



Project Development & Environment Study

I-75 (SR 93A)

From Moccasin Wallow Road (CR 6)
to South of US Highway 301 (SR 43)

Draft Contamination Screening Evaluation Report

WPI Segment No.: 419235-2
Manatee & Hillsborough Counties

Prepared for the

**Florida Department of Transportation
District Seven**



April 2010

Manuel Santos, E.I.
FDOT Project Manager



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Prepared by:
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April 2010

**Manuel Santos, E.I.
FDOT Project Manager**

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along approximately 25 miles of Interstate 75 (I-75) (State Road (SR) 93A) from Moccasin Wallow Road in Manatee County to south of US 301 (SR 43) 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 south of US 301 to north of Fletcher Avenue (CR 582A) in Hillsborough County.

The objective of this PD&E Study is to assist 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 were identified. The alternatives were evaluated and compared based on a variety of parameters utilizing a matrix format. This process assists in identifying the alternative that will best balance the benefits with the impacts (such as environmental effects and 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 (ROW) acquisition, and construction).

The project was evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM project #8001. 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 (CE).

In accordance with the FDOT policy and the Federal Highway Administration (FHWA) requirements, a *Contamination Screening Evaluation Report (CSER)* is being prepared for this PD&E Study. The 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.

Information was obtained for this report through Environmental FirstSearch from *FirstSearch Technology Corporation*, observations during on-site visits, historic aerials and database information from the Florida Department of Environmental Protection. 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. Of the 25 sites evaluated in this CSER, none were assigned "High" risk ratings, five were assigned "Medium" risk ratings, 12 were assigned "Low" risk ratings and eight were assigned a "No" risk rating.

At the five facilities ranked "medium" due to potential contamination near the project areas, additional environmental assessment activities are recommended. The additional assessment activities should consist of soil and groundwater testing, and are recommended during design to determine the potential impact from the sites on construction.

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
EXECUTIVE SUMMARY	i
TABLE OF CONTENTS.....	iii
LIST OF FIGURES	iv
LIST OF TABLES.....	iv
Section 1 INTRODUCTION	1
1.1 Project Description.....	1
1.2 Existing Facility	5
1.3 Project Purpose and Need	6
1.4 Report Purpose.....	9
Section 2 IMPROVEMENT ALTERNATIVES	10
2.1 No-Build Alternative	10
2.2 Mainline Build Alternatives.....	10
2.3 INTERCHANGE BUILD ALTERNATIVES	13
2.4 Recommended Build Alternative.....	16
Section 3 LAND USE.....	17
3.1 Existing Land Use.....	17
3.2 Future Land Use.....	17
Section 4 HYDROLOGIC FEATURES	22
4.1 Geology/Hydrology	22
4.2 Soil Survey Review.....	22
Section 5 METHODOLOGY	30
5.1 Efficient Transportation Decision Making	30
5.2 Public Record Review and Site Reconnaissance	30
5.3 Historical Aerial Photograph Review	31
5.4 Risk Ratings.....	32
Section 6 ALTERNATIVE ALIGNMENTS	37
Section 7 PROJECT IMPACTS	38
7.1 Potential Contaminated Site Impacts	49
7.2 Potential Bridge Asbestos Impacts	59
Section 8 SUMMARY OF FINDINGS AND RECOMMENDATIONS.....	60
Section 9 REFERENCES	62

Appendix A: ETDM Programming Screen Summary Report – (Contamination Excerpts)

Appendix B: FirstSearch Site Information Report*

Appendix C: Historic Aerials

Appendix D: Site Photos

*Via CD

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
1-1 Project Location Map.....	2
1-2 Study Area Aerial Map.....	3
1-3 Existing Typical Sections	7
2-1 Proposed Typical Sections.....	11
3-1 Existing Land Use Map	18
3-2 Future Land Use Map	20
4-1 USGS Quadrangle Map	23
4-2 NRCS Soils Map.....	25
7-1 Potential Contamination Sites Map	40

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1-1 Sections, Townships, and Ranges.....	1
7-1 Summary of Sites Located along the I-75 Project Corridor	38

Section 1 INTRODUCTION

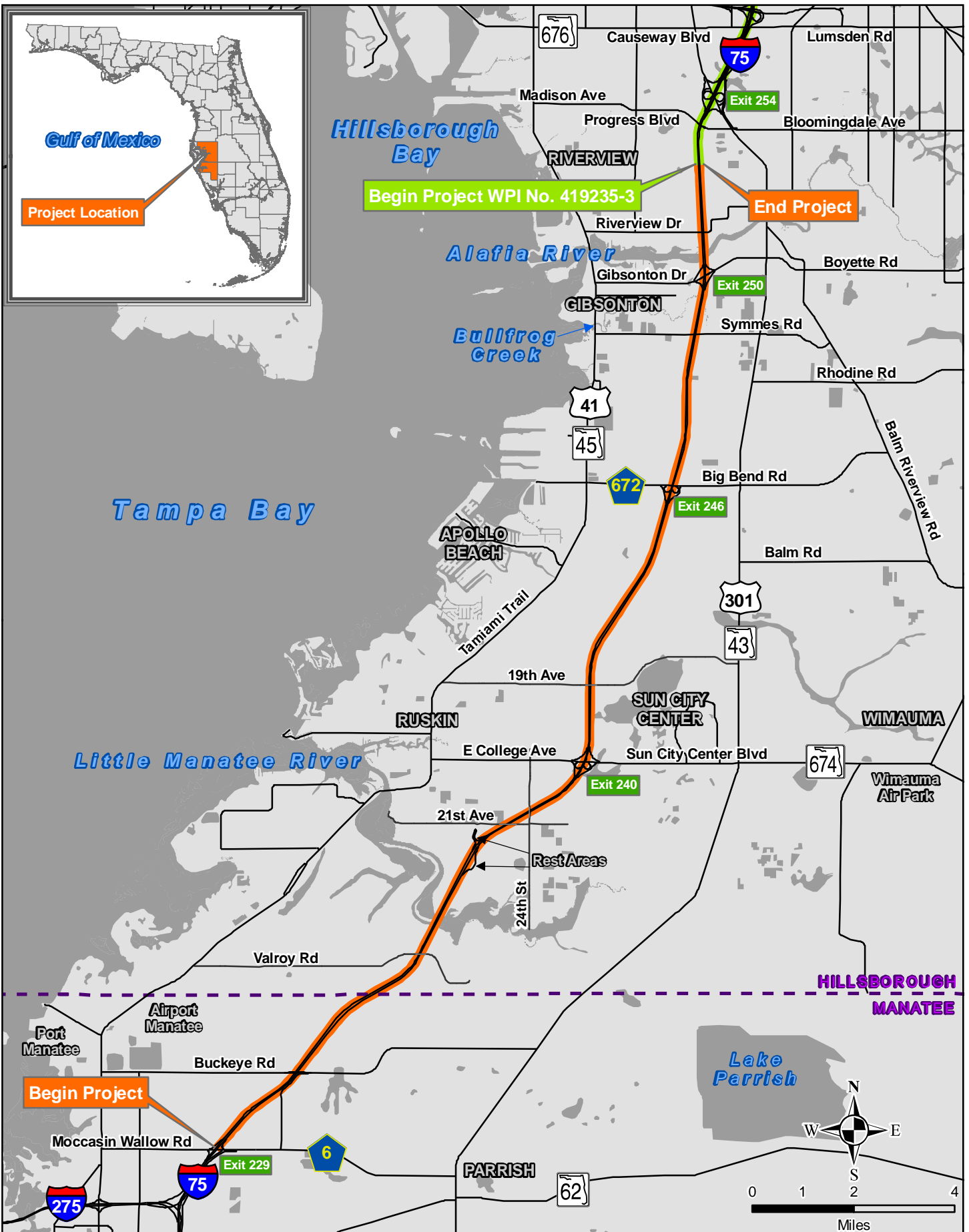
1.1 Project Description


The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate improvements along 25 miles of Interstate 75 (I-75) (State Road (SR) 93A) from Moccasin Wallow Road in Manatee County to south of US 301 (SR 43) in Hillsborough County, Florida. The design year for the improvements is 2035. A project location map is shown in **Figure 1-1** along with a study area aerial map in **Figure 1-2**. The sections, townships and ranges where the project is located are summarized in **Table 1-1**.

Table 1-1 Sections, Townships, and Ranges

Sections	Townships	Ranges
Hillsborough County		
06,07,18,19,30,31	30 S	20 E
01,12,13,23,24,25,26,35	31 S	19 E
02,10,11,15,16,20,21,29,30,31,32	32 S	19 E
Manatee County		
01,02,10,11,15,16	33 S	18 E

The objective of this PD&E Study is to assist 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 were identified. The alternatives were evaluated and compared based on a variety of parameters utilizing a matrix format. This process assists in identifying the alternative that will best balance the benefits with the impacts (such as environmental effects and costs).




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

Project Location Map

Figure 1-1





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 (ROW) acquisition, and construction).

The project was evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM project #8001. 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 (CE).

This PD&E Study is being conducted concurrently with the PD&E Study for the section of I-75 that extends from south of US 301 to north of Fletcher Avenue in Hillsborough County (WPI Segment No. 419235-3).

1.2 Existing Facility

Interstate 75 is a limited access (L.A.), 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.

Within the project limits, I-75 is classified as a "Rural (south of 21st Avenue SE) and Urban (north of 21st Avenue SE) Principal Arterial – Interstate". The roadway is generally six lanes south of Gibsonton Drive and eight lanes north of Gibsonton Drive. All travel lanes are 12-ft wide and 12-ft inside and outside shoulders are provided, including 10-ft paved. The median width is a minimum of 88-ft wide; several areas near

the south end of the project have a wider median where the roadway has been partially bifurcated. The existing typical sections are shown in **Figure 1-3**.

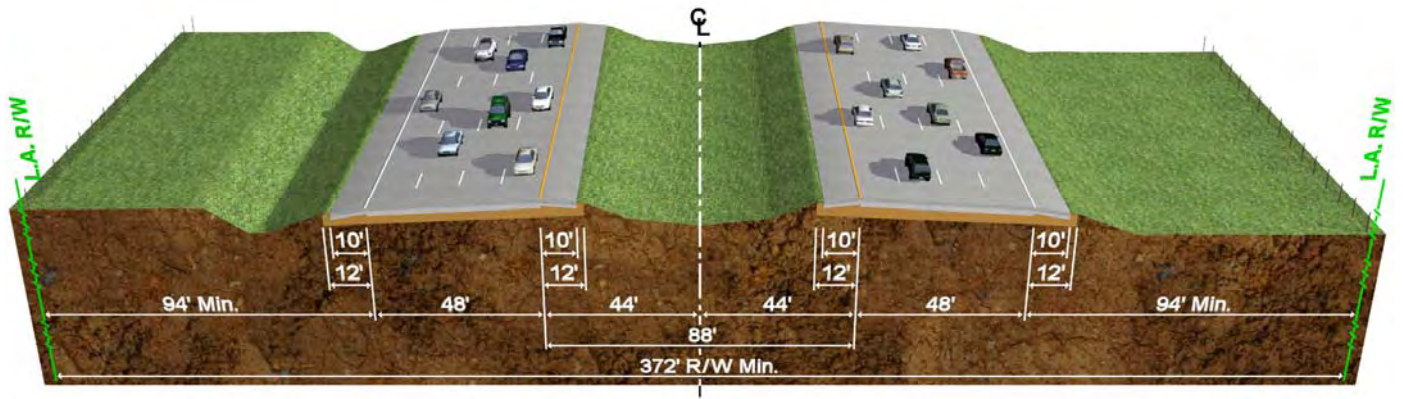
The existing L.A. ROW varies throughout the study limits; however, in most areas, the minimum ROW width is 348-ft. For a segment north of SR 674, the ROW on the west side narrows by as much as 46-ft just north of the interchange, yielding a total ROW of only 302-ft. Several areas near the south end have a ROW as wide as 556-ft, where the two roadways are partially bifurcated with a wider median.

There are three interchanges along I-75 within the project limits. They are located at SR 674 (East College Avenue/Sun City Center Boulevard), Big Bend Road (County Road [CR] 672), and Gibsonton Drive. Existing rest area facilities for northbound and southbound travelers are situated approximately 3-miles south of SR 674. The study area includes 22 bridge structures, including crossings over Curiosity Creek, the Little Manatee River, Bullfrog Creek and the Alafia River.

Interstate 75 has not had capacity improvements from Moccasin Wallow Road to south of US 301 since its original construction.

1.3 Project Purpose and Need

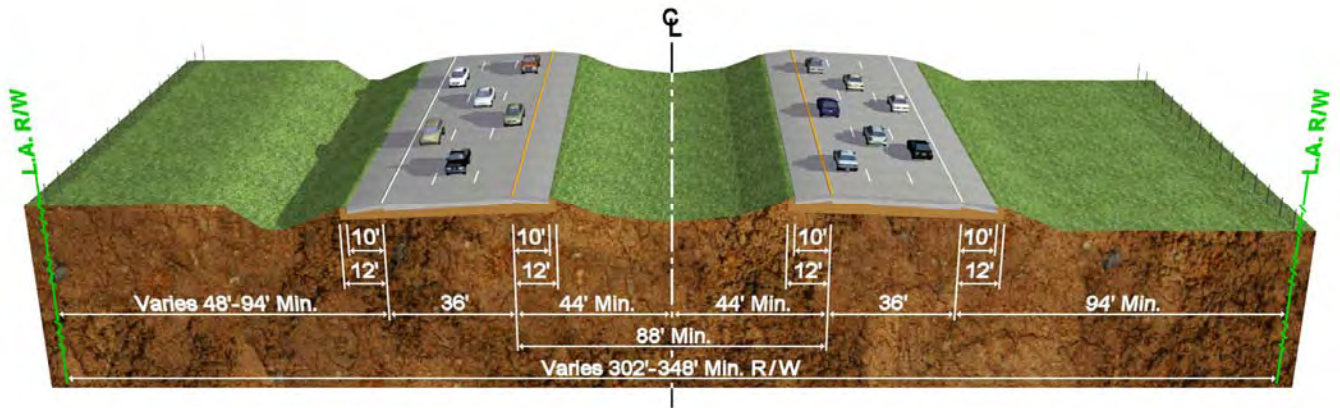
Interstate 75 is a vital link in the local and regional transportation network as well as a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network. As a major north/south corridor, I-75 links the Tampa Bay region with the remainder of the state and 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



Typical Section #2

From Gibsonton Drive to South of US 301

Design Speed = 70 mph



Typical Section #1

From Moccasin Wallow Road to Gibsonton Drive

Design Speed = 70 mph



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, 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 674 to Big Bend Road, is included in the FIHS 2025 Cost Feasible Plan Update, dated August 2003. Due to the intense traffic growth and high levels of congestion, the remaining portions of the study corridor are proposed to be included in the latest update of the FIHS 2025 Cost Feasible Plan. This 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 Local Government Comprehensive Plan adopted in March 2001 and last amended in January 2005. It is also included in the Hillsborough County MPO's 2035 LRTP Needs Assessment adopted on December 9, 2009 indicating the need for managed lanes throughout the length of the project and a total of 10 lanes south of Gibsonton Drive and 12 lanes north of Gibsonton Drive. The Sarasota/Manatee MPO's 2030 Needs Assessment adopted November 28, 2005 indicates the need for the addition of two special use lanes (SULs) in each direction throughout the length of the project. This project is also 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 south of US 301 to north of Fletcher Avenue in Hillsborough County (WPI Segment No. 419235-3). Also, FDOT's District One is currently completing two PD&E Studies for the widening of two contiguous portions of I-75, which when combined extend from SR 681 in Sarasota County to Moccasin Wallow Road in Manatee County (WPI Segment Nos. 201277-1 and 201032-1). FDOT, District Seven, is currently designing capacity improvements to I-75 from Fowler Avenue in Hillsborough County to the Pasco/Hernando Line (WPI Segment Nos. 408459-2, 408459-3, 408459-4, 258736-2 and 41014-2) 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 58,000 vehicles per day (vpd) north of Moccasin Wallow Road to 115,200 vpd north of Gibsonton Drive. These volumes included truck traffic that varied from 9.0 to 16.0 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 FHHS minimum LOS standard for both “urbanized areas” and “rural areas”, which are LOS “D” and LOS “B”, respectively. Without improvements, the operating conditions along I-75 and connecting roadways will continue to deteriorate, resulting in unacceptable LOS 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 2003 through 2007, obtained from the FDOT’s crash database, a total of 1,562 crashes were reported along I-75 within the project limits. The 1,562 crashes involved a total of 1,035 reported injuries and 34 fatalities. The total economic loss from these crashes is estimated to be approximately \$60 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 (*Project Development and Environment (PD&E) Manual Part 2, Chapter 22*) (revised January 17, 2008).

Section 2 IMPROVEMENT ALTERNATIVES

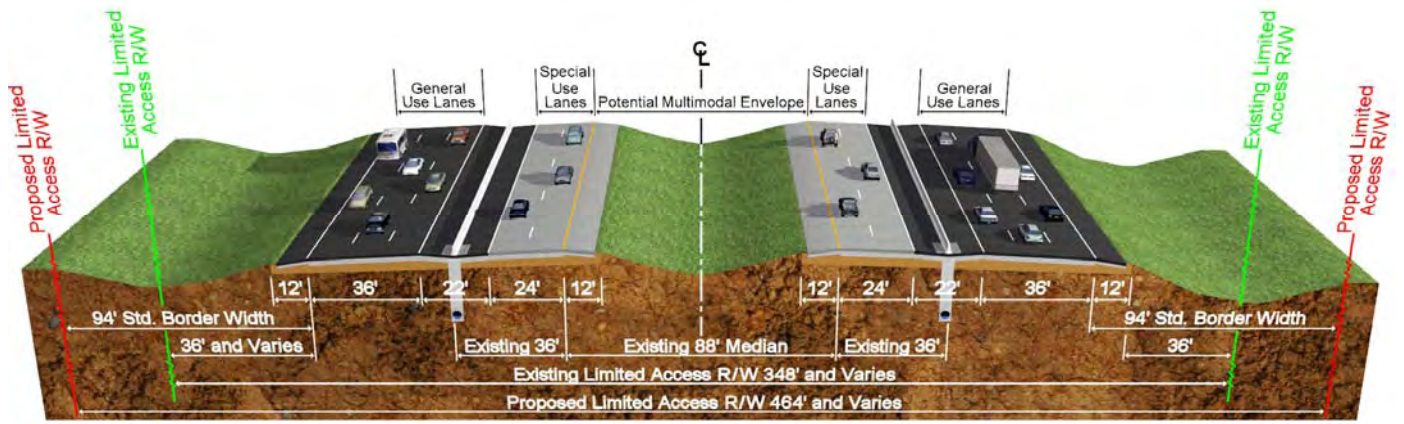
A detailed *Design Traffic Technical Memorandum (DTTM)* was prepared as part of this PD&E Study. The *DTTM* documented the existing travel conditions along I-75, presented forecasts of the design year travel demand along I-75 and the crossing corridors, and summarized LOS evaluations of several improvement alternatives for the mainline of I-75. This document concluded that the construction of two SULs in each direction would be the most advantageous alternative because it provides mobility options and preserves acceptable LOS for the regional travelers.

2.1 No-Build Alternative

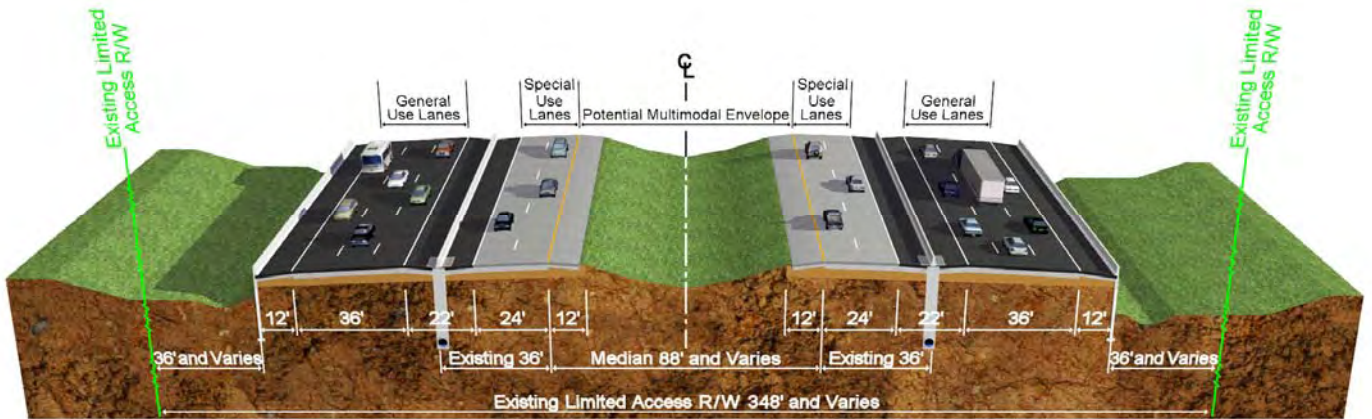
For the No-Build Alternative it was assumed that no capacity improvements, other than those already planned and funded, would be made to the I-75 corridor. The advantages to the No-Build Alternative include no new costs for design and construction, no effects to existing land uses and natural resources, 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. This option 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 were developed and evaluated based on three alternate typical sections. The typical sections generally consist of 10 travel lanes with six general use lanes (GUL) (three in each direction) and four SULs (two in each direction). The main differences between the typical sections are the type of separation provided between the GULs and the SULs and whether widening takes place within the median or to the outside. Each mainline alternative considered is summarized below with the typical sections illustrated in **Figure 2-1**. A more detailed description of these alternatives can be found in the *Project Development Engineering Report (PDER)*.



Alternative 1A



Alternative 1B



Alternative 2



The mainline alternative improvements could be constructed within the existing ROW. Additional ROW may be required, however, for stormwater management facilities, floodplain compensation sites and to maintain the standard border width under Alternative 1A.

2.2.1 Mainline Build Alternative 1

Mainline Alternative 1 consists of widening to the outside and maintaining a multimodal envelope within the existing median. This alternative preserves a multimodal envelope within the existing 88-ft median and widens to the outside in each direction to provide two SULs and three GULs separated by 10-ft shoulders and a 2-ft barrier. Two alternative typical sections were prepared and evaluated for this alternative.

Mainline Alternative 1 - Typical 1A (Alternative 1A)

The main objective for this alternative typical section was to maintain a standard border width of 94-ft, per FDOT *Plans Preparation Manual (PPM)* requirements. The exceptions to this guideline are at locations where it would be impractical to relocate major facilities such as the Hillsborough County's wastewater treatment plant near SR 674. In these instances, a design variation for border width would be required. This alternative has longitudinal ROW requirements along the entire corridor (up to 58-ft on both sides of I-75).

