 2008, project team members walked the property. The ASTs were located within secondary containment on the south side of the building, approximately 1,000 feet west of the I-75 right of way. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. Based on the distance of this site to the proposed improvements, the low potential for contamination to migrate more than 1,000 feet from the source discharge, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 77 (EDR Site No. 127) – The Goddard School for Early Childhood
13401 Tampa Oaks Boulevard**

This facility is a school. It is located in the southeast quadrant of East Fletcher Avenue and Tampa Oaks Boulevard, approximately 1,000 feet west of I-75 (north of the Hilton Garden Inn, Site No. 77). The Hillsborough County Property Appraiser records show that BP Center, LLC owns the property.

This facility maintains an NPDES permit. This permit was state-issued on February 22, 2008, and it expires on February 21, 2013. The type of ownership is private. No information for inspections, outfalls/pipe schedules, limits report, measurements and violations, compliance schedules and violations, evidentiary hearings, pretreatment inspections/audits, and pretreatment performance summary information was included in the Water Discharge Permits Detailed Report for this site.

During a site visit in October 2008, the property was fenced and locked, restricting access. Project team members drove the property. The NPDES permit was possibly obtained for discharge to an area adjacent to the facility.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 78 (EDR Site No. 131) – Aristar Management, Inc.
8900 Grand Oak Circle**

This facility is an office building. It is located in the northwest quadrant of I-75 and Fletcher Avenue, approximately 300 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Capital Realty Grand Oak, LLC owns the property.

This facility is registered as a conditionally-exempt SQG of hazardous wastes. According to the USEPA ECHO database, a RCRA inspection has never been conducted. No formal enforcement actions have been taken against the facility within the last five years. The Three-Year Compliance Status by Quarter (July/September 2005 through April/June 2008) indicates that this facility does not have any compliance violations. As of June 2008, the facility was not considered to be in SNC.

During a site visit in October 2008, project team members walked the property. The interior of the building was under construction. One approximately 500-gallon concrete AST (contents unknown) was found near the south side of the building. The ASTs were not documented in the FDEP TANKS or LUST reports. It is unknown if the AST was within secondary containment. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 79 (EDR Site No. 132) – Tampa Bay Paving/Salomon Brothers/Medco Health Solutions of Hidden River, LLC
8800 Hidden River Parkway**

This facility is an office building. It is located in the northwest quadrant of I-75 and Fletcher Avenue, approximately 700 feet west of the I-75 right of way. The Hillsborough County Property Appraiser records show that Apple Glen Investors, LP owns the property.

Tampa Bay Paving - In April 1994, the National Response Center received a call that rain had washed an unknown amount of oil and a miscellaneous coal tar into a holding pond.

Salomon Brothers - In October 1994, the National Response Center received a call that a fluid reservoir for an elevator released material (approximately 25 gallons of hydraulic oil) when a pipe broke. The release was underneath a concrete slab. The area affected was unknown.

According to the FDEP TANKS report, two 5,000-gallon ASTs containing diesel fuel are in service at the Medco Health Solutions of Hidden River, LLC facility. The ASTs were installed in August 1991. As reported in the Storage Tank Facility Annual Site Inspection Report (August 2007), the facility was found to be in compliance. Inspection comments stated that the facility is exempt from release detection requirements; however, the facility has sensors in the piping sumps and tank interstitial spaces. The generator rooms were checked and no obvious signs of leakage were observed. There are no reported incidents of contamination associated with the ASTs.

During a site visit in October 2008, project team members walked the property. One 55-gallon steel drum labeled “spent cooking oil” was found in the loading dock area near the east side of the office building. A one-story brick building sat east of the office building near the loading dock. A placard on the building that read, “diesel fuel” indicated that the ASTs were housed inside this building. An approximate 10-foot by 10-foot concrete slab (appeared to be a UST location) was found south of the building that housed the ASTs. A manhole and monitoring well/observation well was found near the suspect UST. No other monitoring wells were found on-site.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 80 – Hidden River Corporate Center 1
8800 Grand Oaks Circle**

This facility is an office building. It is located in the northwest quadrant of the I-75 and Fletcher Avenue interchange, adjacent to I-75. The Hillsborough County Property Appraiser records show that H. River One Owner, LLC owns the property.

This site was found during a field review. During a site visit in October 2008, project team members walked the property. One approximately 500-gallon concrete AST (contents unknown) and one approximately 40-gallon AST (contents unknown) were found near the north side of the building, approximately 100 feet west of the I-75 right of way. The ASTs were not documented in the FDEP TANKS or LUST reports. It is unknown if the ASTs were within secondary containment.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 81 (EDR Site No. 133) – Hidden River Corporate Center 2
14025 Riveredge Drive**

This facility is an office building. It is located in the northwest quadrant of I-75 and Fletcher Avenue, adjacent to the I-75 right of way. The Hillsborough County Property Appraiser records show that H River Two Owner, LLC owns the property.