Mainline Alternative 1 – Typical 1B (Alternative 1B)

This alternative typical section is very similar to Alternative 1A except that its footprint is intended to be constructed within the existing L.A. ROW. As a result, the border width would be less than the required standard border width and would require a design variation. However, as a result of the elevation difference between the pavement and the side ditches, mechanically stabilized earth (MSE) walls or “retaining walls” would be required at the outside shoulders on both sides of I-75 for a significant portion of the corridor.

2.2.2 Mainline Build Alternative 2

Mainline Alternative 2 was developed by widening towards the inside, thereby moving a potential multimodal envelope to the outside. This alternative is achieved within the existing L.A. ROW as it generally holds the existing roadway pavement as the six GULs. It includes a median barrier separating northbound and southbound traffic. It also includes two SULs and three GULs separated by a 6-ft buffer (painted or pylons) in each direction.

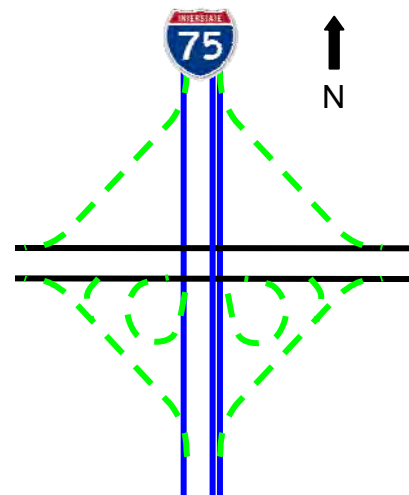
2.3 INTERCHANGE BUILD ALTERNATIVES

There are three interchanges along I-75 within the project limits located at SR 674, Big Bend Road and Gibsonton Drive. Three configuration changes were evaluated for the SR 674 and Big Bend Road interchanges while one option was evaluated for the Gibsonton Drive interchange. All interchange options considered work with either mainline alternative and also include operational improvements at the ramps terminal intersections. A general description of the configuration improvements evaluated for each interchange follows below.

2.3.1 SR 674 Interchange Improvement Alternatives

The SR 674 interchange is presently a combination diamond-partial cloverleaf configured interchange as depicted on the figure shown to the right with I-75 carried over SR 674. Three improvement options (Option A, Option B, and Option C) were evaluated at the SR 674 interchange. A brief description of each alternative is shown below:

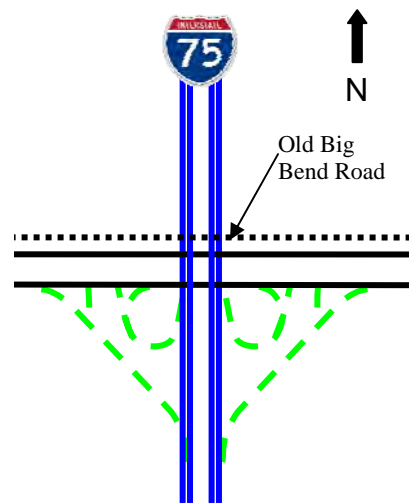
- Option A - Diverging Diamond Interchange (DDI) – This interchange option would eliminate the EB to NB and SB to EB loop ramps and modify the interchange to a DDI configuration.



- Option B- Single Point Urban (SPUI) – This interchange option would eliminate the EB to NB and SB to EB loop ramps and modify the interchange to a SPUI configuration
- Option C – Modify Existing Partial Cloverleaf (PARCLO) – This interchange option would not eliminate the existing loop ramps, but simply modify the SB exit ramps. The modifications consist of providing a single exit point from I-75 for the SB to WB and SB to EB off-ramps and provide a two lane SB to EB ramp.

2.3.2 Big Bend Road Interchange Improvement Alternatives

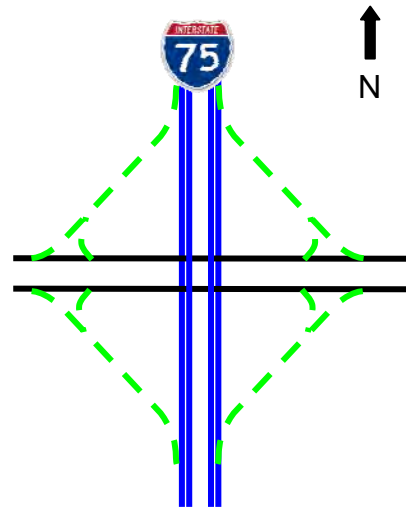
The Big Bend Road interchange is presently a half-cloverleaf configured interchange as depicted on the figure shown to the right with I-75 carried over Big Bend Road and Old Big Bend Road. Three improvement options (Option A, Option B, and Option C) were evaluated at the Big Bend Road interchange. A brief description of each alternative is shown below:



- Option A – Grade Separated option with Frontage Road open – This interchange option would retain the existing loop ramps and add a SB to WB off-ramp and a WB to NB on-ramp. This option would allow for Old Big Bend Road to remain open underneath I-75.
- Option B – At Grade option with Frontage Road closed – This interchange option would retain the existing loop ramps and add a SB to WB off-ramp and a WB to NB on-ramp. This option would require that the existing Old Big Bend Road to be closed while relocating Bullfrog Creek Road.
- Option C – Flyover option – This interchange option would remove the existing EB to NB loop ramp and replace it with a flyover ramp. This option would also add a SB to WB off-ramp along with a WB to NB on-ramp.

2.3.3 Gibsonton Drive Interchange Improvement Alternatives

The Gibsonton Drive interchange is presently a diamond configured interchange as depicted on the figure shown to the right with Gibsonton Drive carried over I-75. A single option (Option A) was considered for this interchange consisting of a partial cloverleaf design. This option would remove the existing NB to WB and SB to EB movements and replace them with loop ramps.



2.3.4 Possible New Interchanges

No new interchanges have been formally evaluated at this point under this PD&E Study, however; two separate analyses have been performed or are currently underway.

- Between SR 674 and Gibsonton Drive

A planning level analysis was performed for a potential future interchange at three possible locations based on local agency requests. The purpose of this analysis was not to select a particular location, but to quantify the potential impacts and benefits of each location with respect to one another. The Hillsborough County Planning and Growth Management Department is continuing to investigate the various location options, in cooperation with local developers and the FDOT.

- Possible Port Manatee Connector Interchange

A PD&E Study is currently being conducted by FDOT District One under FPID No.: 422724-1-22-01 to provide improved access to Port Manatee from I-75. There are five corridors being evaluated as a part of this study with the possibility of a new interchange being added along I-75 between the I-275 junction in Manatee County to Valroy Road in Hillsborough County.

2.4 Recommended Build Alternative

All options considered and discussed previously have been evaluated with regards to costs, operational factors and environmental impacts. Based on these evaluations, recommended build alternatives have been identified for the I-75 mainline along with each interchange within the corridor and are listed below:

- **I-75 Mainline – Alternative 2**
- **SR 674 Interchange – Option C**
- **Big Bend Road Interchange – Option A**
- **Gibson Drive – Option A**

The methodology for the selection of the recommended alternative is discussed in detail *PDER*.

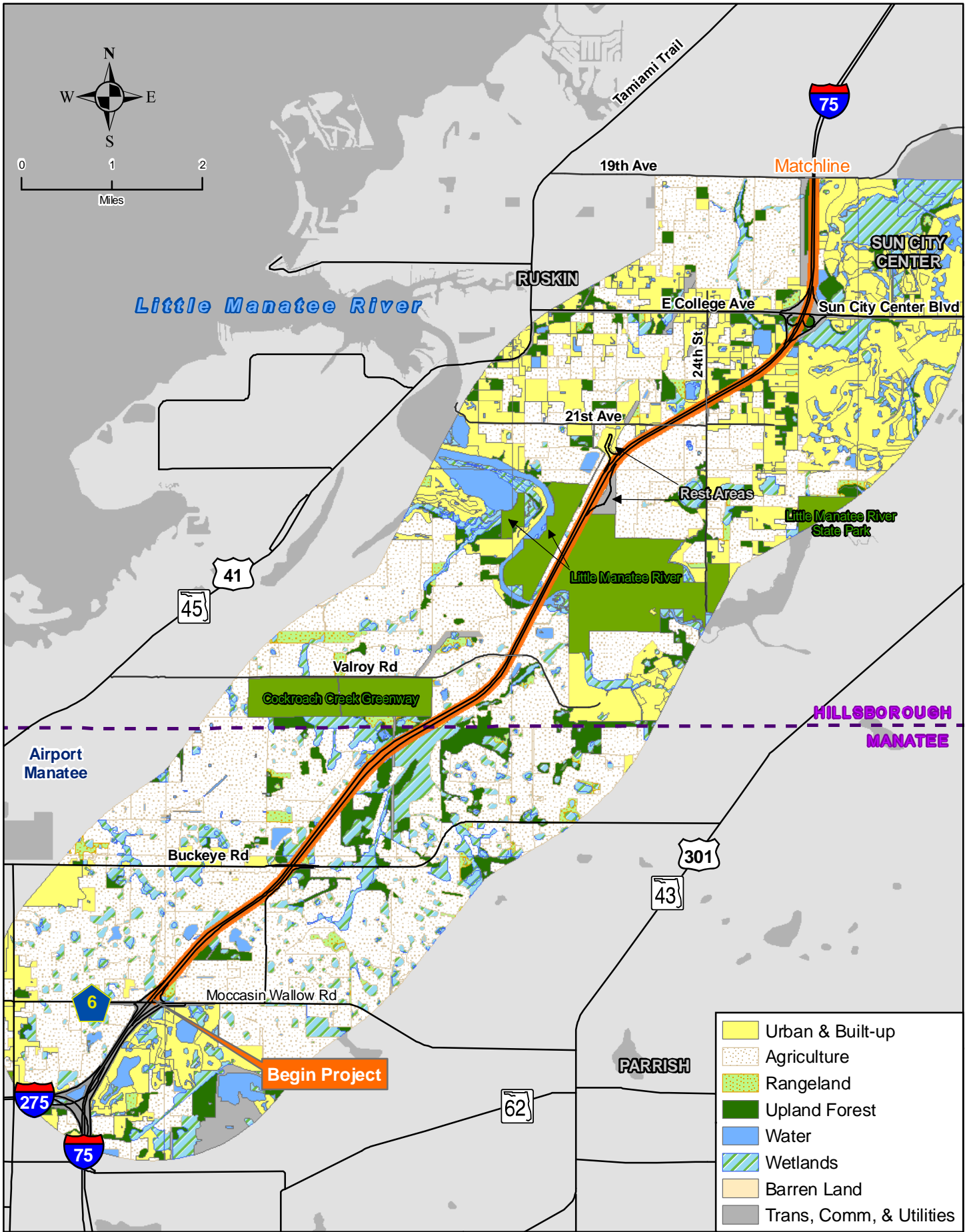
Section 3 LAND USE

3.1 Existing Land Use

The study corridor ranges in land use from mostly rural to highly developed. The Southwest Florida Water Management District (SWFWMD) land use mapping (2004), together with aerial photographs and wetland data from the National Wetland Inventory (NWI), were utilized to determine current land use and habitat types within the corridor. These land uses and habitat types were subsequently groundtruthed for verification during field visits. **Figure 3-1** shows the existing land use within the corridor. The majority of the landscape has been converted from native habitat to other land uses such as Tree Crops (220), Nurseries and Vineyards (240), Residential (120, 130) and Commercial (140), but there are many parcels that are undeveloped or are comprised almost entirely of jurisdictional wetlands.

3.2 Future Land Use

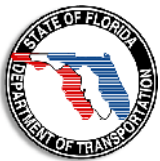
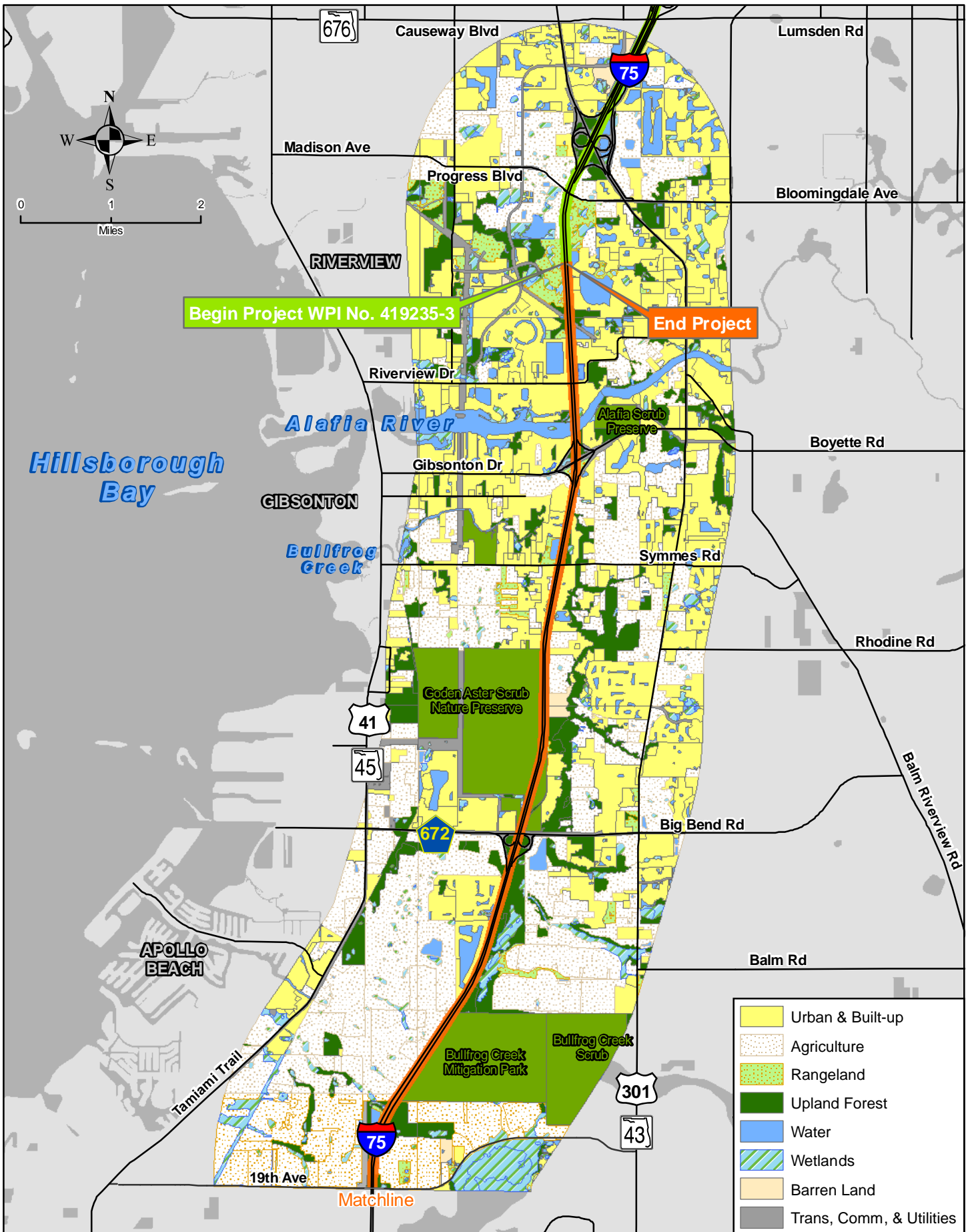
According to data obtained from Hillsborough County and the Manatee County Planning Department, the residential and mixed use residential/commercial areas are expected to increase along the I-75 corridor. Many of the agriculture areas and nurseries are expected to become suburban mixed use (**Figure 3-2**). The population in the Ruskin/Sun City Center and the Balm/Wimauma area are expected to double within the next 25 years. Due to this increase in new developments, these areas are expected triple and double in employment growth, respectively, by 2025.



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

**2004 FLUCCS
 Land Use Map**

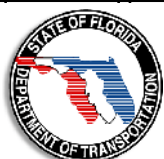
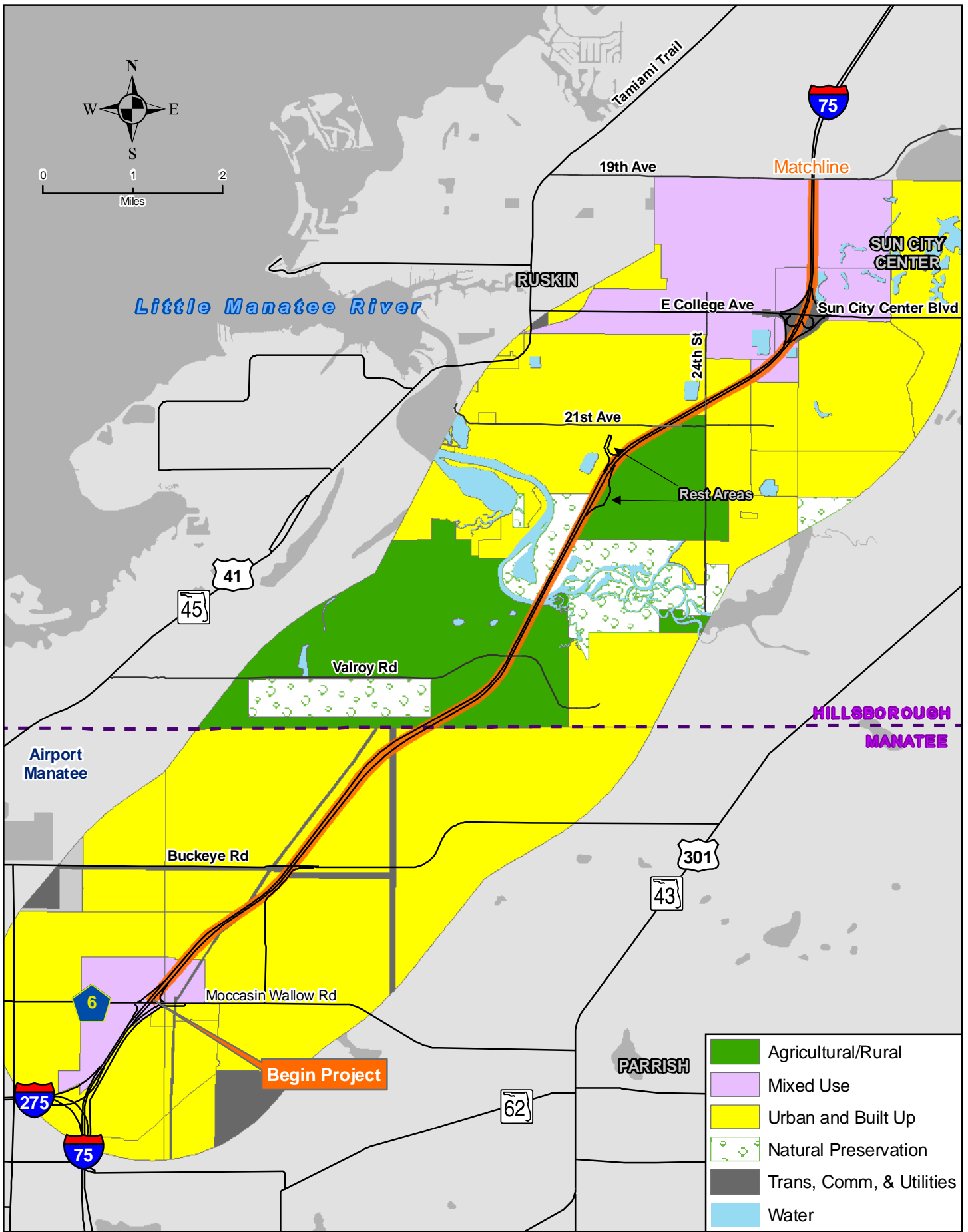
Figure 3-1
 Sheet 1 of 2



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

**2004 FLUCCS
 Land Use Map**

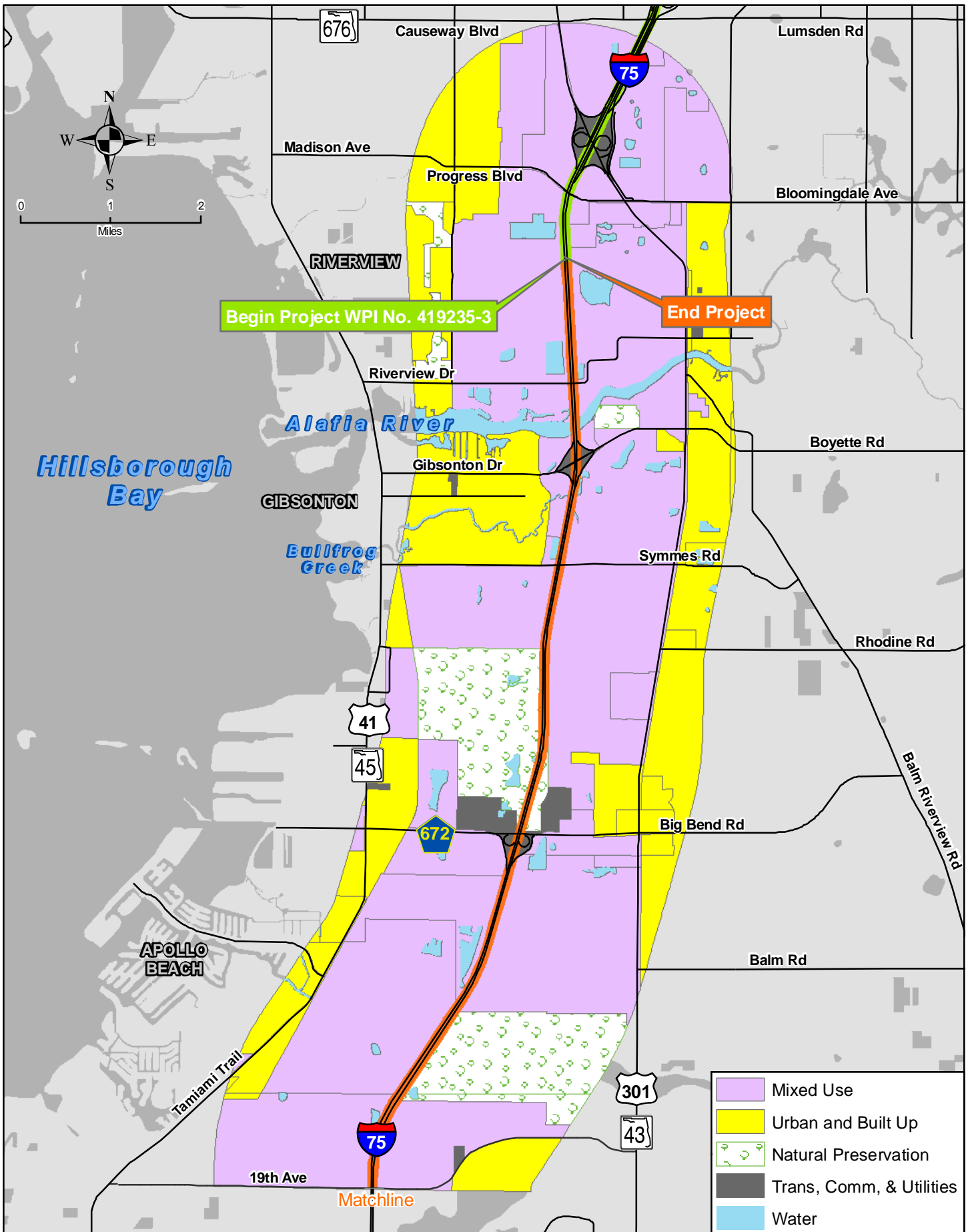
Figure 3-1
 Sheet 2 of 2



I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to US 301
 WPI SegmentNo.: 419235-2
 Hillsborough and Manatee Counties

Future Land Use Map

Figure 3-2
 Sheet 1 of 2



Section 4 HYDROLOGIC FEATURES

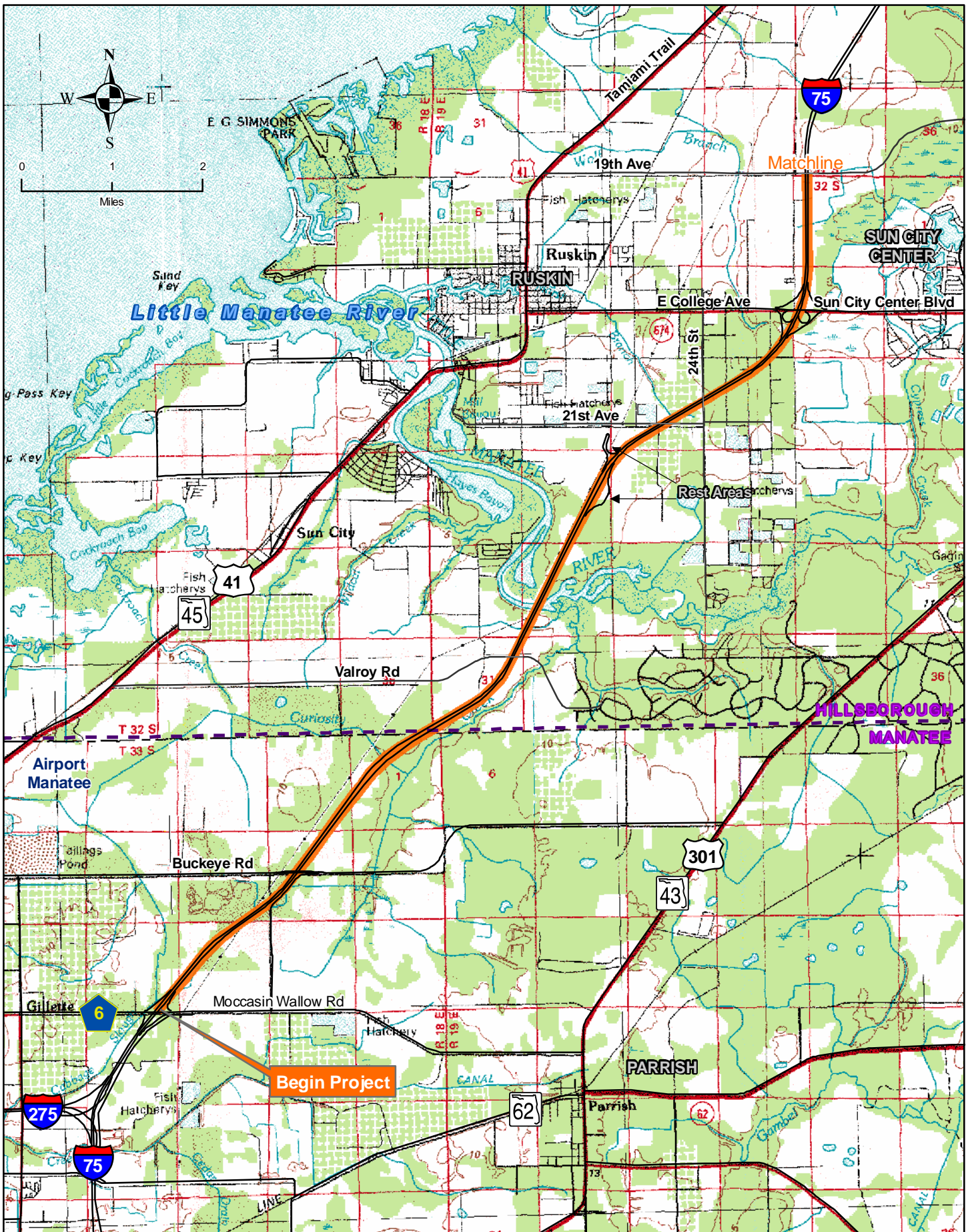
4.1 Geology/Hydrology

The National Resources Conservation Services (NRCS) Soil Survey for Hillsborough County and Manatee County, Florida provides general descriptions of subsurface conditions for these counties. Hillsborough and Manatee Counties are located in the Floridian section of the Atlantic Coastal Plain. The major features of the Counties were carved out by ancient seas that used to cover the area. The soils in this area are mainly poorly drained sandy soils with pine flatwoods being the dominant community type. The surface drainage is toward Old Tampa Bay, Hillsborough Bay and Tampa Bay for Hillsborough County. The drainage system in Manatee County within the project corridor includes the Manatee River, Braden River and Little Manatee River. Eventually all water falling within Hillsborough and Manatee Counties that is not returned to the atmosphere by evaporation and transpiration ultimately ends up in the Gulf of Mexico. A USGS map of the corridor is shown in **Figure 4-1**.

4.2 Soil Survey Review

The NRCS Soil Survey for Hillsborough and Manatee Counties, Florida indicates that there are multiple soil types that exist within the corridor. The dominant soil types along the corridor and their identification numbers include: Myakka fine sand (29), EauGallie fine sand (20) with many areas of Pomella fine sand, 0 to 5 percent slopes (41), and St. Johns fine sand (46) dispersed throughout the corridor. These soils are shown in **Figure 4-2**. A more detailed description of the dominant soil types are shown below.

- **Myakka fine sand (29)** – Nearly level, poorly drained soil in flatwoods on marine terraces. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is within a depth of 6 to 18 inches.
- **EauGallie fine sand (20)** – Nearly level, poorly drained soil in flatwoods on marine terraces. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is within a depth of 6 to 18 inches.

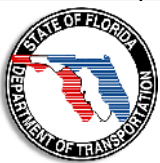


I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to US 301

WPI Segment No.: 419235-2
 Hillsborough and Manatee Counties

USGS Map

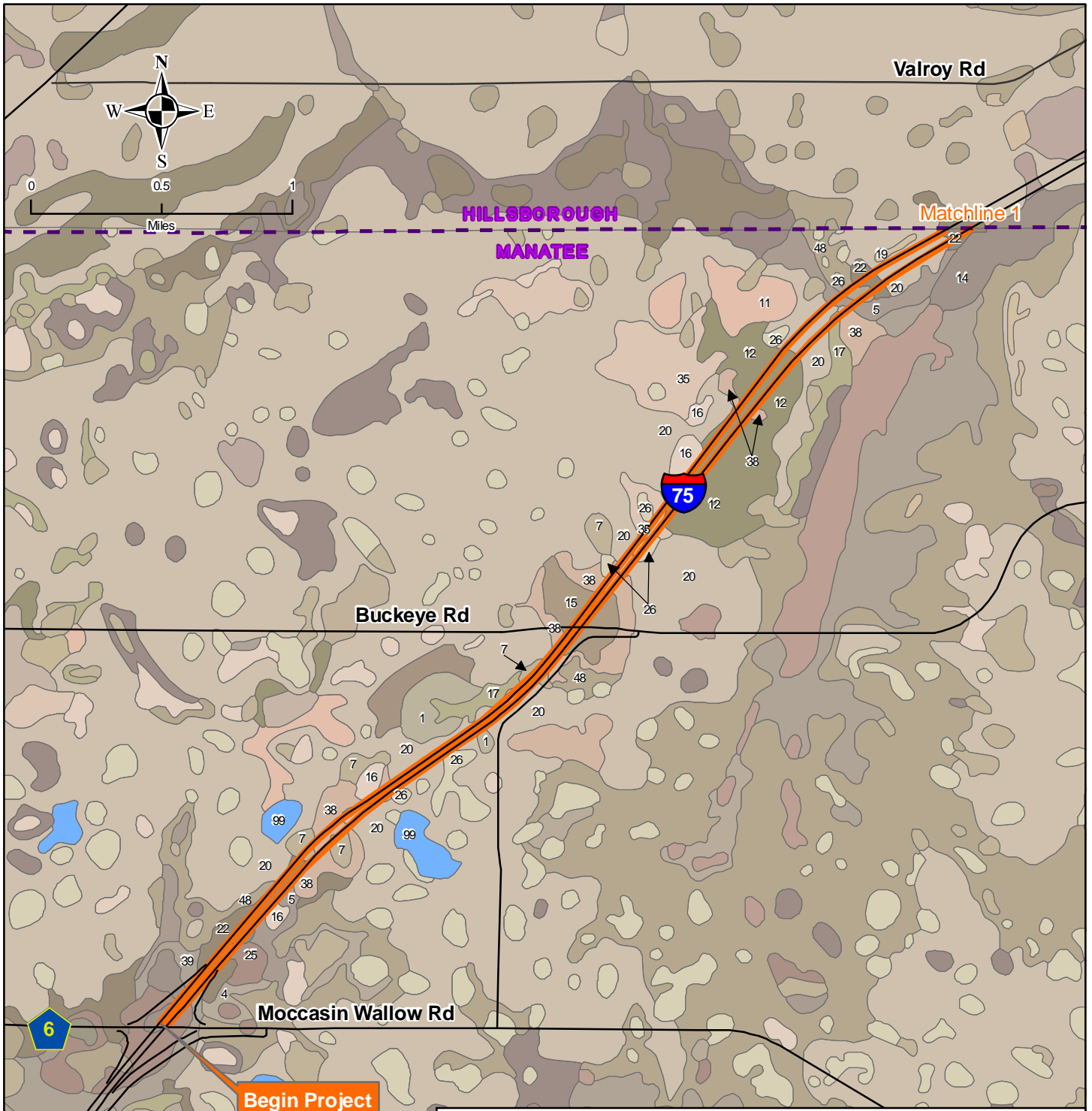
Figure 4-1
 Sheet 1 of 2



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

USGS Map

Figure 4-1
 Sheet 2 of 2



1, Adamsville variant fine sand	25, Floridana fine sand
11, Cassia fine sand	26, Floridana-Immokalee-Okeelanta association
12, Cassia fine sand, moderately well drained	35, Ona fine sand, orstein substratum
14, Chobee variant sandy clay loam	38, Palmetto sand
15, Delray mucky loamy fine sand	39, Parkwood variant-Chobee, limestone substratum
16, Delray complex	4, Bradenton fine sand
17, Delray-EauGallie complex	48, Wabasso fine sand
19, Duette fine sand, 0 to 5 percent slopes	5, Bradenton fine sand, limestone substratum
20, EauGallie fine sand	7, Canova, Anclote, and Okeelanta soils
22, Felda fine sand	99, Water

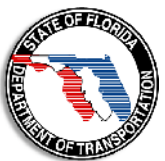
Source: U.S. Department of Agriculture, NRCS



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

NRCS Soils Map

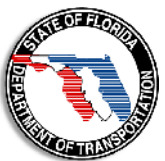
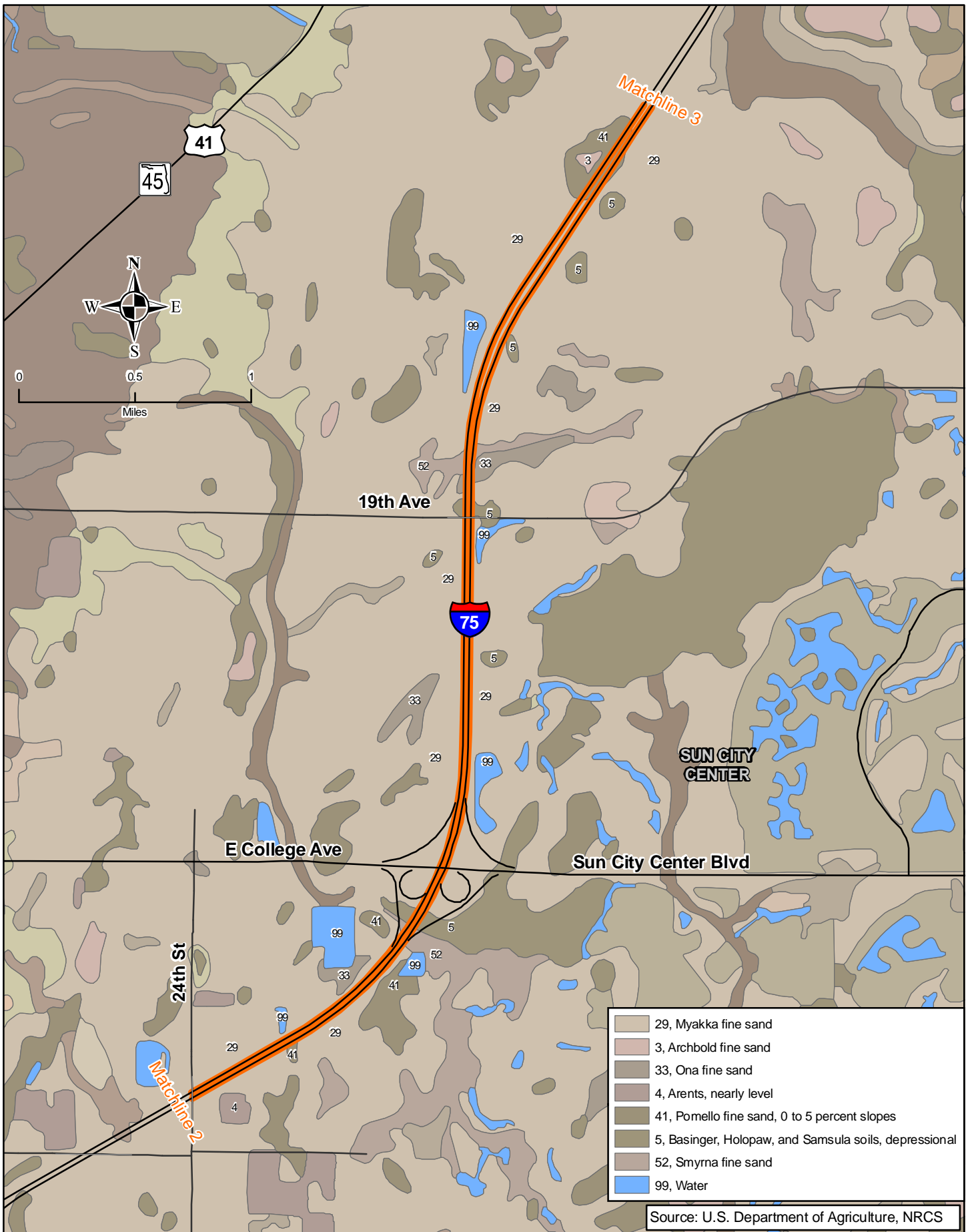
Figure 4-2
 Sheet 1 of 5



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

NRCS Soils Map

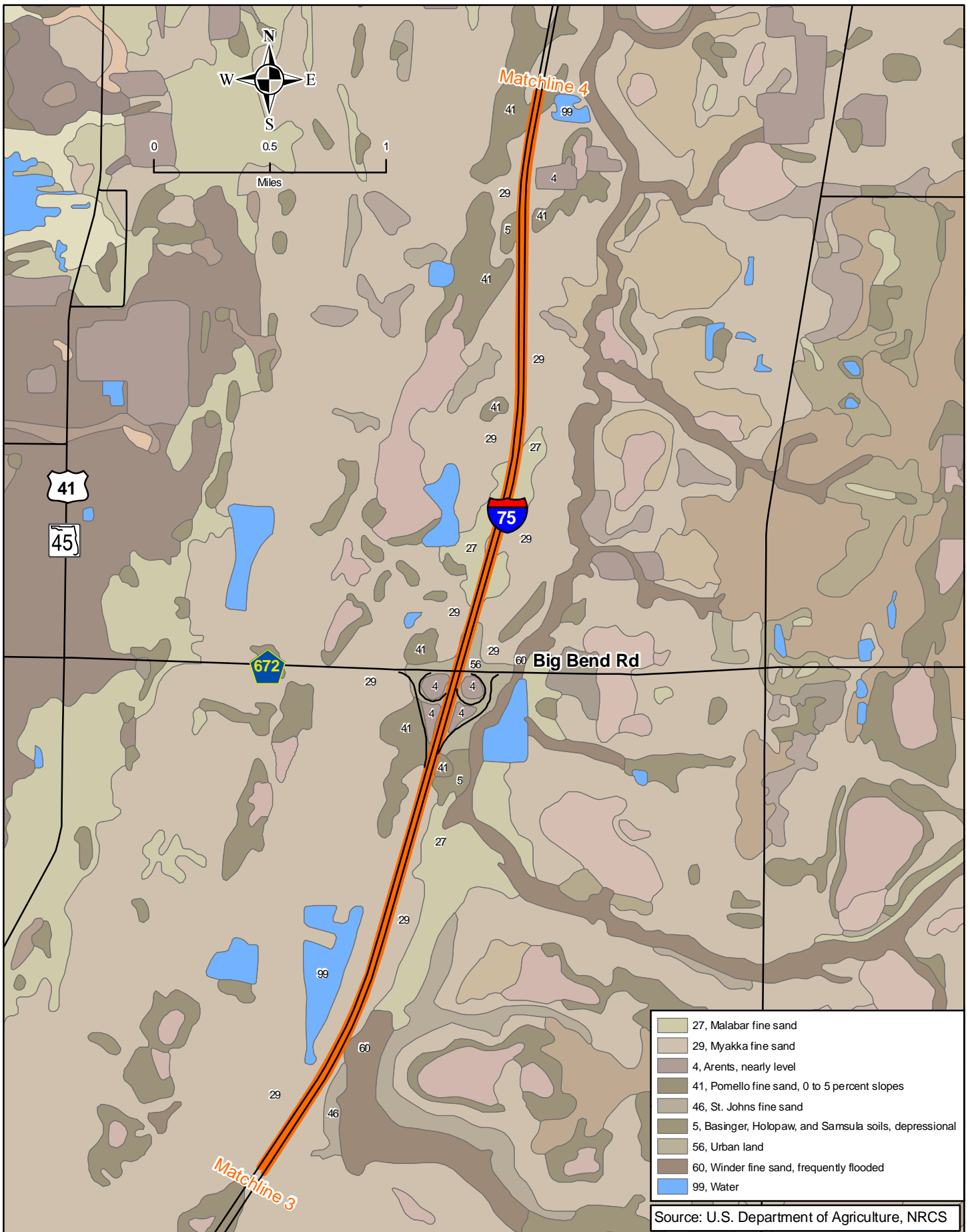
Figure 4-2
 Sheet 2 of 5



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

NRCS Soils Map

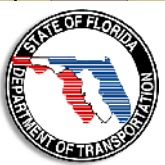
Figure 4-2
 Sheet 3 of 5



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

NRCS Soils Map

Figure 4-2
 Sheet 4 of 5



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

NRCS Soils Map

Figure 4-2
 Sheet 5 of 5

- **Pomella fine sand (41)** – Nearly level to gently sloping, moderately well drained soil found on ridges and knolls on marine terraces, with irregularly shaped areas. Slopes range from 0 to 5 percent. In most years, under natural conditions, the water table is at a depth of 24 to 42 inches.
- **St. Johns fine sand (46)** – Nearly level, poorly drained soil found in flats on marine terraces. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is at a depth of 0 to 12 inches.

The present, but not dominant soils along the corridor and their identification numbers include: Archbold fine sand (3), Smyrna fine sand (52), Malabar fine sand (27), Palmetto sand (38), and Cassia fine sand, moderately well drained (12). A more detailed description of these soil types are shown below.

- **Archbold fine sand (3)** – Nearly level, moderately well drained soil found in sand pine scrub. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is at a depth of 42 to 72 inches.
- **Cassia Fine Sand, moderately well drained (12)** – Nearly level, moderately well drained soil in sand pine scrub. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is at a depth of 42 to 60 inches.
- **Malabar fine sand (27)** - Nearly level, poorly drained soil found in drainageways of marine terraces. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is at a depth of 0 to 12 inches.
- **Palmetto Sand (38)** – Nearly level, poorly drained soil found on drainageways of marine terraces. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is at a depth of 0 inches.
- **Smyrna fine sand (52)** - Nearly level, poorly drained soil found in flatwoods. Slopes range from 0 to 2 percent. In most years, under natural conditions, the water table is at a depth of 6 to 18 inches.

Section 5 METHODOLOGY

5.1 Efficient Transportation Decision Making

A Programming Screen Summary Report was published on March 29, 2007 as part of the Department's Efficient Transportation Decision Making (ETDM) process. The project is designated as #8001 in ETDM. The Federal Highway Administration has determined that the project qualifies as a Type 2 Categorical Exclusion.

Through ETDM, the FDOT District 7 commented on contaminated sites. They recommended a Summary Degree of Effect of Minimal, stating "There are no known contamination sites within the existing right-of-way (ROW). It is not likely that these sites will be encountered outside of the ROW during our acquisition of the necessary stormwater treatment system ponds since the FDOTs goal is to avoid acquiring these types of locations." The FHWA also gave a Degree of Effect of Minimal. The Southwest Florida Water Management District (SWFWMD) recommended a Degree of Effect of Moderate due to the close proximity of seven petroleum-related sites and a reported Hazardous Materials site. Relevant excerpts from the ETDM Programming Screen Summary Report are found in **Appendix A**.

5.2 Public Record Review and Site Reconnaissance

A regulatory database search was requested from FirstSearch Technology Corporation along the entire project corridor (**Appendix B**). The results of this search were used as a basis for performing the CSER. The database research includes an evaluation of the following:

1. National Priorities List (NPL) and Proposed NPL
2. Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
3. Comprehensive Environmental Response, Compensation, and Liability Information System Archived Sites (NFRAP)

4. Resource Conservation and Recovery Information System Treatment, Storage and Disposal Facilities (RCRA TSD)
5. Resource Conservation and Recovery Information System Sites (RCRA COR and RCRA GEN)
6. Emergency Response Notification System (ERNS)
7. Florida Sites List (FSL)
8. Solid Waste Facilities (SWF)
9. FL Cattle Dipping Vats
10. Dry Cleaning Facilities
11. Underground Storage Tank Database (UST)
12. Aboveground Storage Tank Database (AST)
13. Tribal Land Underground Storage Tanks
14. Leaking Underground Storage Tanks List (LUST)
15. Stationary Tank Inventory System (STI)

In addition to the database search of potential contamination sites, a site reconnaissance was conducted on March 27, 2008 to further supplement the database results. The purpose of the site visit was to observe signs of other possible contamination sources not listed in the database search. This included a review of the following:

- Structures
- Potential sources of surface contamination
- Potential sources of airborne contamination
- Potential sources of waterborne contamination
- Tenant activities and general site conditions

5.3 Historical Aerial Photograph Review

Historical aerial photographs of the study area were reviewed to evaluate past land use and to identify areas that may raise concern for potential hazardous materials or petroleum contamination. Aerial photographs of the study area were reviewed for the entire project corridor for years 1957 and 1984 (**Appendix C**).