This facility is shown in the USEPA Permit Compliance System as a historical entry. This permit was state-issued on August 20, 1997, and it expired on April 2, 2003. The USEPA ECHO database did not contain additional information for this site regarding the permit.

During a site visit in October 2008, project team members walked the property. Two approximately 500-gallon concrete AST (contents unknown) were found near the south side of the building, approximately 150 feet west of the I-75 right of way. It is unknown if the ASTs were within secondary containment. The ASTs were located between two generators.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No. 82 (EDR Site No. 135) – Auto Club Insurance Company, Suite 500/Hidden
River Corporation Centre Three
14055 Riveredge Drive**

This facility is an office building. It is located in the northwest quadrant of I-75 and Fletcher Avenue, adjacent to the I-75 right of way (immediately north of Site No. 82). The Hillsborough County Property Appraiser records show that H River Three Owner, LLC owns the property.

According to the FDEP TANKS report, one 1,000-gallon ASTs containing diesel fuel is in service at the Auto Club Insurance facility. The AST was installed in April 2007. As

reported in the Storage Tank Facility Annual Site Inspection Report (August 2007), the facility was found to be in compliance. There are no reported incidents of contamination associated with the AST.

During a site visit in October 2008, project team members walked the property. One 1,000-gallon steel AST (included into a generator) and one 500-gallon AST (contents unknown) were found on concrete slabs south of the building. The 500-gallon AST was not documented in the FDEP TANKS report. The ASTs were located approximately 80 feet west of the I-75 right of way. There was no visual evidence of soil or groundwater assessment or remediation.

It is anticipated that right of way would not be required from this property for the proposed improvements. After a review of best available information, this site received a risk rating of LOW.

**Site No 83 Diesel Fuel/Hydraulic Oil Spill (BER Incident #9169)
I-75 northbound, about 0.25 miles south of Fletcher Avenue**

Site No. 83 is a diesel fuel/hydraulic oil spill on I-75 northbound, about 0.25 miles south of Fletcher Avenue. In March 2000, approximately 15 gallons of diesel fuel and 36 gallons of hydraulic oil spilled on I-75. The limited information provided in the Emergency Response Incident Report indicated that an unknown amount of soil was removed. For safety purposes, the area of Site No. 84 could not be walked to identify potential contamination concerns, and the exact location of the spill could not be determined. During a site visit in October 2008; however, project team members drove I-75 northbound, about 0.25 miles south of Fletcher Avenue. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 84.

Based on the small amount of the spill, and after a review of best available information, this site received a risk rating of LOW.

**Site No. 84 – Diesel Fuel Spill (BER Incident #39056)
I-75 northbound, north of Fletcher Avenue in the median**

Site No. 84 is a diesel fuel spill on I-75 northbound, north of Fletcher Avenue in the median. In March 2008, a semi truck was on fire on I-75 northbound, north of the Fletcher Avenue interchange. The limited information provided in the Emergency Response Incident Report indicated that the semi was equipped with two 100-gallon fuel tanks, which burnt down to the fuel level in the tanks. A small amount of diesel fuel spilled onto the roadway and soil. Cleanup removed four 55-gallon drums of diesel-impacted soils. The area was backfilled and sodded, and the case was closed in April 2008. For safety purposes, the area of Site No. 85 could not be walked to identify potential contamination concerns. The incident location was identified on a map provided in the incident report. During a site visit in October 2008; project team members drove I-75 northbound, north of Fletcher Avenue. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 85.

Although cleanup was completed, due to the large amount of soil that was removed, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 85 – Diesel Fuel Spill (BER Incident #0591)
I-75 northbound, near Fletcher Avenue (between mile marker 265 and mile marker 266)**

Site No. 85 is a diesel fuel spill on I-75 northbound, near Fletcher Avenue (between mile marker 265 and mile marker 266). In October 2002, a semi truck was involved in an accident on I-75 south of Fletcher Avenue between mile marker 265 and mile marker 266. The limited information provided in the Emergency Response Incident Report indicated that approximately 100 gallons of diesel fuel spilled from the saddle tank, impacting a large area of soil. Approximately 64 tons of contaminated soils were removed; confirmatory samples were below the cleanup levels. The case was closed in January 2003. For safety purposes, the area of Site No. 86 could not be walked to identify potential contamination concerns. The incident location was identified on a map provided in the incident report. During a site visit in October 2008, project team members drove I-75 northbound, south of Fletcher Avenue. The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 86.