In 1957, very little development existed along the current project corridor. I-75 was not yet built and much of the agriculture that exists today was not present. A few small subdivisions along Riverview Drive were in the process of being built and an overhead power line had been cleared but no utilities were present yet. No other potentially contaminated sites were identified based on the review of aerials from 1957.

By 1984, I-75 was constructed and appeared to be two to three lanes in each direction. The landscape was riddled with various agricultural practices and fish ponds. Though much development existed at this time, most residential development existed along the northern portion of the study area within Hillsborough County. This development consisted of low density rural development with substantially more development in the form of dense residential and commercial service having since been constructed. No other potentially contaminated sites were identified based on the review of aerials from 1984 that are not present today.

5.4 Risk Ratings

The hazardous material rating system is divided into four degrees of risk as defined by the FDOT in Part 2, Chapter 22 of the *PD&E Manual*. These include “No”, “Low”, “Medium”, and “High” potential for risk. A description of each risk rating are found below:

No Risk

A review of all available information finds there is nothing to indicate contamination would be a problem. It is possible that contaminants were handled on the property; however, all information (DEP reports, monitoring wells, water and soil samples, etc.) indicate that contamination problems should not be expected. An example of an operation that may receive this rating is a wholesale or retail outlet that handles hazardous materials in sealed containers that are never opened while at the facility, such as cans of spray paint at a “drug store”.

Low Risk

The former or current operation has a hazardous waste generator identification (ID) number, or deals with hazardous materials; however, based on all available information, there is no reason to believe there would be any involvement with contamination in relation to this project. This is the lowest possible rating a gasoline station operating within current regulations can receive. This rating could also apply to a retail store that blends paint. Some Low sites, such as gas stations in compliance, should be reevaluated during the design phase.

Medium Risk

After a review of all available information, indications are found (reports, *Notice of Violations*, consent orders, etc.) 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. The complete details of remediation requirements are important to determine what the Department must do if the property were to be acquired. A recommendation should be made on each property falling into this category to its acceptability for use within the proposed project, what actions might be required if the property is acquired, and the possible alternatives if there is a need to avoid the property.

This rating expresses a degree of concern for potential contamination problems. Known problems may not necessarily present a high cause for concern if the regulatory agencies are aware of the situation and corrective actions are either underway or complete. The actions may not have an adverse impact on the proposed project.

High Risk

After a review of all 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. A recommendation must be included for what further assessment is required. Conducting the actual Contamination Assessment is not expected to begin until alignment is defined; however, circumstances may require additional screening assessment (i.e. collecting soil or water sample for laboratory analysis necessary to determine the presence and /or levels

of contaminants) to begin earlier. Properties previously used as gasoline stations and which 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. ignitibility, 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(c)(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.

Section 6 ALTERNATIVE ALIGNMENTS

Several alignment alternatives were considered early in the study process in addition to the no-build alternative. The **no-build alternative** would consist of not widening I-75 within the proposed project limits; therefore, no impacts concerning contamination would occur.

The current facility varies from 6 to 8 lanes throughout the corridor. The preferred build alternative includes widening the interstate to 10 lanes within the median of the existing facility. All mainline widening will occur within the right-of-way and will include three general use lanes and two special use lanes in each direction. In addition, there are three interchanges along the corridor including: SR 674, Big Bend Road, and Gibsonton Drive where improvements will occur. Minor amounts of ROW will be required at the interchange area. Twenty six sites were evaluated for potential contamination along I-75. Many of these sites were evaluated as possible impacts associated with the interchange modifications at SR 674, Big Bend Road, and Gibsonton Drive. Additional information regarding the build alternatives considered, including the preferred build alternative, can be found in Section 2 of this *CSER*.

Section 7 PROJECT IMPACTS

Sites identified as contaminated or potentially contaminated were further evaluated to determine the extent of contamination or the risk of contamination. The assignment of a risk rating was based on the current and past existence of hazardous materials or petroleum products and the potential of the material/product to be encountered during proposed roadway expansion activities. The rating system developed by the FDOT as part of the PD&E process expresses the likelihood that hazardous material or petroleum products exist and the potential impact on roadway construction.

Table 7-1 provides a summary of the potentially contaminated sites along the project corridor, while **Figure 7-1** depicts the locations of these sites in relation to the proposed improvements. This section also provides a description of each potential site, documenting the rationale for the risk rating issued. These sites represent the comprehensive list as determined from a combination of data sources. The ranking of each is based on the preferred build alternative as previously discussed. Photos of the “Medium” ranked sites are included in **Appendix D**.

Table 7-1: Summary of Sites Located along the I-75 Project Corridor

Map ID	Site Name	Site Address	Risk Rating	Government Database
Manatee County				
1	Pursley Inc	6750 Moccasin Wallow Rd	Low	LUST, SPILLS, UST
2	North Manatee, LLC	West of I-75	No	N/A – Field Observation
3	HBT of Eagle Point, LLC	East of I-75	No	N/A – Field Observation
4	Unknown agriculture	East of I-75	No	N/A – Field Observation
5	Suburban Land Reserve, Inc.	West of I-75	No	N/A – Field Observation
Hillsborough County				
6	J. H. Williams Tanker Spill	I-75 (MM 236) at Lightfoot Road overpass	Low	SPILLS, UST
7	Farmland Reserve, Inc.	Adjacent to I-75	No	N/A – Field Observation

Map ID	Site Name	Site Address	Risk Rating	Government Database
8	P and J O'Neill Trucking Inc	920 33 rd Street SE	Low	UST
9	Racetrac Gas Station	3105 College Avenue W	Low	UST
10	Hillsborough County Sheriffs Station	508 33 rd Street SE	Low	UST
11	Tampa Electric Co.	Teco Road	Low	ERNS, LUST, RCRAGN SPILLS, UST
12	South County Regional Wastewater Treatment Plant	520 Teco Road	Medium	ERNS, UST
13	Chevron Gas Station	711 Cypress Village Boulevard	Low	LUST, RCRAGN, SPILLS, UST
14	Cypress Creek Land Corp.	East of I-75	No	N/A – Field Observation
15	Hillsborough County	West of I-75	No	N/A – Field Observation
16	NNP Southland II, LLC	West of I-75	No	N/A – Field Observation
17	Macasphalt	I-75 and Big Bend Road	Medium	LUST, UST
18	Hillsborough County Maintenance Unit 3	I-75 and Big Bend Road	Medium	UST, LUST
19	Hillsborough County Fleet Management 3	7824 Big Bend Road	Medium	LUST, UST
20	Hillsborough County School Board - East Bay High School	7710 Big Bend Road	Low	RCRAGN
21	Phosphoric Acid Sludge	I-75 and Big Bend Road	Medium	ERNS
22	Walmart gas station	9205 Gibsonton Drive	Low	UST
23	Auto Body Shop	Gibsonton Drive west of I-75	Low	N/A – Field Observation
24	Ring Power Corp	9797 Gibsonton Drive	Low	LUST, RCRAGN,
25	Raceway gas station	Gibsonton Drive east of I-75	Low	N/A – Field Observation



0 200 1000
Feet

END PROJECT WPI SEGMENT NO. 201032-1
BEGIN PROJECT WPI SEGMENT NO. 419235-2

NORTH MANATEE, LLC



PURSLEY INC
6750 MOCCASIN WALLOW RD

MOCCASIN WALLOW RD



HBT OF EAGLE POINT, LLC

UNKNOWN AGRICULTURE



BUCKEYERD

MATCH LINE

LEGEND

- PROPOSED ROADWAY
- EXISTING LA ROW
- PROPOSED LA ROW

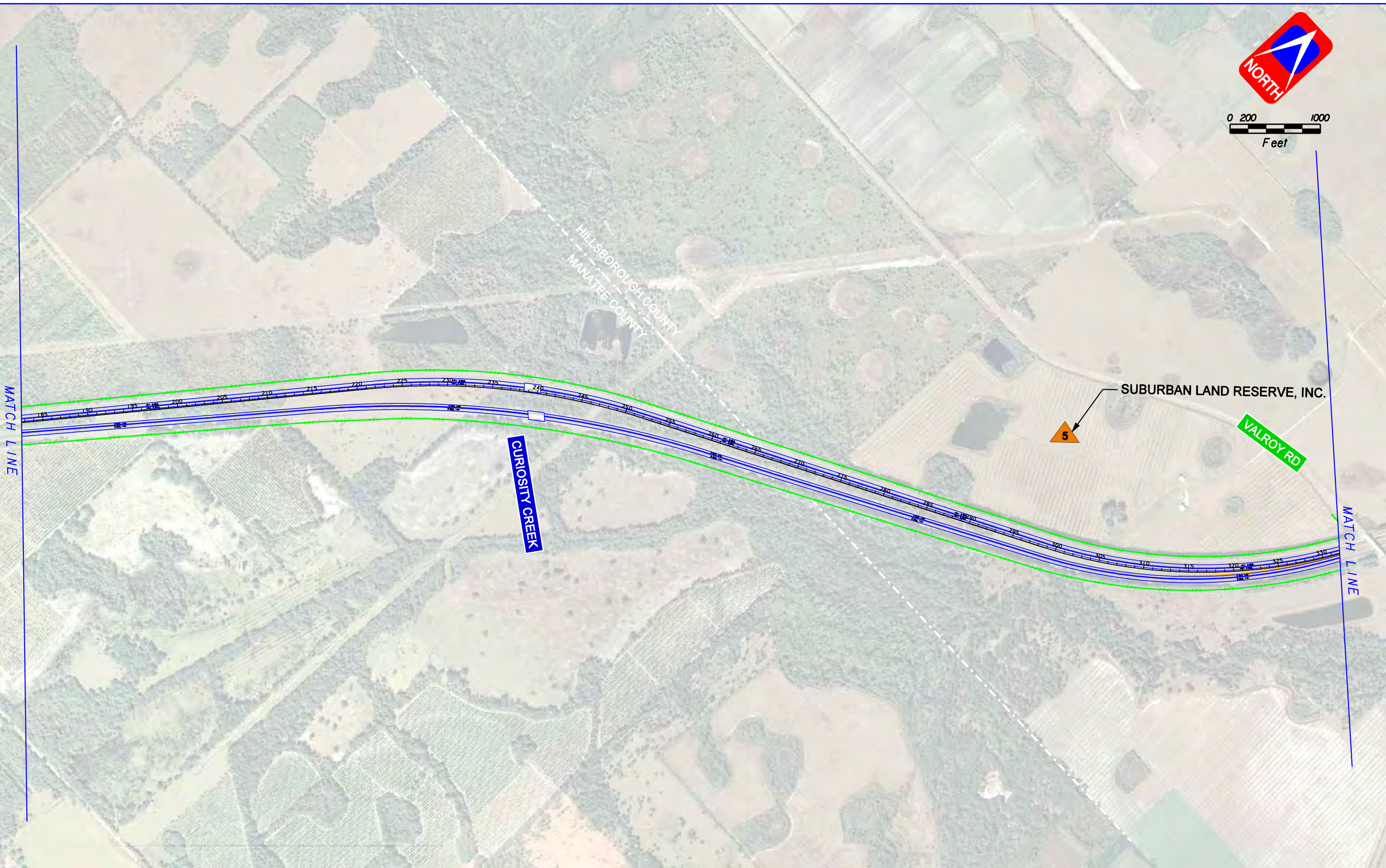
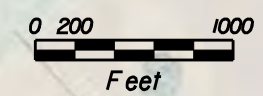
POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

FIGURE 7-1: POTENTIAL
CONTAMINATION SITES

SHEET NO.
1



MATCH LINE

MATCH LINE

LEGEND

-  PROPOSED ROADWAY
-  EXISTING LA ROW
-  PROPOSED LA ROW
-  POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

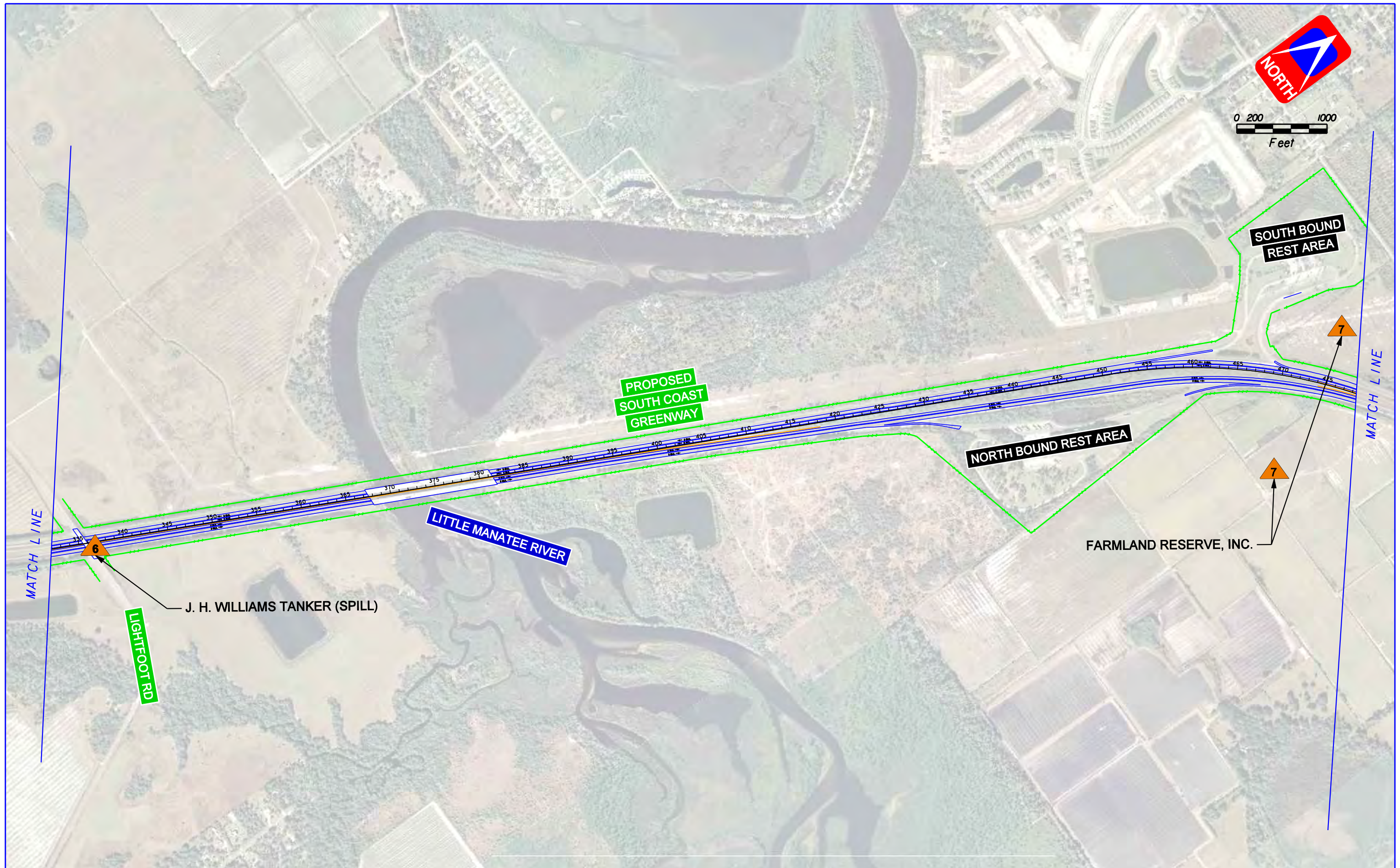
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

FIGURE 7-1: POTENTIAL CONTAMINATION SITES

SHEET NO.
2



0 200 1000
Feet



LEGEND

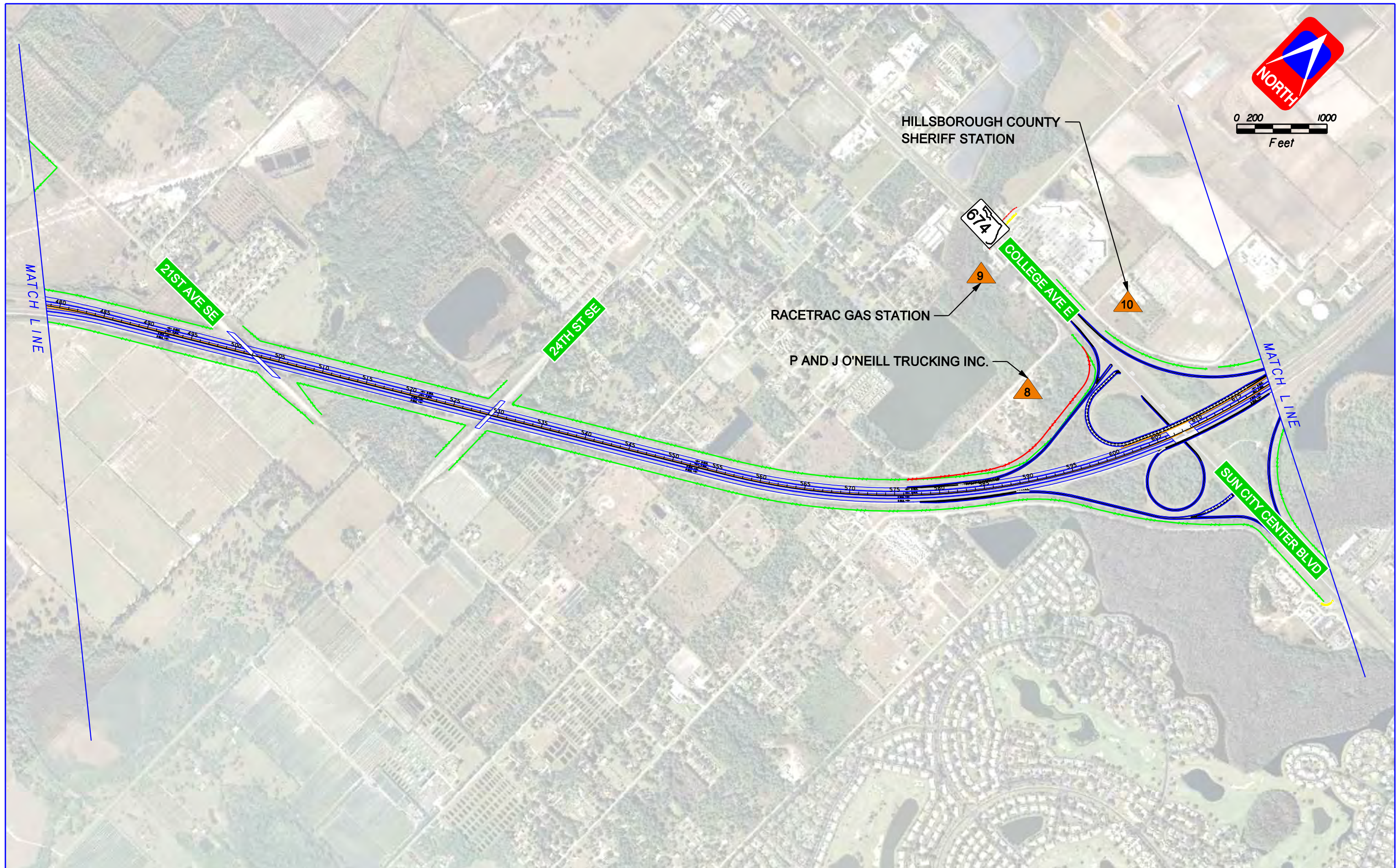
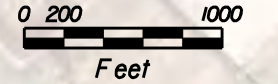
-  PROPOSED ROADWAY
-  EXISTING LA ROW
-  PROPOSED LA ROW
-  POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

FIGURE 7-1: POTENTIAL CONTAMINATION SITES

SHEET NO.
3



LEGEND

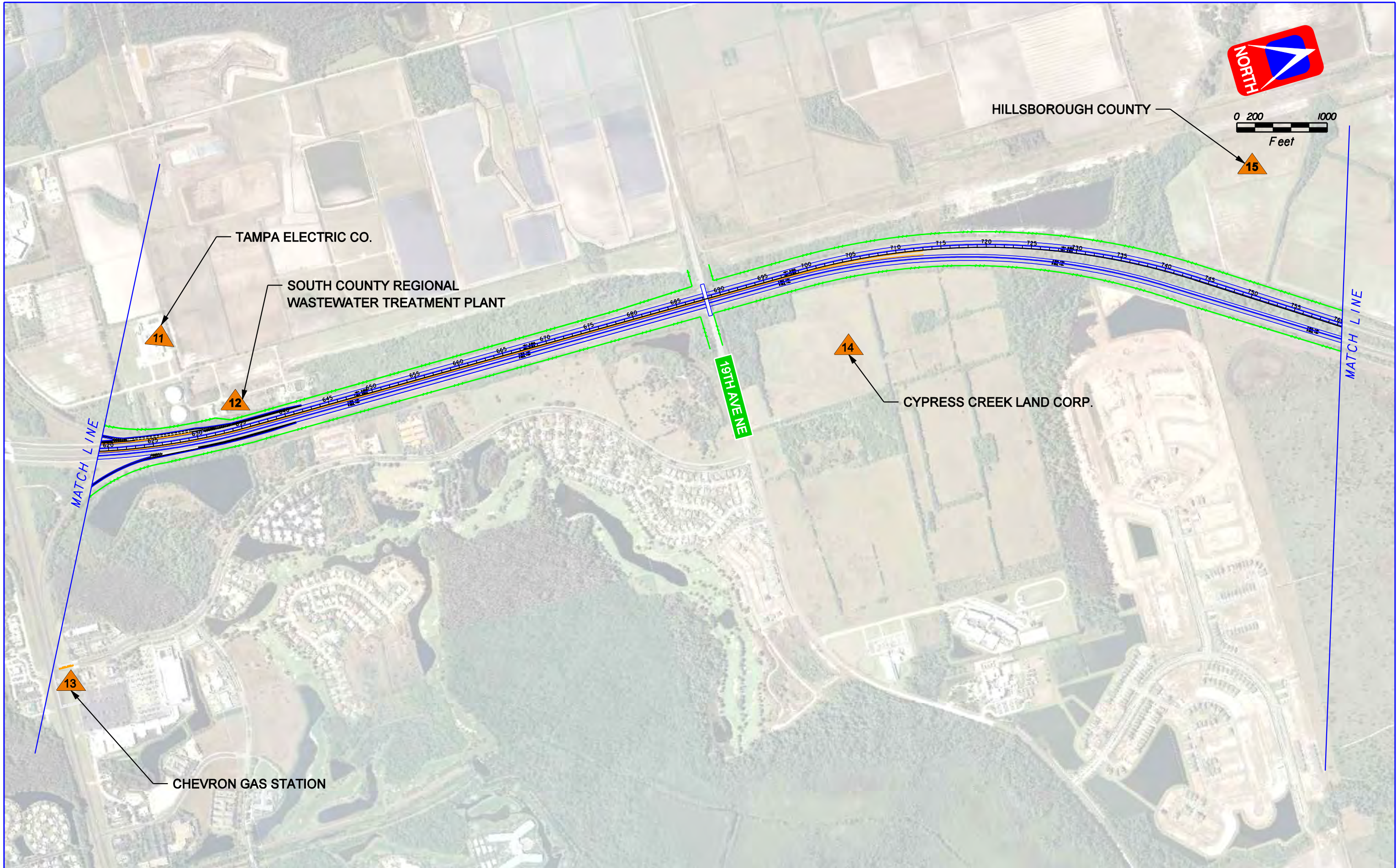
- PROPOSED ROADWAY
- EXISTING LA ROW
- PROPOSED LA ROW
- POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

FIGURE 7-1: POTENTIAL CONTAMINATION SITES

SHEET NO.
4



LEGEND

- PROPOSED ROADWAY
- EXISTING LA ROW
- PROPOSED LA ROW
- POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

**FIGURE 7-1: POTENTIAL
CONTAMINATION SITES**

SHEET NO.
5



HILLSBOROUGH COUNTY

NNP SOUTHLAND II, LLC






MATCH LINE

MATCH LINE



LEGEND

-  PROPOSED ROADWAY
-  EXISTING LA ROW
-  PROPOSED LA ROW



POTENTIALLY CONTAMINATED SITE

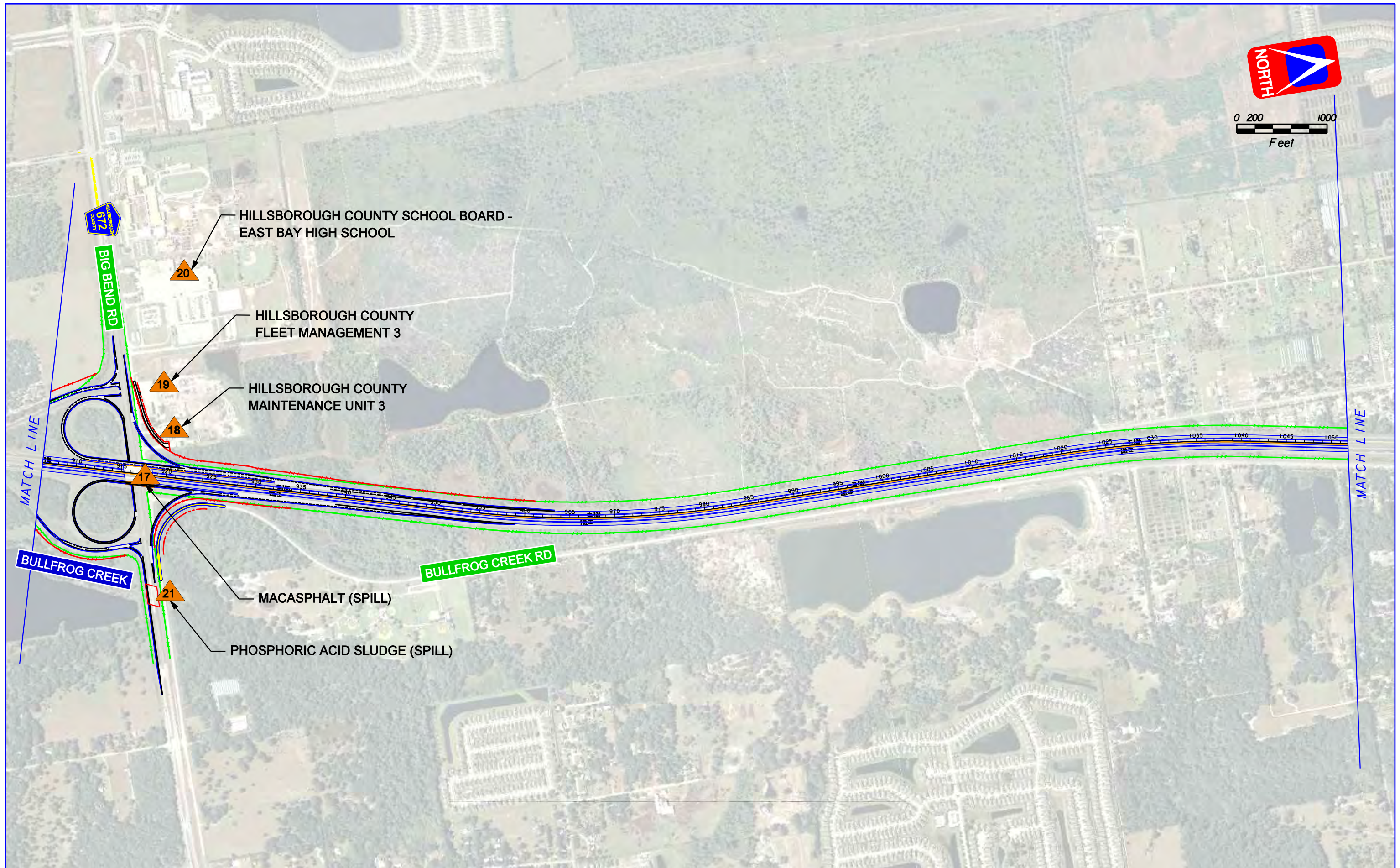
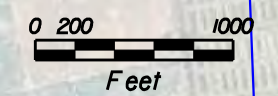
DATE OF AERIAL: JUNE 2008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

FIGURE 7-1: POTENTIAL CONTAMINATION SITES

SHEET NO.

6



LEGEND

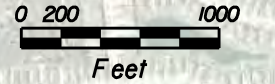
- PROPOSED ROADWAY
- EXISTING LA ROW
- PROPOSED LA ROW
- POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

FIGURE 7-1: POTENTIAL CONTAMINATION SITES

SHEET NO.
7



WALMART GAS STATION

AUTO BODY SHOP

22

23

MATCH LINE

MATCH LINE

BULLFROG CREEK

RING POWER CORP

24




ALAFIA RIVER

RACEWAY GAS STATION

25

GIBSONTON DR

LEGEND

-  PROPOSED ROADWAY
-  EXISTING LA ROW
-  PROPOSED LA ROW



POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

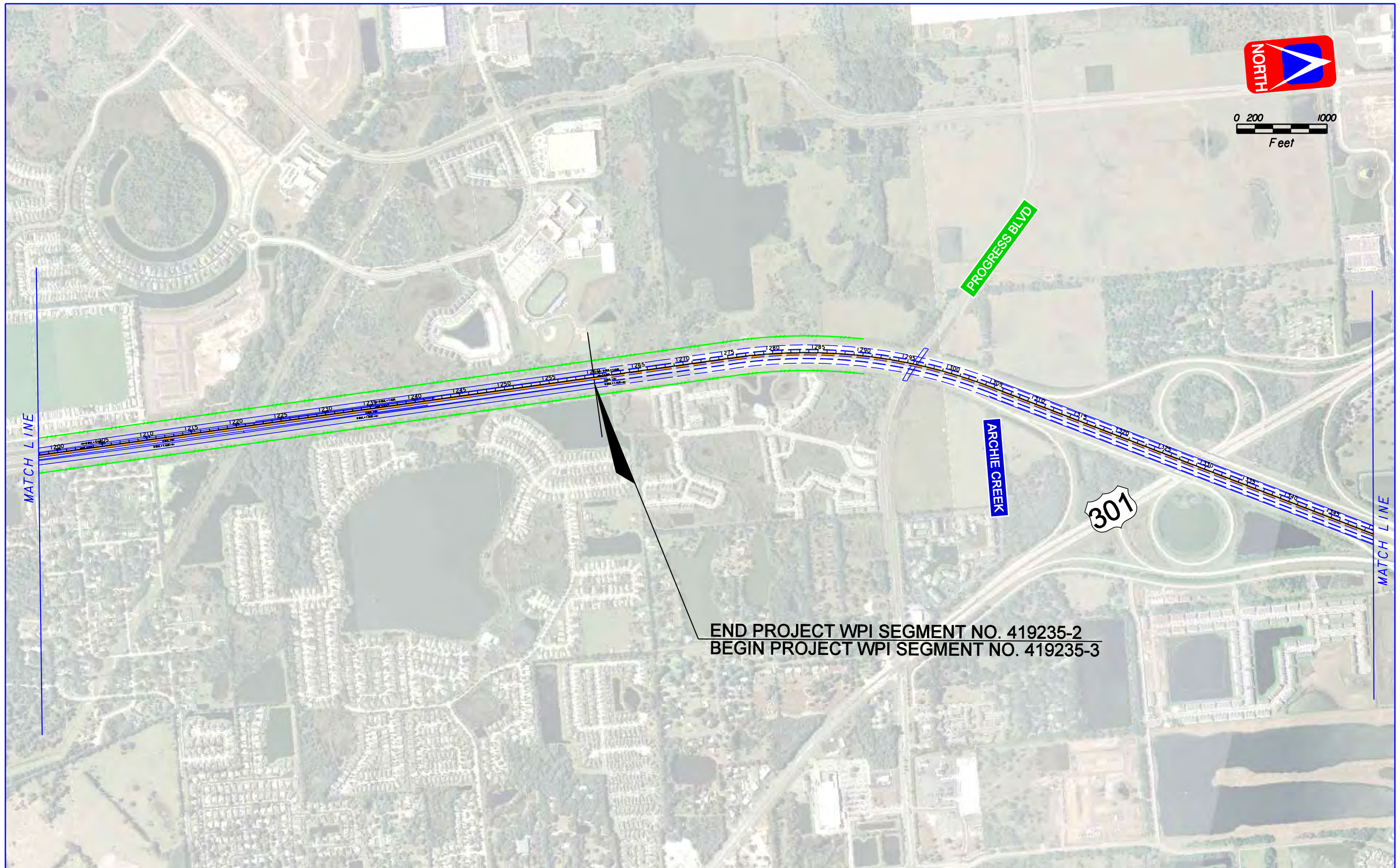
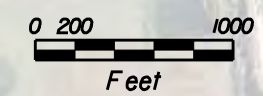
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

FIGURE 7-1: POTENTIAL
CONTAMINATION SITES

SHEET NO.

8



LEGEND

-  PROPOSED ROADWAY
-  EXISTING LA ROW
-  PROPOSED LA ROW
-  POTENTIALLY CONTAMINATED SITE

DATE OF AERIAL: JUNE 2008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93A	HILLSBOROUGH/MANATEE	419235-2-22-01

**FIGURE 7-1: POTENTIAL
CONTAMINATION SITES**

SHEET
NO.

9

7.1 Potential Contaminated Site Impacts

Potential Contamination Site 1 – Pursley Inc.

Pursley, Inc. is a part of the Pioneer Oil Company, an independent oil producer. Pursley Inc. is located at 6750 Moccasin Wallow Road east of the I-75 interchange. In 1991, a spill of generic gasoline occurred on the Pursley Inc. site affecting the groundwater. This site was eligible for state funding under the Abandoned Tank Restoration Program to cleanup the contamination. The FDEP data management system (OCULUS) was reviewed to find additional information on this site.

Twelve monitoring wells were installed to assess the cleanup of this site. In 1993, MGM Petro Equipment and Environmental Services (MGM) requested an extension to the deadline for site assessment from the FDEP in order to install two more monitoring wells. The owner of the property denied MGM access to the site to install these monitoring wells and the cleanup effort is now inactive but not complete.

In addition, four underground storage tanks were closed in 1989 on this site and later removed. A discharge reporting form was submitted in 1991 in response to soil and groundwater contamination discovered while removing a 500 gallon underground storage tank. Cleanup was completed in 1992 and granted a “No Further Action” status.

The project will involve widening I-75. No improvements to the interchange of I-75 and Moccasin Wallow Road are proposed as part of this project. All improvements to I-75 will occur within the existing ROW. The Pursley Inc. site is approximately 0.13 mile from I-75. Though contamination is known to exist, the project should not have an impact to this site. Thus, the likelihood of encountering contamination at this site is “Low”.

Potential Contamination Site 2 – North Manatee, LLC

The North Manatee, LLC property is located west of I-75 between the Moccasin Wallow Road exit and the Buckeye Road overpass bridge. This property consists of agricultural land but is slated for development. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides on this

property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 3 – HBT of Eagle Point, LLC

The HBT of Eagle Point, LLC property is located east of I-75 between the Moccasin Wallow Road exit and the Buckeye Road overpass bridge. This property consists of agricultural land but is slated for development. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides on this property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 4 – Unknown

The property located north of Buckeye Road and east of I-75 consists of agricultural land but is slated for development. According the Manatee County Property Appraisers, the owner of this property is unknown. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides on this property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 5 – Suburban Land Reserve, Inc.

The Suburban Land Reserve, Inc. property is located west of I-75 south of the Valroy Road overpass bridge. This property consists of agricultural land. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides on this property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 6 – J. H. Williams Tanker Spill

In 1998, approximately 9000 gallons of unleaded gasoline was spilled at the Lightfoot Road overpass (mile marker 236) over I-75 in Hillsborough County. The FDEP data management system (OCULUS) was reviewed to find additional information on this site.

Cows loose on the interstate caused a multi-vehicular accident involving a tractor-trailer operated by J. H. Williams Oil Company that resulted in tanker catching on fire. The tanker and the contents were burned up and thus it was impossible to accurately determine the amount of gasoline discharge. SWS of Pinellas Park, Florida was enlisted to cleanup the contaminants.

Clean up has been completed and the Site Rehabilitation Completion Report (SRCR) was issued for discharges at this site. The proposed project involves widening within the existing right-of-way of the interstate. However, since it appears clean-up of this spill was completed; the likelihood of encountering contamination at this site is “Low.”

Potential Contamination Site 7 – Farmland Reserve, Inc.

The Farmland Reserve, Inc. property is located both east and west of I-75 north of the interstate rest areas. This property consists of agricultural land. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides on this property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 8 – P and J O’Neill Trucking Inc.

P and J O’Neill Trucking Inc. is located south of SR 674 on 33rd Street in Hillsborough County. There is a known leaded gasoline underground storage tank on the property; however, no spills or leaks for this tank have been reported.

During a site review on March 27, 2008, no evidence of contamination was seen, nor are there any reports of contamination on this site. The proposed project involves widening

within the existing right-of-way of the interstate as well as interchange improvements at the SR 674 intersection. Though this site is outside of the project limits for the mainline widening, the preferred SR 674 interchange build alternative would require the purchase of additional ROW from this site. However, based on the information provided and the site visit, this site is rated “Low” for potential contamination.

Potential Contamination Site 9 – Racetrac Gas Station

The Racetrac Gas Station is located at the interchange of I-75 and SR 674. There are three underground storage tanks containing unleaded gasoline. During a site review on March 27, 2008, no evidence of contamination was observed. Nor are there any reports of contamination on this site. Though this site is outside of the project limits for the mainline widening, the preferred SR 674 interchange build alternative would require the purchase of additional ROW as well as improvements within the vicinity of this site. No property from this facility is anticipated to be required to implement the proposed improvements. Based on the information provided and the site visit, this site is rated “Low” for potential contamination; however, this site should be reevaluated during the design phase to ensure the facility is still in compliance.

Potential Contamination Site 10 – Hillsborough County Sheriff’s Office

The Hillsborough County Sheriff’s Office is located at the interchange of SR 674 and I-75 near the South County Regional Wastewater Treatment Plant. The office has an aboveground unleaded gasoline tank. During a site review on March 27, 2008, no evidence of contamination was observed. Nor are there any reports of contamination on this site. The proposed project involves widening within the existing right-of-way of the interstate as well as interchange improvements at the SR 674 interchange. Though this site is outside of the project limits for the mainline widening, the preferred SR 674 interchange build alternative would require the purchase of additional ROW. No property from this facility is anticipated to be required to implement the proposed improvements. Based on the information provided and the site visit, this site is rated “Low” for potential contamination.

Potential Contamination Site 11 – Tampa Electric Company

Tampa Electric Co. is located on Teco Road in Hillsborough County. Seven unleaded and leaded gasoline tanks as well diesel tanks were constructed between 1964 and 1996 at the maintenance unit. Of these, four were closed and three are still in service. Contamination from underground storage tanks was reported in 1990 and twice in 1995 for waste oil, diesel, and unleaded gasoline. Clean-up was required of the 1990 spill and one of the 1995 spills and neither appear to have been completed. The second 1995 spill did not require cleanup.

Teco Road is located directly adjacent to and west of the I-75 corridor. However, since the proposed improvements will take place within the existing right-of-way of I-75, contamination at the Tampa Electric Co. site should not be encountered. Therefore, the likelihood of encountering contamination at this site is “Low.”

Potential Contamination Site 12 – South County Regional Wastewater Treatment Plant

The South County Regional Wastewater Treatment Plant is located adjacent to I-75 along Teco Road near the SR 674 interchange. This treatment facility has numerous offenses. In 1993, a power failure caused a lift to overflow approximately 200 gallons of sewage into a diked containment area. No remedial action was undertaken. In 2004, hypo chloride was leaked into a pit. The amount and source is unknown. The hypo chloride was pumped back into the plant. In 2006, approximately 400 gallons of alum was leaked due to equipment failure. Cleanup was done and the area was hosed down after this accident.

This site also has six underground storage tanks that were installed in 1997 and 1998. Two of these tanks have been removed, while the other four are still in service. No reported accidents have occurred at the sites of these tanks and during field visits on March 27, 2008, no obvious signs of contamination were present.

Given the proximity of the treatment plant to I-75, the number of reported accidents at this site, and the limited information on the cleanup, the likelihood of encountering contamination at this site is “Medium.”

Potential Contamination Site 13 – Chevron Gas Station

The Chevron Gas Station is located east of the interchange of I-75 and SR 674. There are three underground storage tanks containing unleaded gasoline. A report of a spill of unleaded gasoline occurred at this gas station in both 1994 and 1998. Cleanup was required for both spills and was completed for the 1994 spill. Cleanup has not been done on the spill from 1998. During a site review on March 27, 2008, no evidence of contamination was observed. Though this site is outside of the project limits for the mainline widening, the preferred SR 674 interchange build alternative would require the purchase of additional ROW as well as improvements within the vicinity of this site. No property from this facility is anticipated to be required to implement the proposed improvements. Based on the information provided and the site visit, this site is rated “Low” for potential contamination; however, this site should be reevaluated during the design phase to ensure the facility is still in compliance.

Potential Contamination Site 14 – Cypress Creek Land Corp.

The Cypress Creek Land Corp. property is located east of I-75 north of the 19th Avenue NE bridge overpass. This property consisted of agriculture in the past but has since been cleared for a community of family homes. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides on this property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 15 – Hillsborough County

The Hillsborough County property is located west of I-75 north of the 19th Avenue NE bridge overpass. This property consists of agricultural land but is slated for mixed residential and commercial use in the future. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides

on this property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 16 – NNP Southland II, Inc.

The NNP Southland II, Inc. property is located west of I-75 north of the 19th Avenue NE bridge overpass. This property consists of agricultural land but is slated for mixed residential and commercial use in the future. No reported contamination exists on this property. Based on past land use practices, the potential use of herbicides and insecticides on this property could have caused soil and groundwater contamination. The proposed project involves widening within the existing right-of-way of the interstate. Based on the information provided and the site visit, this site is rated “No” for potential contamination.

Potential Contamination Site 17 – Macasphalt Spill

In 1986, approximately 3000 gallons of vehicular diesel fuel was spilled at the I-75 and Big Bend Road interchange. Some level of cleanup was required but has not been completed to date. The project will involve widening I-75 within the existing right-of-way at this location as well as improvements to the Big Bend Road interchange. Since it appears that the cleanup was not completed, the likelihood of encountering contamination at this site is “Medium”.

Potential Contamination Site 18 – Hillsborough County Maintenance Unit 3

The Hillsborough County Maintenance Unit 3 is located along Big Bend Road adjacent to the I-75 interchange. The Maintenance Unit had 2 underground storage tanks for leaded gasoline. Both were closed in 1989 and possible contamination from these tanks is unknown. In addition, in 1988, a vehicular diesel oil spill occurred, requiring cleanup. To date, it appears no cleanup has been completed.

The proposed project involves widening within the existing right-of-way of the interstate as well as possible improvements at the Big Bend Road interchange. Though this site is outside of the project limits for the mainline widening, the preferred Big Bend Road interchange build alternative would require the purchase of additional ROW from this

site. Since it appears that the cleanup was not completed, the likelihood of encountering contamination at this site is “Medium”.

Potential Contamination Site 19 – Hillsborough County Fleet Management 3

The Hillsborough County Fleet Management 3 is located along Big Bend Road adjacent to the I-75 interchange. The site contained nine underground storage tanks for vehicular diesel and unleaded gasoline. In 1999, a spill occurred of both unleaded gasoline and vehicular diesel fuel. Cleanup was required. These two tanks were removed and the cleanup activities were ongoing as of September 2009. The remaining seven tanks are still in service. No reported accidents have occurred at the sites of these tanks and during field visits on March 27, 2008, no obvious signs of contamination were present.

The proposed project involves widening within the existing right-of-way of the interstate as well as interchange improvements at the Big Bend Road interchange. Though this site is outside of the project limits for the mainline widening, the preferred Big Bend Road interchange build alternative would require the purchase of additional ROW from this site. However, since it appears that the cleanup activities are still ongoing at this time, the likelihood of encountering contamination at this site is “Medium”.

Potential Contamination Site 20 – Hillsborough County School Board – East Bay High School

The sites are located within the same property located west of the I-75 along Big Bend Road. The Hillsborough County East Bay Senior High School contains a conditionally exempt small quantity generator (CEG) that generates less than 100 k/month of hazardous waste.

Eight underground storage tanks existed within the school site. Six of these tanks have since been removed while two remain in service. In 1992, a spill of unleaded gas occurred. Cleanup was required and was completed. Again, in 1994 a spill of fuel oil occurred and cleanup was completed. Two more spills of fuel oil occurred in 2004 that contaminated the soil and groundwater. Cleanup was completed and a Site Rehabilitation Completion Report was filed for both spills.

The proposed project involves widening within the existing right-of-way of the I-75 as well as possible improvements at the Big Bend Road interchange. The project will involve widening I-75 within the existing right-of-way at this location as well as improvements to the Big Bend Road interchange. No property from this facility is anticipated to be required to implement the proposed improvements. All reported spills have been cleaned up and improvements should not impact this site; therefore, the likelihood of encountering contamination at this site is “Low.”

Potential Contamination Site 21 – Phosphoric Acid Sludge

In 1987 an unknown source discharged approximately 20 pounds of phosphoric acid sludge between I-75 and Simmons Loop on Big Bend Road. To date, no known action has been taken and the source of the acid is unknown. This spill was located approximately 0.03 mile from the interstate on Big Bend Road, though the exact location is not known. No further information is available on this spill.