Although cleanup target levels were met, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 86 – Diesel Fuel Spill (BER Incident #5422)
I-75 northbound, south of Fletcher Avenue**

Site No. 86 is a diesel fuel spill on I-75 northbound, south of Fletcher Avenue. In February 2006, approximately 15 gallons of diesel fuel spilled onto I-75 northbound near Fletcher Avenue due to a hole in the saddle tank. According to the map provided with the BER documentation, the accident actually occurred just north of Fowler Avenue. The limited information provided in the Emergency Response Incident Report indicated that no waterways were impacted. In May 2006, approximately 8 tons of contaminated soil was excavated. Cleanup appeared completed. No further action was taken, and the case was closed. For safety purposes, the area of Site No. 87 could not be walked to identify potential contamination concerns. The incident location was identified on a map provided in the incident report. During a site visit in October 2008, project team members drove I-75 northbound, both north of Fowler Avenue and south of Fletcher Avenue. The vegetation in both areas did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 87.

Although cleanup target levels were met, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

**Site No. 87 – Diesel Fuel Spill (BER Incident #38431)
I-75 northbound at mile marker 266**

Site No. 87 is a diesel fuel spill on I-75 northbound at mile marker 266. In November 2007, a truck fire and diesel fuel spill occurred on I-75 north of Fletcher Avenue; the roadway and a large area of soil were impacted. The limited information provided in the Emergency Response Incident Report indicated that the roadway was cleaned with sorbent materials and the soil was covered with visqueen pending excavation. In February 2008, the original spill estimate was upgraded to 50 gallons. Approximately 59 tons of contaminated soil was excavated. Cleanup was completed. No further action was taken, and the case was closed. For safety purposes, the area of Site No. 88 could not be walked to identify potential contamination concerns. The incident location was identified on a map provided in the incident report. During a site visit in October 2008; however, project team members drove I-75 northbound near mile marker 266 (north of Fletcher Avenue). The vegetation in the area did not appear to be distressed, and there was no obvious evidence of contamination. Proposed improvements would occur within the I-75 right of way at Site No. 88.

Although cleanup target levels were met, it is possible that constituents (below cleanup target levels) are still present in this area of I-75. After a review of best available information, this site received a risk rating of MEDIUM.

7.3 Potential Bridge Asbestos Impacts

The FDOT is currently conducting bridge asbestos surveys for all structures located along the project corridor. The results of these surveys will be provided in the Final CSER.

8.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

Eighty-seven sites within the project limits were identified as having the potential for contamination: 4 sites were rated NO, 65 sites were rated LOW, 18 sites were rated MEDIUM and 0 sites were rated HIGH.

With the exception of two sites (noted below with an *), the sites that were rated MEDIUM are all spill incidents that occurred within the I-75 right of way. The 18 sites are:

- 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)

It is recommended that a Level 2 Contamination Assessment be performed for the sites rated as having a MEDIUM potential for contamination prior to final design approval. The contamination assessment should be conducted to the degree necessary to determine levels of contamination and evaluate clean-up options and the associated costs, if necessary. Subsequent sampling/analysis is recommended in order to avoid and/or minimize the acquisition of contaminated right of way areas and potential impacts on construction activities during excavation and/or dewatering in these areas, as appropriate.

The Level 2 Contamination Assessment should include field screening and the collection of soil and groundwater samples for laboratory analysis, where applicable. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of the site could be revised downward. Typically, the rating of field-tested sites with no evidence of contamination would be revised to LOW. Because of the nature of the businesses conducted or formerly conducted (e.g. spill incident sites), some sites could remain rated as having a MEDIUM potential, even if field-testing did not reveal the presence of contamination.

9.0 REFERENCES

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- Hillsborough County Environmental Protection Commission. Old Landfill Investigation Program. June 2007.
- Hillsborough County Property Appraiser's website. URL <http://www.hcpafl.org/www/index.shtml> (accessed in October, November, and December 2008).
- Hillsborough County Solid Waste Department. December 2008.
- Hillsborough County Surveying Division website. URL <http://www.hillsboroughcounty.org/realestate/aerials/photoinfo.cfm> (accessed in October 2008).
- Parsons Brinckerhoff Quade & Douglas, Inc., Final Contamination Screening Evaluation Report, Project Development and Environment Study from South of Fowler Avenue, Hillsborough County to South of SR 56, Pasco County. February 2005.
- United States Environmental Protection Agency Enforcement and Compliance History Online. URL http://63.160.3.204/echo/compliance_report.html (accessed in July and August 2008).
- United States Department of Agriculture Soil Conservation Service (now Natural Resources Conservation Service), Soil Survey of Hillsborough County, Florida. May 1989.

APPENDICES
(on CD in sleeve of report)

APPENDIX A
Environmental Data Report

APPENDIX B
Site Photographs and Support Documents

APPENDIX C
Field Notes

APPENDIX D
Plan Sheets