Improvements at this location are expected on both I-75 and the Big Bend Road interchange. Though this site is outside of the project limits for the mainline widening, the preferred Big Bend Road interchange build alternative would require impacts within the vicinity of this discharge. With the little information available and lack of any cleanup at this site, the likelihood of encountering contamination at this site is ranked as “Medium.”

Potential Contamination Site 22 – Wal-Mart Supercenter #5300

The Wal-Mart Supercenter is located at 9205 Gibsonton Drive, west of I-75. This supercenter contains a Tire and Lube Center as well as a gas station. The Tire and Lube Center is listed on the UST site for an above ground tank for waste oil. In addition, the gas station contains numerous underground storage tanks for gasoline. During a site review on March 27, 2008, no evidence of contamination was observed, nor are there any reports of contamination on this site for the gas station or Tire and Lube Center. The project will involve widening I-75 within the existing right-of-way at this location as well as improvements to the Gibsonton Drive interchange. No property from this facility is anticipated to be required to implement the proposed improvements. Based on the

information provided and the site visit, this site is rated “Low” for potential contamination.

Potential Contamination Site 23 – Auto Body Shop

A small auto body shop exists along Gibsonton Drive west of I-75 across the street from the Wal-Mart Supercenter. This property is not listed as contaminated on any of the contamination databases. However signs of potential contamination were observed during field reviews such as dilapidated vehicles, tires, and other auto parts. Based on past land use practices, the potential exists for soil and groundwater contamination. The project will involve widening I-75 within the existing right-of-way at this location as well as improvements to the Gibsonton Drive interchange. No property from this facility is anticipated to be required to implement the proposed improvements. Based on the information provided and the site visit, this site is rated “Low” for potential contamination.

Potential Contamination Site 24 – Ring Power Corp.

Ring Power Corp. is located along the northbound off ramp of I-75 and Gibsonton Drive. Ring Power Corp. is a construction machinery manufacturing company. In 1991, a spill of vehicular diesel occurred on this site. Cleanup was not required on this site. Ring Power Corp is also on the Resource Conservation and Recovery Act Generator database for generators.

During a site review on March 27, 2008, no evidence of contamination was observed. The proposed project involves widening within the existing right-of-way of the interstate as well as improvements to the I-75 and Gibsonton Drive interchange. The project will involve widening I-75 within the existing right-of-way at this location as well as improvements to the Gibsonton Drive interchange. No property from this facility is anticipated to be required to implement the proposed improvements. Based on the information provided and the site visit, this site is rated “Low” for potential contamination.

Potential Contamination Site 25 – Raceway Gas Station

The Raceway Gas Station is located east of I-75 along Gibsonton Drive. This property is not listed as contaminated on any of the contamination databases, however, this site contains numerous underground storage tanks for unleaded gasoline and diesel fuel. During site review, no obvious evidence of contamination was observed, nor are there any reports of contamination on this site. The project will involve widening I-75 within the existing right-of-way at this location as well as improvements to the Gibsonton Drive interchange. No property from this facility is anticipated to be required to implement the proposed improvements. Based on the information provided and the site visit, this site is rated “Low” for potential contamination; however, this site should be reevaluated during the design phase to ensure the facility is still in compliance.

7.2 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*.

Section 8 SUMMARY OF FINDINGS AND RECOMMENDATIONS

Information was obtained for this report through reports from *FirstSearch Technology Corporation*, observations during on-site visits, and database information from the Florida Department of Environmental Protection. A total of 25 sites were reviewed within the project boundary, and the following conclusions and recommendations were made regarding the proposed project:

- Of the 25 sites reviewed, eight sites received rankings of NO risk, 12 sites received rankings of LOW risk, and five sites received rankings of MEDIUM risk.
- For sites ranked “No” for potential contamination, no further action is recommended. These sites have been evaluated and determined not to have any potential environmental risk to the study area at this time.
- For sites ranked “Low” for potential contamination, no further action is required at this time. These sites/facilities have potential to impact the study area but based on select variables have been determined to have low risk to the corridor at this time. Variables that may change the risk ranking include: A facility’s non-compliance to environmental regulations; new discharges to the soil or groundwater; and modifications to current permits. Should any of these variables change, additional assessment of the facility should be conducted. These facilities should be re-evaluated during the design phase.
- For those locations with a risk ranking of “Medium” or “High”, Level II field screening should be conducted during the design phase. These sites have been determined to have potential contaminants, which may impact the project corridor. A soil and groundwater-sampling plan should be developed for each site. The sampling plan should provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells should be prepared. Five sites (South County Regional Wastewater Treatment Plant, Macasphalt, Hillsborough County Maintenance Unit 3, Phosphoric Acid Sludge Spill, and Hillsborough County

Fleet Management 3) with a risk ranking of “Medium” are anticipated to be impacted by the proposed project.

- It must be recognized that the possibility still exists that other sites containing hazardous substances, hazardous wastes, petroleum products, or environmental contamination not identified during this assessment may exist on or in the immediate vicinity of the project study corridor. This is because regulatory agency records are not always complete; not all leaks, spills and discharges are reported; and not all USTs and ASTs are registered. Therefore, the purpose of this assessment is to reduce, but not eliminate, the unknown and uncertainty regarding the absence or presence of hazardous substances or environmental contamination in connection with the project.

The potential contamination sites are outlined in **Table 7-1**, and the locations of these sites are illustrated in **Figure 7-1**.

Section 9 REFERENCES

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APPENDIX A

ETDM Programming Screen

Summary Report - Excerpts

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ETDM Summary Report

Project #8001 - I-75 from Moccasin Wallow Road to South of US 301

Programming Screen - Published on 03/29/2007

Printed on: 3/29/2007

Table of Contents

	Overview	2
1	Project Details	3
1.1.	Project Description Data	3
1.2.	Purpose & Need Data	3
2	Alternative #1	8
2.1.	Alternative Description	8
2.2.	Segment Description(s)	8
2.3.	Project Effects Overview	9
2.4.	ETAT Reviews: Natural	11
2.4.1.	Air Quality	12
2.4.2.	Coastal and Marine	13
2.4.3.	Contaminated Sites	15
2.4.4.	Farmlands	19
2.4.5.	Floodplains	20
2.4.6.	Infrastructure	23
2.4.7.	Navigation	25
2.4.8.	Special Designations	26
2.4.9.	Water Quality and Quantity	29
2.4.10.	Wetlands	36
2.4.11.	Wildlife and Habitat	45
2.5.	ETAT Reviews: Cultural	51
2.5.1.	Historic and Archaeological Sites	51
2.5.2.	Recreation Areas	57
2.5.3.	Section 4(f) Potential	60
2.6.	ETAT Reviews: Community	62
2.6.1.	Aesthetics	62

2.6.2.	Economic	62
2.6.3.	Land Use	63
2.6.4.	Mobility	64
2.6.5.	Relocation	65
2.6.6.	Social	65
2.7.	ETAT Reviews: Secondary and Cumulative	67
2.7.1.	Secondary and Cumulative Effects	67
3	Project Scope	74
3.1.	General Project Commitments	74
3.2.	Required Permits	74
3.3.	Required Technical Studies	74
3.4.	Class of Action	74
3.5.	Dispute Resolution Activity Log	75
4	Hardcopy Maps: Alternative #1	76
5	Appendicies	98
5.1.	Degree of Effect Legend	98
5.2.	GIS Analyses	98
5.3.	Project Attachments	99

Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

8001 - I-75 from Moccasin Wallow Road to South of US 301			
Review Start Date	10/02/2006	Phase	Programming Screen
From	Moccasin Wallow Road	To	South of US 301
District	District 1 , District 7	County	Manatee County , Hillsborough County
Plan ID		Financial Management No.	
Contact Name / Phone	Steve Love (813) 975-6410	Contact Email	steve.love@dot.state.fl.us
Project Re-Published 03/29/2007			

Overview		Evaluation of Direct Effects																																			
		Natural							Cultural			Community																									
		Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects															
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Alternative #1 From Moccasin Wallow Road To South of US 301 - Reviewed from 10/2/2006 to 11/16/2006 - Published on 3/29/2007		2	3	2	2	3	2	2	3	3	3	3	4	3	3	2	2	2	2	2	2	2	2														

Project Description Data

Description Statement

A Project Development and Environment (PD&E) Study is being initiated to improve the operational capacity of I-75, an existing 6-lane limited access facility, by adding one Special Use Lane (SUL) in each direction from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County. SULs may include several options for maximizing the corridor's capacity, such as high occupancy vehicle (HOV) lanes, transit ways, or access/service roads. The appropriate SUL treatment to be employed within the proposed improvement will be evaluated and determined in the project development phase.

The PD&E Study is programmed split funded in the FDOT Work Program for FY 2006/2007 and FY 2007/2008. The length of the study corridor is 17.33 miles, and includes the Sun City Center Boulevard (SR 674), Big Bend Road, and Gibsonton Drive interchange evaluations. The FDOT is proposing to prepare Interchange Modification Reports (IMRs) where traffic deems necessary. The IMRs will determine the improvements to these interchanges. A portion of the study corridor, from SR 674 to Big Bend Road, was evaluated in the ETDM Planning Screen (ETDM #4263) in 2005. The Planning Screen Summary Report for this segment can be referenced in the Environmental Screening Tool (EST) and can be found as an attached document to this project.

A PD&E Study is also being initiated to improve the operational capacity of I-75, an existing 6-lane limited access facility, by adding two SULs in each direction from south of US 301 to North of Fletcher Avenue. This project is being submitted to the ETAT separately as ETDM #8002.

Note: The I-75 Cost Estimate Summary (updated February 2006) using the Long Range Estimating System is also an attached document to this project.

Summary of Public Comments

No Public Comments Summary Found.

Community Desired Features

No Desired Project Features Found.

Purpose and Need

Purpose and Need Statement

Regional Connectivity

I-75 is a north-south interstate highway that is a major trade and tourism corridor. I-75 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (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 developed by the West Central Florida MPOs Chairs' Coordinating Committee (CCC). Preserving the operational integrity and regional functionality of I-75 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

Plan Consistency

A portion of the study corridor, from SR 674 to Big Bend Road, is included in the FIHS 2025 Cost Feasible Plan Update, dated August 2003. Due to the intense traffic growth and high levels of congestion, the remaining portions of the study corridor are proposed to be included in the latest update of the FIHS 2025 Cost Feasible Plan. This 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 Local Government Comprehensive Plan adopted in March 2001 and last amended in January 2005. It is also included in the Hillsborough County MPO's 2025 Long Range Transportation Plan (LRTP) adopted on November 10, 2004.

Emergency Evacuation

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

Future Population and Employment Growth in Corridor

The population of Hillsborough County, according to the 2000 Census, was 998,948. This reflected an average annual increase of 16,489 persons, or about 2 percent per year, since the 1990 Census. The Hillsborough MPO's 2025 LRTP is based on a future population estimate of 1,532,000. Based on the 2000 Census, employment was 672,400 and is projected to be 1,120,000 in 2025. This represents an increase in employment of approximately 67%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future. Within the proposed study limits, the Ruskin/Sun City Center and the Balm/Wimauma planning areas will experience the highest rates of growth. In these areas, the population is expected to more than double over the 25-year planning period. While the Ruskin/Sun City Center planning area will have the highest rate of employment growth, more than tripling by 2025, the Balm/Wimauma planning area in south Hillsborough County will more than double its current number of jobs within the same period. This tremendous growth is largely due to the number of approved new developments, many of which are Developments of Regional Impact (DRIs), within the project corridor. Some large residential communities within the area are Sun City Center, D.G. Farms, Apollo Beach, Harbor Bay, Wolf Creek Branch, South Bend, Fishhawk Ranch and Lake Hutto. Also, in this area of I-75 are the Summerfield Crossings DRI, Southshore Corporate Center industrial/office DRI, and the South Bend Mall DRI planned for the southwest quadrant of I-75 and Big Bend Road.

Future Traffic

In 2004, the traffic volume on I-75 in the southernmost part of Hillsborough County was 62,000 Annual Average Daily Traffic (AADT), with a truck percentage of 19%. I-75 from SR 674 to Big Bend Road carried 71,500 AADT with 10.8% of the traffic being trucks. North of Big Bend Road to Gibsonton Drive, the traffic volume on I-75 was 72,000 AADT in 2004, with 14.4% being trucks. I-75 north of Gibsonton Drive to US 301 carried 93,000 AADT, with a truck percentage of 11.3%. By 2025, I-75 within these limits is projected to reach volumes of 128,000 vehicles per day (vpd), 125,800 vpd, 145,800 vpd, and 178,300 vpd respectively. Based on generalized planning levels of service adopted from the 2005 FDOT Level of Service (LOS) Report, the existing level of service on all of these segments is "C". Without the proposed improvements, the operating conditions will continue to deteriorate resulting in unacceptable levels of service throughout the entire study corridor.

Safety/Crash Rates

The actual crash rates per million vehicle miles within the limits of the proposed improvement from the Florida Department of Transportation Safety Office are shown for 2002 through 2004 together with the statewide average for similar facility types.

The statewide average crash rate for 2002 through 2004, from the Florida Department of Transportation Safety Office, was 0.349. The actual crash rates for the Moccasin Wallow Road interchange are as follows: In 2002, the average crash rate was 1.162 and the actual crash rate was 0.561. In 2003, the average crash rate was 1.162 and the actual crash rate was 0.582. In 2004, the average crash rate was 1.162 and the actual crash rate was 0.754. The actual crash rates for the roadway from Moccasin Wallow Road to SR 684 are as follows: In 2002, the average

crash rate was 0.843 and the actual crash rate was 0.368. In 2003, the average crash rate was 0.843 and the actual crash rate was 0.354. In 2004, the average crash rate was 0.843 and the actual crash rate was 0.315.

The actual crash rates for the SR 684 interchange are as follows: In 2002, the average crash rate was 1.942 and the actual crash rate was 1.122. In 2003, the average crash rate was 1.942 and the actual crash rate was 1.035. In 2004, the average crash rate was 1.942 and the actual crash rate was 0.831. The actual crash rates for the roadway from SR 684 to Big Bend Road are as follows: In 2002, the average crash rate was 0.870 and the actual crash rate was 0.401. In 2003, the average crash rate was 0.870 and the actual crash rate was 0.331. In 2004, the average crash rate was 0.870 and the actual crash rate was 0.400.

The actual crash rates for the Big Bend Road interchange are as follows: In 2002, the average crash rate was 1.922 and the actual crash rate was 1.207. In 2003, the average crash rate was 1.922 and the actual crash rate was 0.998. In 2004, the average crash rate was 1.922 and the actual crash rate was 0.888. The actual crash rates for the roadway from Big Bend Road to Gibsonton Drive are as follows: In 2002, the average crash rate was 1.036 and the actual crash rate was 0.351. In 2003, the average crash rate was 1.036 and the actual crash rate was 0.367. In 2004, the average crash rate was 1.036 and the actual crash rate was 0.688.

The actual crash rates for the Gibsonton Drive interchange are as follows: In 2002, the average crash rate was 2.811 and the actual crash rate was 1.743. In 2003, the average crash rate was 2.811 and the actual crash rate was 1.184. In 2004, the average crash rate was 2.811 and the actual crash rate was 1.442. The actual crash rates for the roadway from Gibsonton Drive to US 301 are as follows: In 2002, the average crash rate was 0.815 and the actual crash rate was 0.319. In 2003, the average crash rate was 0.815 and the actual crash rate was 0.329. In 2004, the average crash rate was 0.815 and the actual crash rate was 0.462.

Safety within the I-75 corridor will be enhanced due to the additional capacity that will be provided. Roadway congestion will be reduced, thereby decreasing potential conflict with other vehicles.

Access to Intermodal Facilities and Freight Activity Centers

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

Purpose and Need Reviews

US Fish and Wildlife Service Comments

Agency	Acknowledgment	Review Date
US Fish and Wildlife Service	Understood	10/2/2006
Comments		
No Purpose and Need Comments Were Found.		

FL Fish and Wildlife Conservation Commission Comments

Agency	Acknowledgment	Review Date
FL Fish and Wildlife Conservation Commission	Understood	11/3/2006
Comments		

No Purpose and Need Comments Were Found.

US Environmental Protection Agency Comments

Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	11/13/2006
Comments		

No Purpose and Need Comments Were Found.

US Army Corps of Engineers Comments

Agency	Acknowledgment	Review Date
US Army Corps of Engineers	Understood	11/14/2006
Comments		

No Purpose and Need Comments Were Found.

Southwest Florida Water Management District Comments

Agency	Acknowledgment	Review Date
Southwest Florida Water Management District	Understood	11/16/2006
Comments		

No Purpose and Need Comments Were Found.

National Marine Fisheries Service Comments

Agency	Acknowledgment	Review Date
National Marine Fisheries Service	Understood	11/16/2006
Comments		

No Purpose and Need Comments Were Found.

US Environmental Protection Agency Comments

Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	11/16/2006
Comments		

No Purpose and Need Comments Were Found.

FL Department of State Comments

Agency	Acknowledgment	Review Date
FL Department of State	Understood	11/16/2006
Comments		
No Purpose and Need Comments Were Found.		

FL Department of Environmental Protection Comments

Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	11/16/2006
Comments		
No Purpose and Need Comments Were Found.		

Miccosukee Tribe Comments

Agency	Acknowledgment	Review Date
Miccosukee Tribe	Understood	11/27/2006
Comments		
No Purpose and Need Comments Were Found.		

Federal Highway Administration Comments

Agency	Acknowledgment	Review Date
Federal Highway Administration	Accepted	11/29/2006
Comments		
<p>SAFETEA-LU requires an opportunity for involvement by participating agencies and the public in defining the range of alternatives. This opportunity must be provided prior to the lead Federal agency's decision regarding the range of reasonable alternatives to be evaluated. That this project is proceeding using the ETDM planning and programming screens will assist meeting the SAFETEA-LU provisions. The project sponsor should document the input opportunities provided to agencies and public and summarize those inputs for the development of the Purpose and Need and range of alternatives. Estimated project cost and funding source should be identified.</p>		

Alternative #1

Alternative Description	
From	Moccasin Wallow Road
To	South of US 301
Type	Widening
Status	ETAT Review Complete
Total Length	17.33 mi.
Cost	\$562,063,751.00
Modes	Roadway

Segment Description(s)										
Location and Length										
	Segment #1	Segment #2	Segment #3	Segment #4	Segment #5	Segment #6	Segment #7	Segment #8	Segment #9	Segment #10
Name	I-75 Southbound		I-75 Northbound	I-75 Southbound		I-75 Northbound	I-75 Northbound	I-75 Northbound	I-75 Northbound	
Beginning Location	Moccasin Wallow Road		Big Bend Road	Manatee/Hillsborough C/L		Gibson Drive	Moccasin Wallow Road	Manatee/Hillsborough C/L	South of SR 674	
Ending Location	Manatee/Hillsborough C/L		Gibson Drive	South of US 301		South of US 301	Manatee/Hillsborough C/L	South of SR 674	Big Bend Road	
Length (mi.)	4.318	4.049	4.18	20.053	4.916	3.583	4.338	6.45	5.84	4.553
Roadway Id	13075800	Digitized	10075000	10075800	Digitized	10075000	13075000	10075000	10075000	Digitized
BMP	??	??	??	??	??	??	??	??	??	??
EMP	??	??	??	??	??	??	??	??	??	??
Jurisdiction and Class										
	Segment #1	Segment #2	Segment #3	Segment #4	Segment #5	Segment #6	Segment #7	Segment #8	Segment #9	Segment #10
Jurisdiction	FDOT		FDOT	FDOT		FDOT	FDOT	FDOT	FDOT	
Urban Service Area	In/Out		In	In		In	In/Out	In/Out	In	
Functional Class	RURAL : Principal Arterial -		URBAN : Principal Arterial -	URBAN : Principal Arterial -		URBAN : Principal Arterial -	RURAL : Principal Arterial -	RURAL : Principal Arterial -	RURAL : Principal Arterial -	

	Interstate		Interstate	Interstate		Interstate	Interstate	Interstate	Interstate	
Base Conditions										
	Segment #1	Segment #2	Segment #3	Segment #4	Segment #5	Segment #6	Segment #7	Segment #8	Segment #9	Segment #10
Year	2004		2004	2004		2004	2004	2004	2004	
AADT	62000	unspecified	72000	72000	unspecified	93000	62000	62000	71500	unspecified
Lanes	6		6	6		8	6	6	6	
Config	Lanes Freeway		Lanes Freeway	Lanes Freeway		Lanes Freeway	Lanes Freeway	Lanes Freeway	Lanes Freeway	
Interim Plan										
	Segment #1	Segment #2	Segment #3	Segment #4	Segment #5	Segment #6	Segment #7	Segment #8	Segment #9	Segment #10
Year										
AADT	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified
Lanes										
Config										
Needs Plan										
	Segment #1	Segment #2	Segment #3	Segment #4	Segment #5	Segment #6	Segment #7	Segment #8	Segment #9	Segment #10
Year	2025		2025			2025	2025	2025	2025	
AADT	128000	unspecified	145800	145800	unspecified	178300	128000	128000	125800	unspecified
Lanes	8		8	8		10	8	8	8	
Config	Lanes Freeway		Lanes Freeway	Lanes Freeway		Lanes Freeway	Lanes Freeway	Lanes Freeway	Lanes Freeway	
Cost Feasible Plan										
	Segment #1	Segment #2	Segment #3	Segment #4	Segment #5	Segment #6	Segment #7	Segment #8	Segment #9	Segment #10
Year	2025		2025			2025	2025	2025	2025	
AADT	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified	unspecified
Lanes										
Config										
Funding Sources										
	Segment #1	Segment #2	Segment #3	Segment #4	Segment #5	Segment #6	Segment #7	Segment #8	Segment #9	Segment #10

Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	Federal Highway Administration	11/29/2006
Air Quality	2 Minimal	US Environmental Protection Agency	11/13/2006
Coastal and Marine	3 Moderate	Federal Highway Administration	11/29/2006
Coastal and Marine	3 Moderate	National Marine Fisheries Service	11/16/2006
Coastal and Marine	3 Moderate	Southwest Florida Water Management District	11/16/2006
Contaminated Sites	2 Minimal	Federal Highway Administration	11/29/2006
Contaminated Sites	3 Moderate	Southwest Florida Water Management District	11/16/2006
Contaminated Sites	2 Minimal	US Environmental Protection Agency	11/13/2006
Floodplains	4 Substantial	Southwest Florida Water Management District	11/16/2006
Floodplains	3 Moderate	US Environmental Protection Agency	11/15/2006
Infrastructure	3 Moderate	Southwest Florida Water Management District	11/16/2006
Navigation	2 Minimal	Southwest Florida Water Management District	11/16/2006
Navigation	2 Minimal	US Army Corps of Engineers	11/14/2006
Special Designations	3 Moderate	US Environmental Protection Agency	11/16/2006
Special Designations	4 Substantial	Southwest Florida Water Management District	11/16/2006
Water Quality and Quantity	3 Moderate	Federal Highway Administration	11/29/2006
Water Quality and Quantity	4 Substantial	FL Department of Environmental Protection	11/16/2006
Water Quality and Quantity	4 Substantial	US Environmental Protection Agency	11/16/2006
Water Quality and Quantity	4 Substantial	US Environmental Protection Agency	11/16/2006
Water Quality and Quantity	4 Substantial	Southwest Florida Water Management District	11/16/2006
Wetlands	3 Moderate	Federal Highway Administration	11/29/2006
Wetlands	3 Moderate	FL Department of Environmental Protection	11/16/2006
Wetlands	3 Moderate	US Environmental Protection Agency	11/16/2006
Wetlands	3 Moderate	National Marine Fisheries Service	11/16/2006
Wetlands	4 Substantial	Southwest Florida Water Management District	11/16/2006
Wetlands	3 Moderate	US Environmental Protection Agency	11/15/2006

Wetlands	3	Moderate	US Army Corps of Engineers	11/14/2006
Wetlands	3	Moderate	US Fish and Wildlife Service	11/08/2006
Wildlife and Habitat	2	Minimal	Federal Highway Administration	11/29/2006
Wildlife and Habitat	4	Substantial	Southwest Florida Water Management District	11/16/2006
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	11/08/2006
Wildlife and Habitat	3	Moderate	FDOT District 7	11/08/2006
Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	11/03/2006
Cultural				
Historic and Archaeological Sites	3	Moderate	Federal Highway Administration	11/29/2006
Historic and Archaeological Sites	4	Substantial	Miccosukee Tribe	11/27/2006
Historic and Archaeological Sites	4	Substantial	FL Department of State	11/16/2006
Historic and Archaeological Sites	3	Moderate	Southwest Florida Water Management District	11/16/2006
Recreation Areas	3	Moderate	Federal Highway Administration	11/29/2006
Recreation Areas	3	Moderate	FL Department of Environmental Protection	11/16/2006
Recreation Areas	4	Substantial	Southwest Florida Water Management District	11/16/2006
Recreation Areas	3	Moderate	US Environmental Protection Agency	11/15/2006
Section 4(f) Potential	2	Minimal	Federal Highway Administration	11/29/2006
Section 4(f) Potential	4	Substantial	Southwest Florida Water Management District	11/16/2006
Community				
Land Use	3	Moderate	FL Department of Community Affairs	11/16/2006
Land Use	2	Minimal	Federal Highway Administration	11/08/2006
Social	3	Moderate	US Environmental Protection Agency	11/15/2006
Secondary and Cumulative				
Secondary and Cumulative Effects	3	Moderate	US Environmental Protection Agency	11/16/2006
Secondary and Cumulative Effects	3	Moderate	Southwest Florida Water Management District	11/16/2006
Secondary and Cumulative Effects	2	Minimal	US Army Corps of Engineers	11/15/2006
Secondary and Cumulative Effects	2	Minimal	FL Fish and Wildlife Conservation Commission	11/03/2006

ETAT Reviews: Natural

the project.

No Coordinator Feedback Was Submitted.

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (11/16/2006)

Coastal and Marine Effect: Moderate

Identified Resources and Level of Importance:

The project itself is not located in a coastal area and there are no Coastal Barrier Resources within 1.0 mile of the project. The entire project area out to the 1.0-mile buffer is included in the Greater Tampa Bay Ecosystem Management Area. The project area is drained by streams which outfall to Tampa Bay. The project crosses the lower reaches of the Little Manatee River and the Alafia River where environmentally sensitive shorelines occur. Within 100 of the project on the Little Manatee River and the Alafia River, there are 116 feet and 79 feet of estuarine habitats such as salt marsh, tidal flats, and swamps, respectively. The length of such environmentally sensitive shorelines increases significantly within the 1.0 mile buffer where several hundred feet of estuarine habitats occur. There are no federally designated Estuarine Research Reserves or Marine Sanctuaries within 1.0 mile of the project.

Comments on Effects to Resources:

The project area drains ultimately to Tampa Bay. The segments of the project that cross the Little Manatee River and the Alafia River have the greatest potential to impact coastal and marine resources, due to their proximity to Tampa Bay. The project alignment crosses smaller streams that drain to Tampa Bay, including: Cabbage Slough on the west side of I-75 at the south terminus and Bullfrog Creek in Hillsborough County. At each crossing the project will have a direct impact on water resources that will eventually impact coastal and marine resources. The project may also contribute to coastal erosion at the stream outfalls as a result of excessive runoff volumes from the streams draining the project vicinity.

Additional Comments (optional):

The degree of effect is Moderate due to: (1) the projects potential to degrade water quality and increase erosion in downstream coastal environments, (2) the extreme sensitivity of the coastal environments involved, (3) the OFW status of waters within 100 feet of the project, and (4) the projects potential to produce adverse effects on District-owned lands and other public lands.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Environmental Protection

Contaminated Sites

Coordinator Summary

2 Summary Degree of Effect

Contaminated Sites Summary Degree of Effect: Minimal

Reviewed By:

US Environmental Protection Agency (01/11/2007)

Comments:

The Florida Department of Transportation (FDOT) has evaluated the comments from US Environmental Protection Agency (USEPA) and Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal since the intent of the project is to add additional lanes to the interstate within its existing Limited Access Rights of Way (ROW). There are no known contamination sites within the existing ROW. It is not likely that these sites will be encountered outside of the ROW during our acquisition of the necessary stormwater treatment system ponds since the FDOT's goal is to avoid acquiring these types of locations. The FDOT acknowledges the comments from Southwest Florida Water Management District (SWFWMD). Within the 100-ft. project buffer there is Artesian Farms hazardous waste site along with three petroleum tanks owned by Hillsborough County. Within the 500-ft. project buffer area there are four additional petroleum storage tanks. Also, there is approximately 15.22% agricultural, consisting of cropland and pastureland, within the 500-ft. buffer area of the proposed project. A Federal Department of Environmental Protection (FDEP) Geographic Information Systems (GIS) survey indicated that 13 drainage basins were located within the 500-ft. buffer zone. Two sinkholes and several other sinkhole features are reported between 1000 feet and one mile of the project limits. Also, the Hillsborough County Wastewater Treatment Plant is located within one mile of the project limits. During the project's PDE Study, the FDOT anticipates that a Contamination Screening Evaluation Report will be prepared in order to determine whether there would be any contamination and hazardous materials. The FDOT did not receive any comments from the Florida Department of Environmental Protection (FDEP) regarding contamination issues.

ETAT Reviews for Contaminated Sites**2** ETAT Review by Manu Chacko, Federal Highway Administration (11/29/2006)

Contaminated Sites Effect: Minimal

Identified Resources and Level of Importance:

The EST identifies numerous petroleum tanks within 200 feet of the proposed project. These sites should be evaluated for their contamination risk, which could require revision to project cost estimates and construction techniques.

Comments on Effects to Resources:

None found.

No Coordinator Feedback Was Submitted.

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (11/16/2006)

Contaminated Sites Effect: Moderate

Identified Resources and Level of Importance:

The land use in the project area is dominated (73%) by urban/suburban and agricultural development. Within 100 feet of the project there are four facilities of interest, including: Artesian Farms, Inc, which is a hazardous waste site; two petroleum storage tanks owned by the Hillsborough County School Board; and one tank owned by Hillsborough County. Within the 100 500 foot buffer areas, there are four more petroleum storage tanks, but there are no additional hazardous waste sites. Between the 500 feet 1.0 mile buffer, there are 16 petroleum storage tanks, including four gas stations, one fish farm, the Hillsborough County South Regional WWTP, among others. Within 1.0 mile of the project, there are a total of 53

petroleum storage tanks associated with diverse facilities.

No Superfund sites, Brownfield Sites, Toxic Release Sites, solid waste facilities, or dry cleaners are located within a 1.0 mi buffer.

No first magnitude springs are reported within 1.0 mile of the project. Two sinkholes are reported within the 0.5-1.0 mile buffer: #10-817 and #10-819. Other sinkhole features are located within 1000 feet of the existing roadway in S6/T31S/R20E; S26/T31S/R19E; S20/T32S/R19E; and S35/T32S/R19E. According to DRASTIC analyses, on a relative scale, the Pollution Vulnerability Index (DPVI) of the Floridan Aquifer in the area ranges from 65 to 151. The DPVI for the Intermediate aquifer ranges from 51 to 114, while that of the surficial aquifer ranges from 163 to 186. The surficial aquifer is composed of sand, sandy limestone, and shell and it occurs between 0.0 feet NGVD to 20 feet NGVD in the project area. It is readily recharged by rainfall or other waters applied to the land surface. The Intermediate Aquifer occurs within the upper confining bed and consists of discontinuous beds of permeable sand, gravel, shell, and limestone. The top of the Intermediate Aquifer is between 0 feet and 300 feet below sea level. Recharge to the Intermediate Aquifer can occur by means of downward leakage from the surficial aquifer or upward leakage from the Floridan Aquifer, depending upon the elevation of the potentiometric surface in the Intermediate Aquifer versus the water table and the potentiometric surface in the Floridan Aquifer. Recharge to the Floridan Aquifer is low in the area.

No public potable supply wells are reported in the EST within 1.0 mile of the project, but one private drinking water well is located within 100 feet of the project; three private wells are known to be located within 1.0 mile of the project. Other domestic supply and irrigation wells can be expected to be present.

Comments on Effects to Resources:

There is a risk of encountering contaminated soil and water in the project area due to the close proximity (100 500 feet) of seven petroleum-related sites and a reported Hazardous Materials site. Within 1.0 mile of the project, the number of such sites increases to 53. During construction activities, there is the potential that surface water and surficial aquifer water quality in the immediate project vicinity would be adversely affected. The concern for the water quality in the surficial aquifer relates to its importance in recharging both the Intermediate Aquifer and the Floridan Aquifer. Contaminated materials, including soils and water, may be intercepted during construction, resulting in the impairment of surface and ground water quality in the immediate vicinity. The effects to resources could be substantial unless avoidance and/or appropriate remediation are provided.

Additional Comments (optional):

The degree of effect is considered Moderate due to the following aspects of potential impact to this resource: (1) construction details are not known at this time; (2) the number of known pollution sources is moderate; and (3) the presence of the easily-contaminated sand, sandy-limestone, and shell of the surficial aquifer are at or near the ground surface.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, requiring an individual ERP permit, the FDOT may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D.302(6)), particularly if the project is a design-build or fast-tracked project.

FDOT must provide reasonable assurance that project activities will not adversely affect the quality of receiving waters such that State water quality standards, including any anti-degradation provisions and any special standards for Outstanding Florida Waters and Outstanding National Resource Waters, will be violated [40D-4.301(1)(e), F.A.C.]. If discovered during any project phase, contamination sources such as existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly (F.A.C. 40D-4.301(1)(i)).

The District recommends that an environmental audit be conducted at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment. It is

recommended that FDOT perform a specific investigation to determine actual groundwater and surface water pollution potential for the project construction. It will also be necessary to confirm the absence or presence of existing potable supply wells, both public and domestic, and to identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems. The SWFWMD recommends coordination with FDEP and EPA and preparing a Contamination Screening Environmental Report. The ERP will require assurance that the project will not degrade waters below their designated uses.

Contaminated soils, if discovered during the recommended soils investigation, should be avoided during construction activities. In addition, stormwater management facilities should be located outside of all potential contamination sites or steps must be taken (such as use of impermeable liners) to isolate stormwater from contaminated soil or groundwater. Because of the OFW status of waters in the project area and the extreme sensitivity of estuarine habitats, it is particularly important to identify and contain any contaminated materials within the project corridor and in the sites selected for stormwater treatment facilities outside of the project corridor.

Any existing wells within the project area should be located and identified prior to beginning construction. They must be properly plugged and abandoned as per Chapter 62-532, F.A.C., by a licensed water well contractor who will acquire the appropriate well abandonment/construction permits.

No Coordinator Feedback Was Submitted.

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/13/2006)

Contaminated Sites Effect: Minimal

Identified Resources and Level of Importance:

Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, National Priority List (NPL) sites, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. However, a minimal degree of effect is being assigned to this issue for the proposed project (ETDM #8001, I-75 from Moccasin Wallow Road to South of US 301).

Comments on Effects to Resources:

EPA reviewed the following contaminated sites GIS analysis data for the buffer distances of 100 feet through 500 feet: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, and Toxic Release Inventory Sites.

No features were listed for Brownfield Locations, Geocoded Dry Cleaners, Geocoded Gasoline Stations, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, and Toxic Release Inventory Sites.

The following contaminated sites features for Geocoded Petroleum Tanks were identified as being within proximity of the proposed project:

Geocoded Petroleum Tanks:
100-foot buffer distance:

HILLSBOROUGH COUNTY - MAINTENANCE UNIT 3
HILLSBOROUGH COUNTY SCHOOL BOARD - EAST BAY
HILLSBOROUGH COUNTY SCHOOL BOARD - GIBSONTON

200-foot buffer distance:

HILLSBOROUGH COUNTY - MAINTENANCE UNIT 3
HILLSBOROUGH COUNTY SCHOOL BOARD - EAST BAY
HILLSBOROUGH COUNTY SCHOOL BOARD - GIBSONTON

500-foot buffer distance:

HILLSBOROUGH COUNTY - CENTRAL FLEET MAINTENANCE
HILLSBOROUGH COUNTY - MAINTENANCE UNIT 3
HILLSBOROUGH COUNTY SCHOOL BOARD - EAST BAY
HILLSBOROUGH COUNTY SCHOOL BOARD - GIBSONTON
MACASPHALT DIESEL SPILL
RINGHAVER EQUIPMENT COMPANY
TAMPA ELECTRIC COMPANY - HILLSBOROUGH CENTER

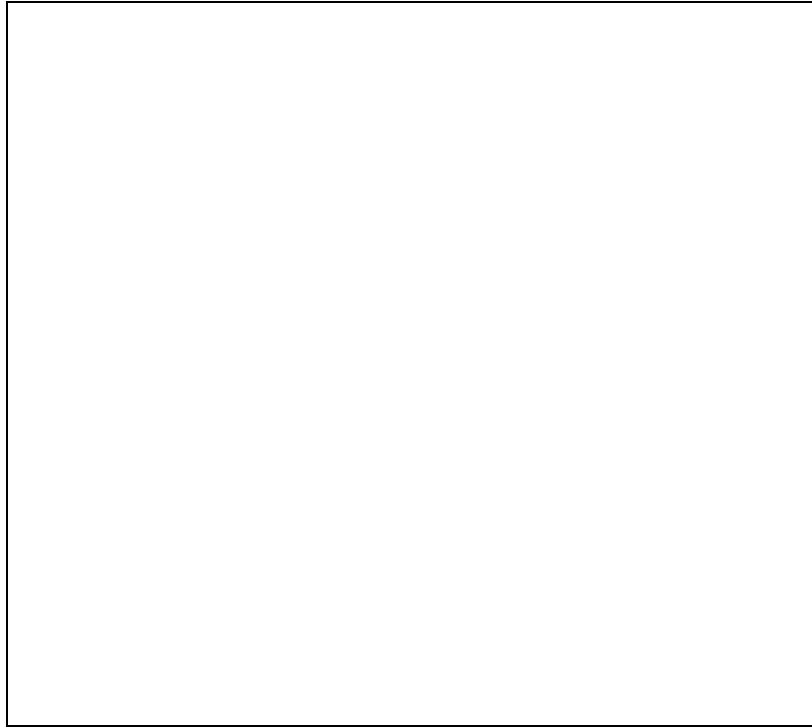
There was one hazardous waste site listed as being within proximity of the project (100-foot buffer distance): ARTESTIAN FARMS. This company is listed as being a tomato farm, which may utilize and/or store materials listed as hazardous waste (i.e., pesticides/herbicides and other agricultural chemicals).

The proposed project includes improving the operational capacity of I-75, an existing 6-lane limited access facility, by adding two Special Use Lanes (SULs) in each direction from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County. SULs may include several options for maximizing the corridor's capacity, such as high occupancy vehicle (HOV) lanes, transit ways, or access/service roads. The appropriate SUL treatment to be employed within the proposed improvement will be evaluated and determined in the project development phase. The length of the study corridor is 17.33 miles, and includes the Sun City Center Boulevard (SR 674), Big Bend Road, and Gibsonton Drive interchange evaluations. If the project is planned to be constructed within existing right-of-way, impacts to contaminated site features would be minimized.

The contaminated sites features located within proximity of the proposed project are primarily county vehicle maintenance areas and a few industrial businesses with onsite petroleum tanks. It is recommended that the PD&E phase of the project include a survey of the corridor to confirm the location of these petroleum tanks, along with other contaminated site features which may have been previously located along the corridor, including the three listed interchanges and any proposed stormwater retention or treatment areas. If any suspected contamination exists or if any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the roadway project.

No Coordinator Feedback Was Submitted.

- No review submitted from the FL Department of Environmental Protection



APPENDIX B
Site Information Report -
Via CD

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APPENDIX C
Historical Aerials

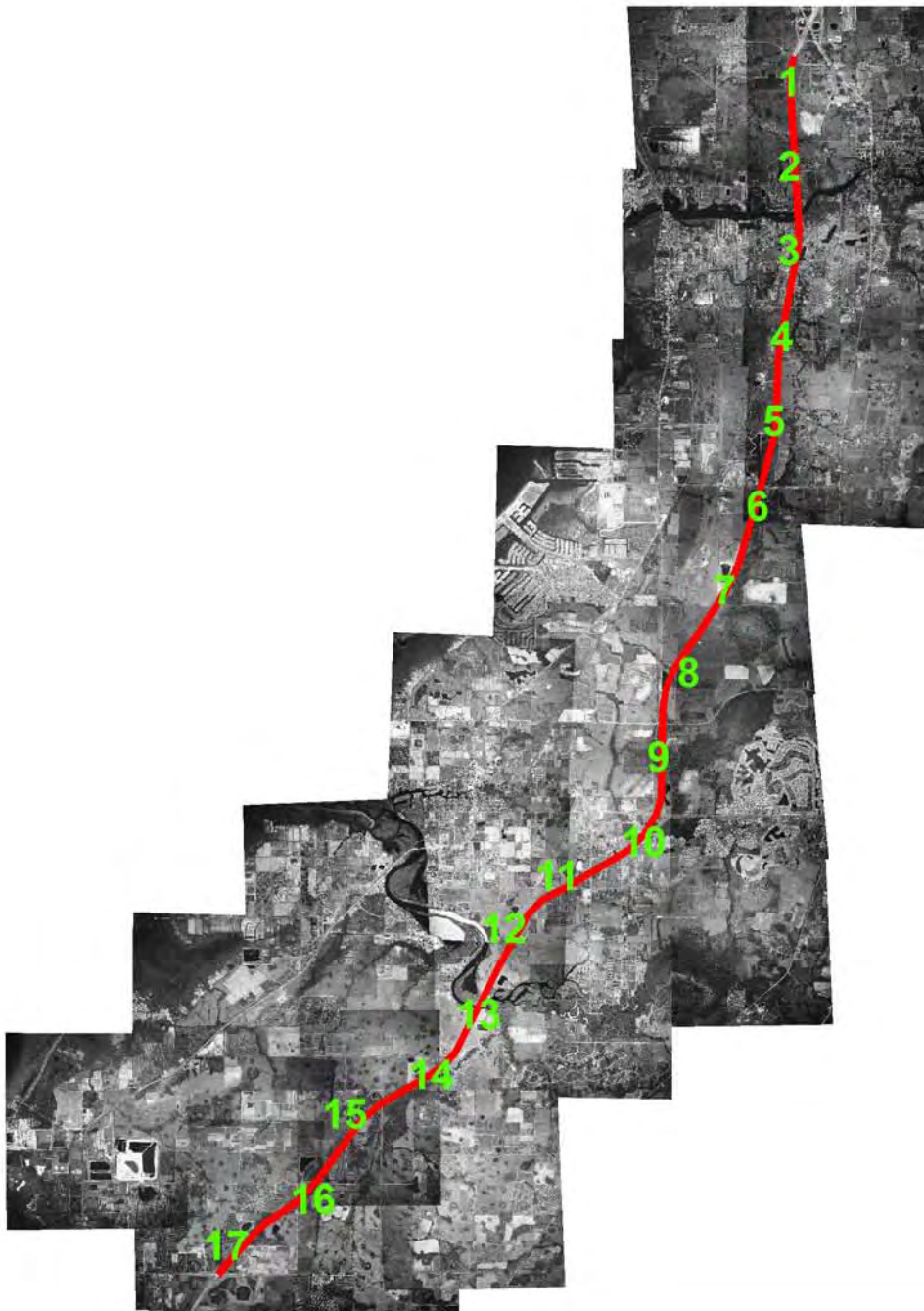
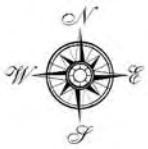
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Environmental FirstSearch

Historical Aerial

1980/1984 - Composite Image - Reference Mosaic

I 75 LINEAR , RIVERVIEW FL 33579



Source:

Target Site (Latitude: 27.747271 Longitude: -82.425685)

Quad Name: Ruskin

Date: 1980-1984 - Composite Image

Approximate Scale: 1 inch equals 16,500 feet

Legend

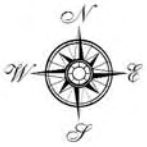
 Target Site

 Index Numbers

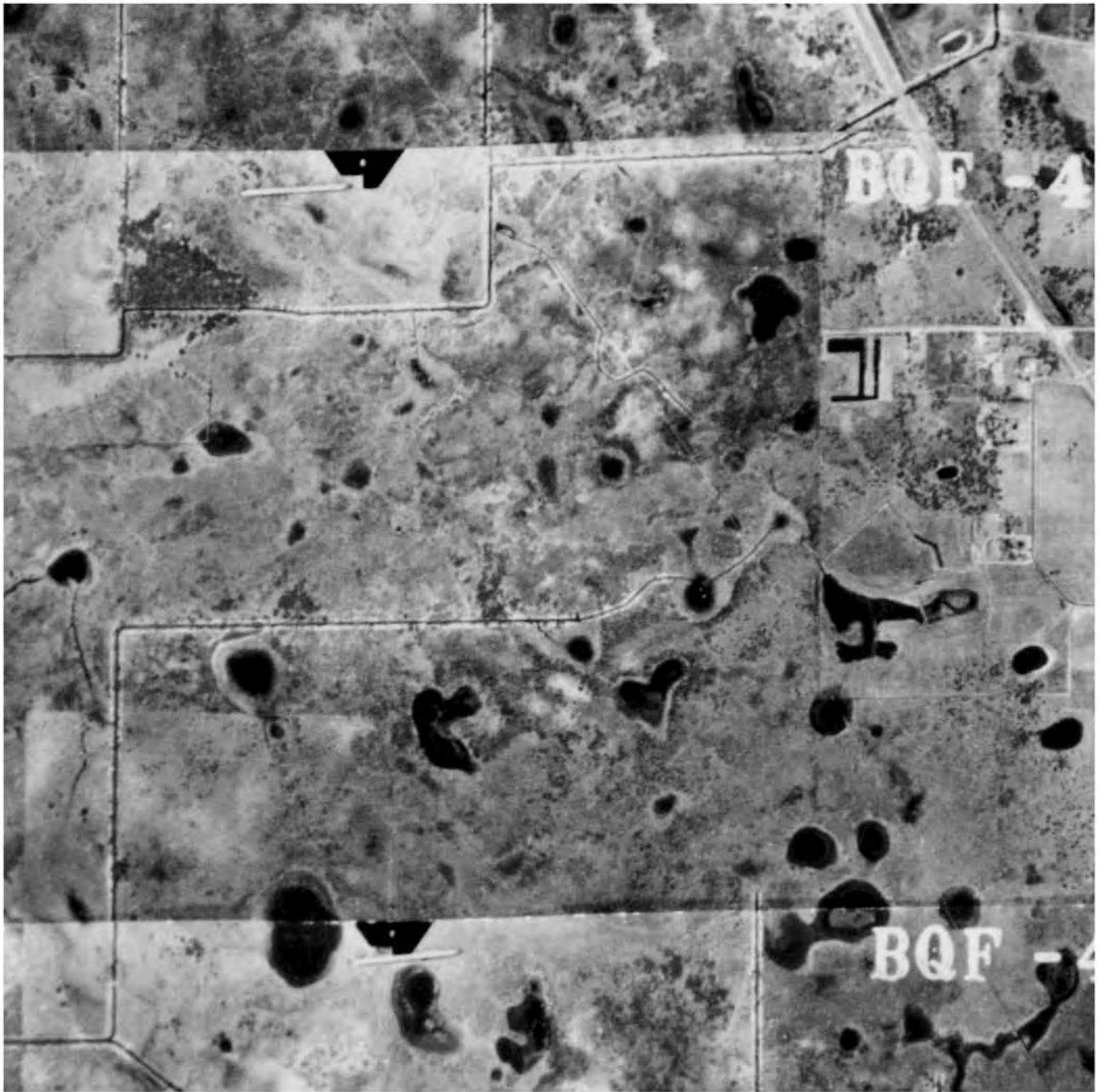
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 1 - RIVERVIEW FL 33569



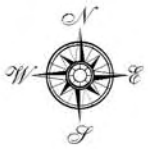
Source:
Target Site (Latitude: 27.889259 Longitude: -82.348995)
Quad Name: Brandon
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

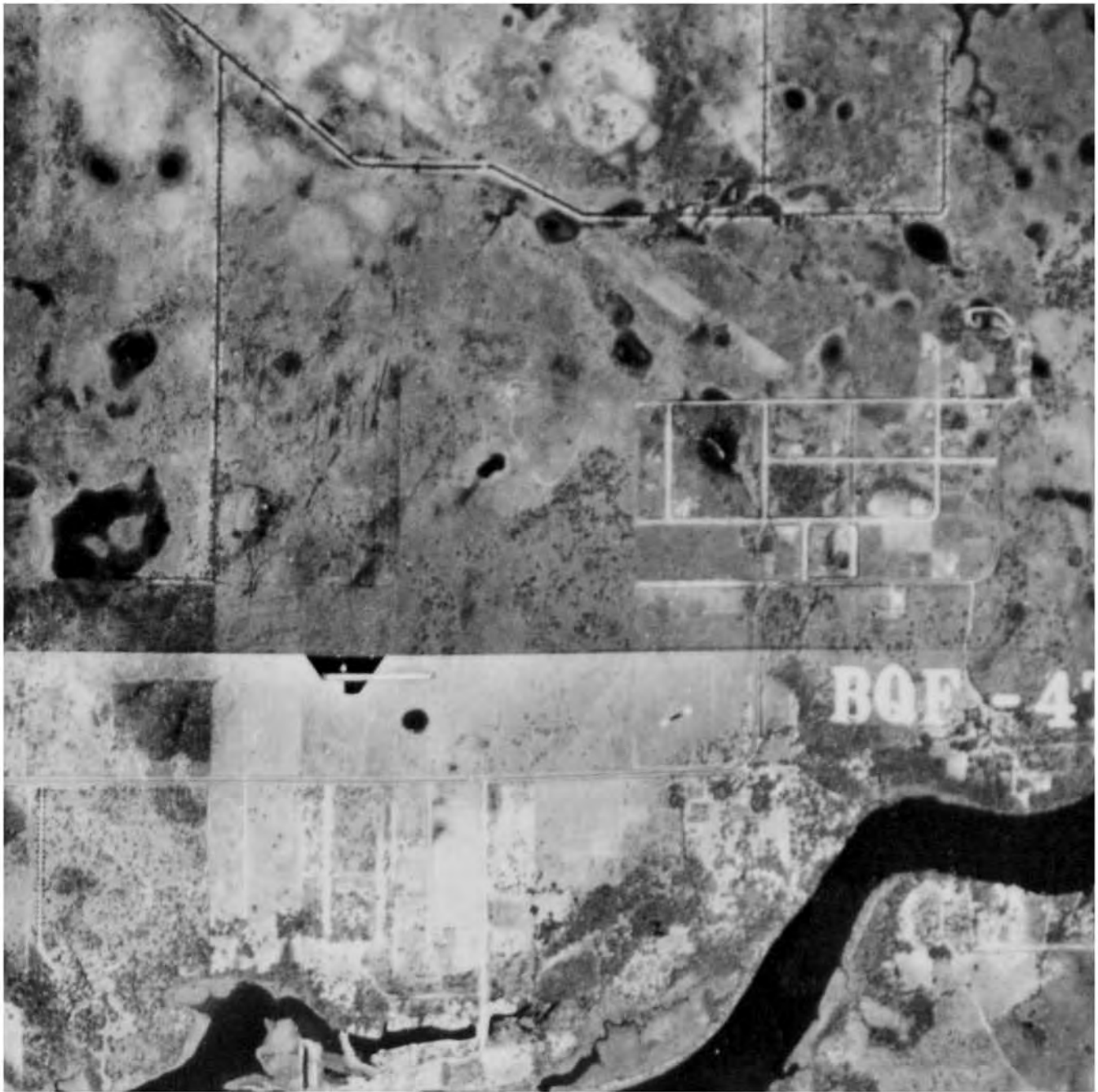
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 2 - RIVERVIEW FL 33569



Source:
Target Site (Latitude: 27.868826 Longitude: -82.349042)
Quad Name: Riverview
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 3 - GIBSONTON FL 33534



Source:

Target Site (Latitude: 27.848477 Longitude: -82.349055)

Quad Name: Riverview

Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1957

Environmental
FIRSTSEARCH



I 75 LINEAR - SECTION 4 - GIBSONTON FL 33534



Source:

Target Site (Latitude: 27.827867 Longitude: -82.350944)

Quad Name: Riverview

Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

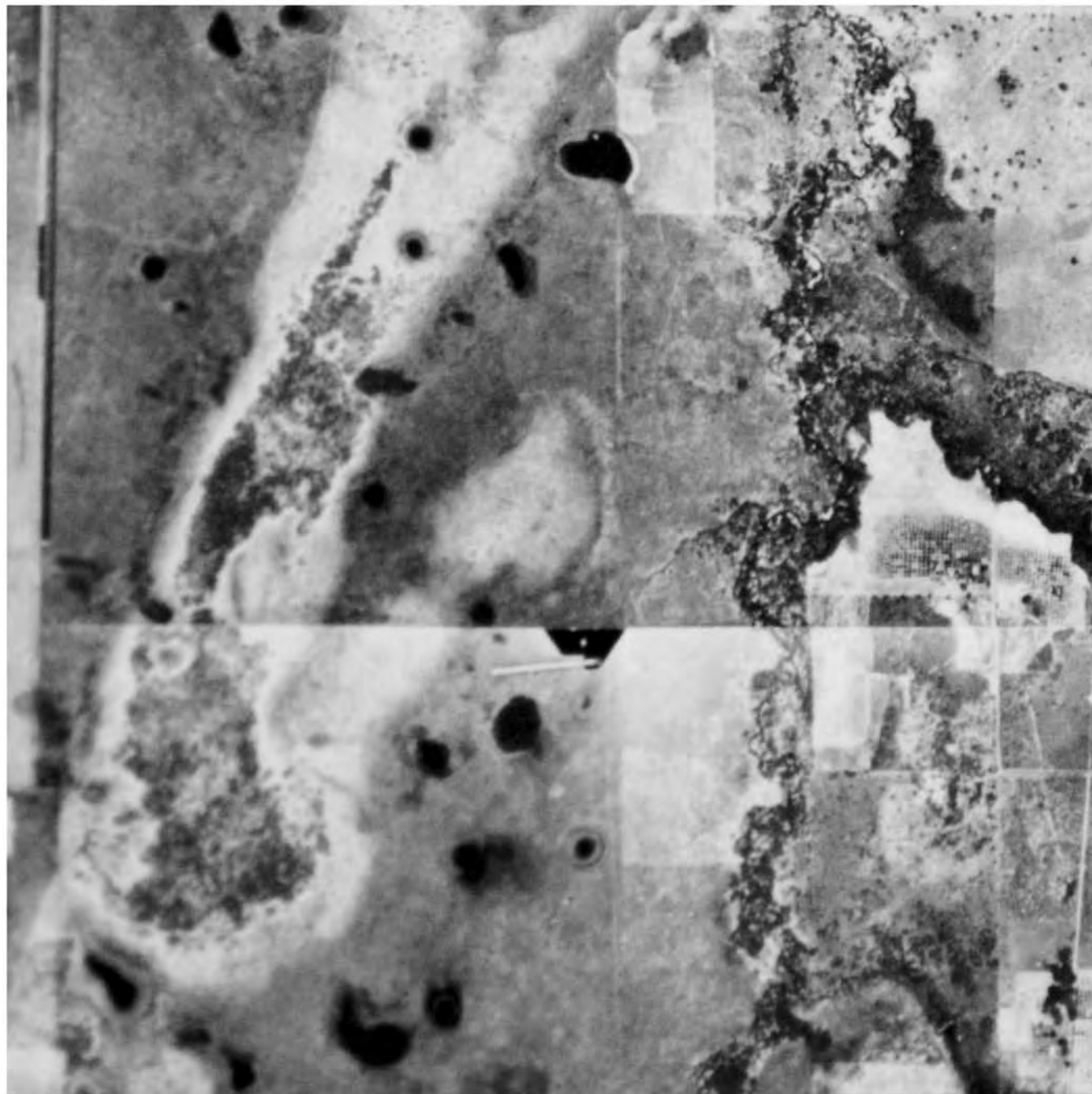
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 5 - GIBSONTON FL 33534



Source:

Target Site (Latitude: 27.807381 Longitude: -82.352972)

Quad Name: Riverview

Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

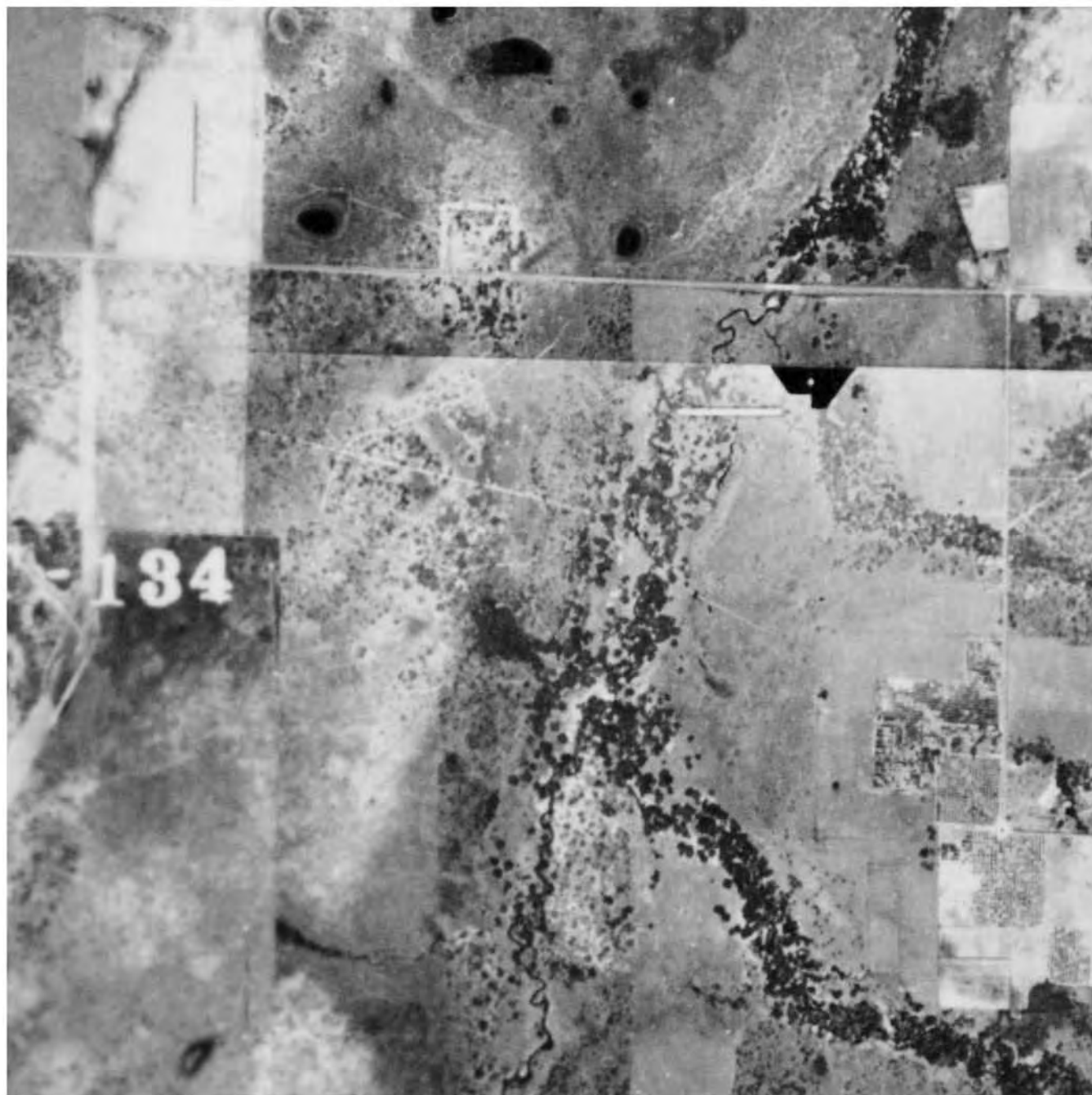
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 6 - SUN CITY CENTER FL 33573



Source:

Target Site (Latitude: 27.786747 Longitude: -82.357371)

Quad Name: Riverview

Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

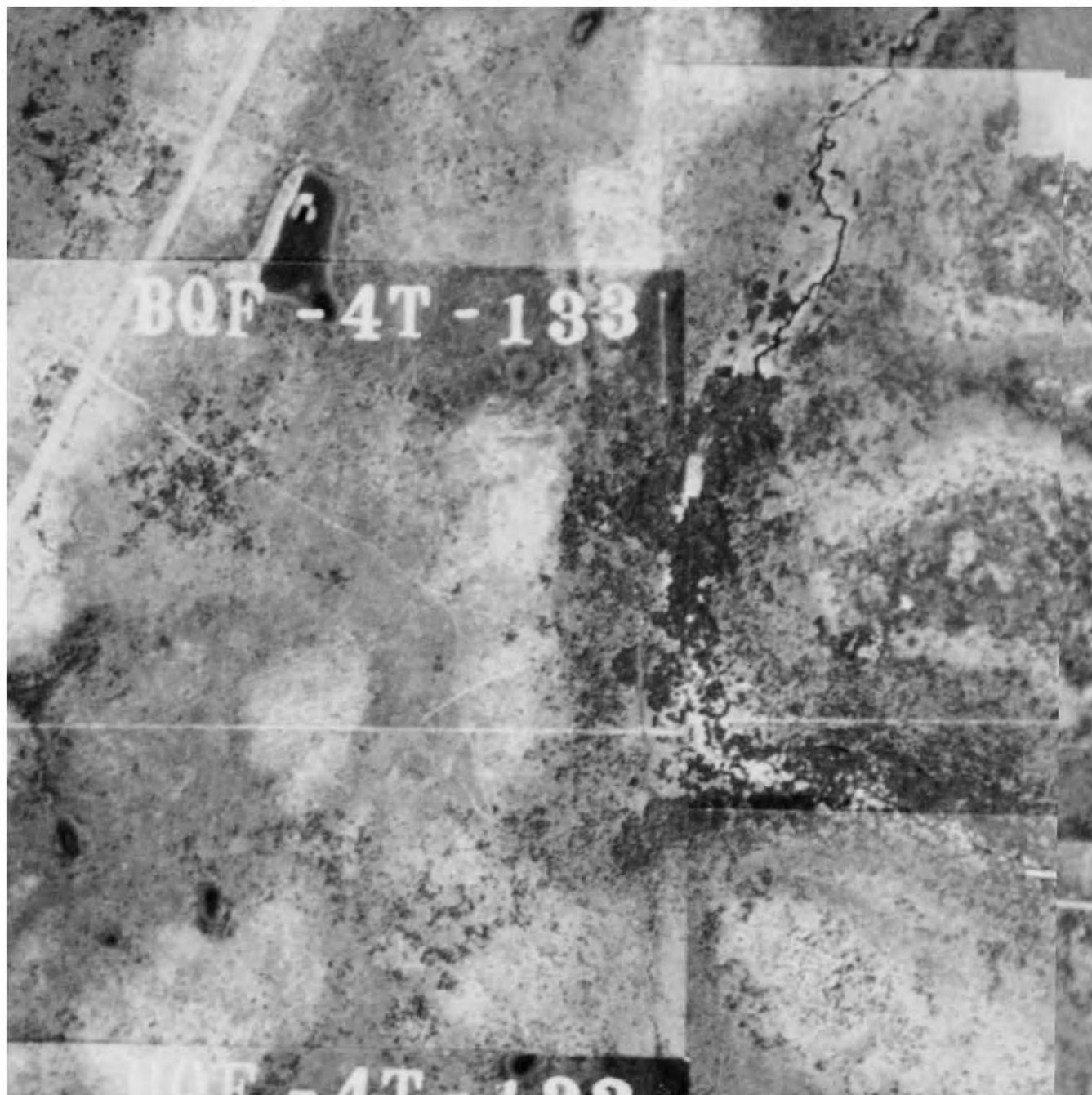
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 7 - RUSKIN FL 33570



Source:

Target Site (Latitude: 27.766482 Longitude: -82.366096)

Quad Name: Riverview

Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

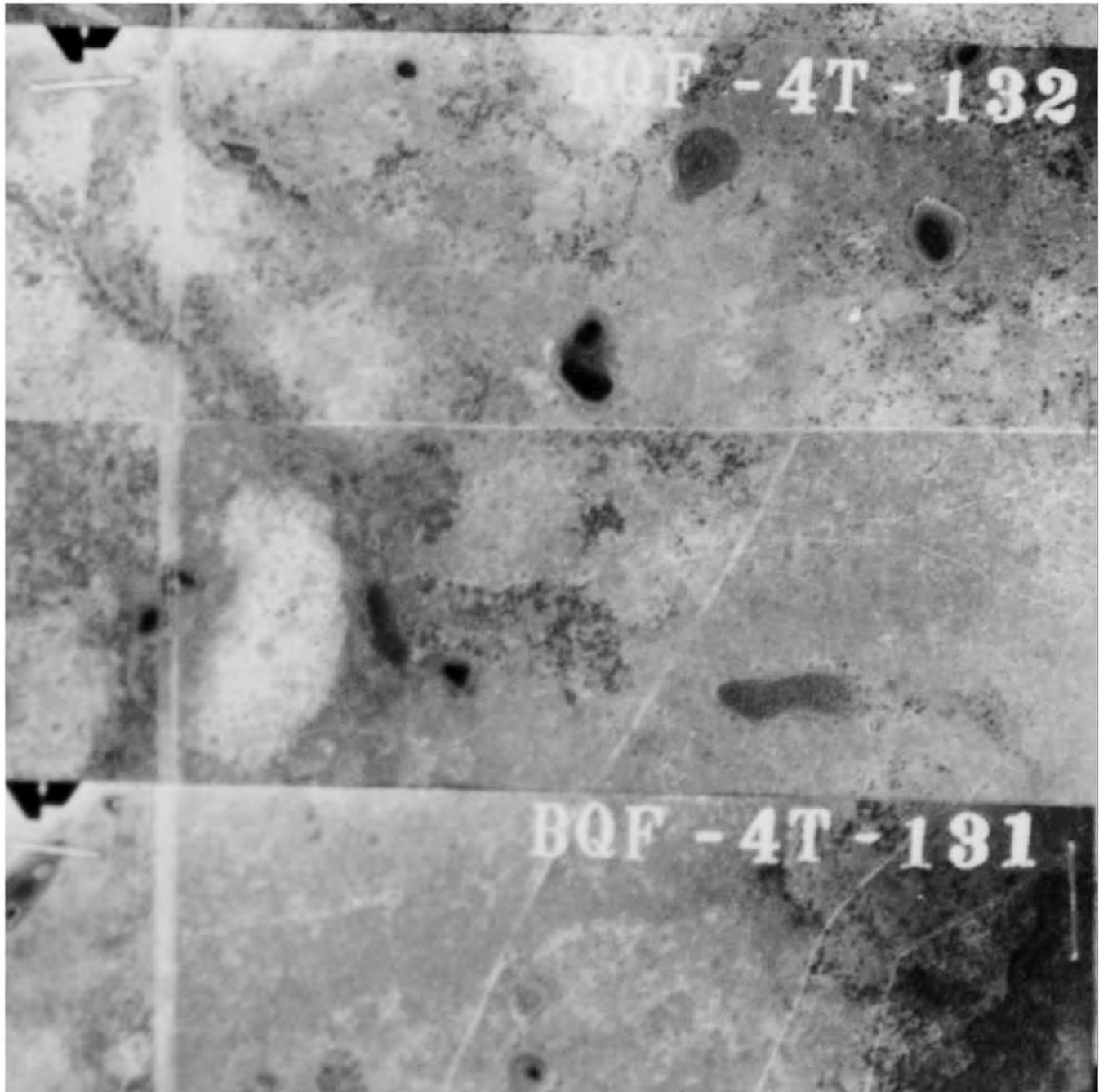
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 8 - SUN CITY CENTER FL 33573



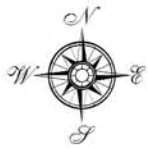
Source:
Target Site (Latitude: 27.746596 Longitude: -82.375935)
Quad Name: Ruskin
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

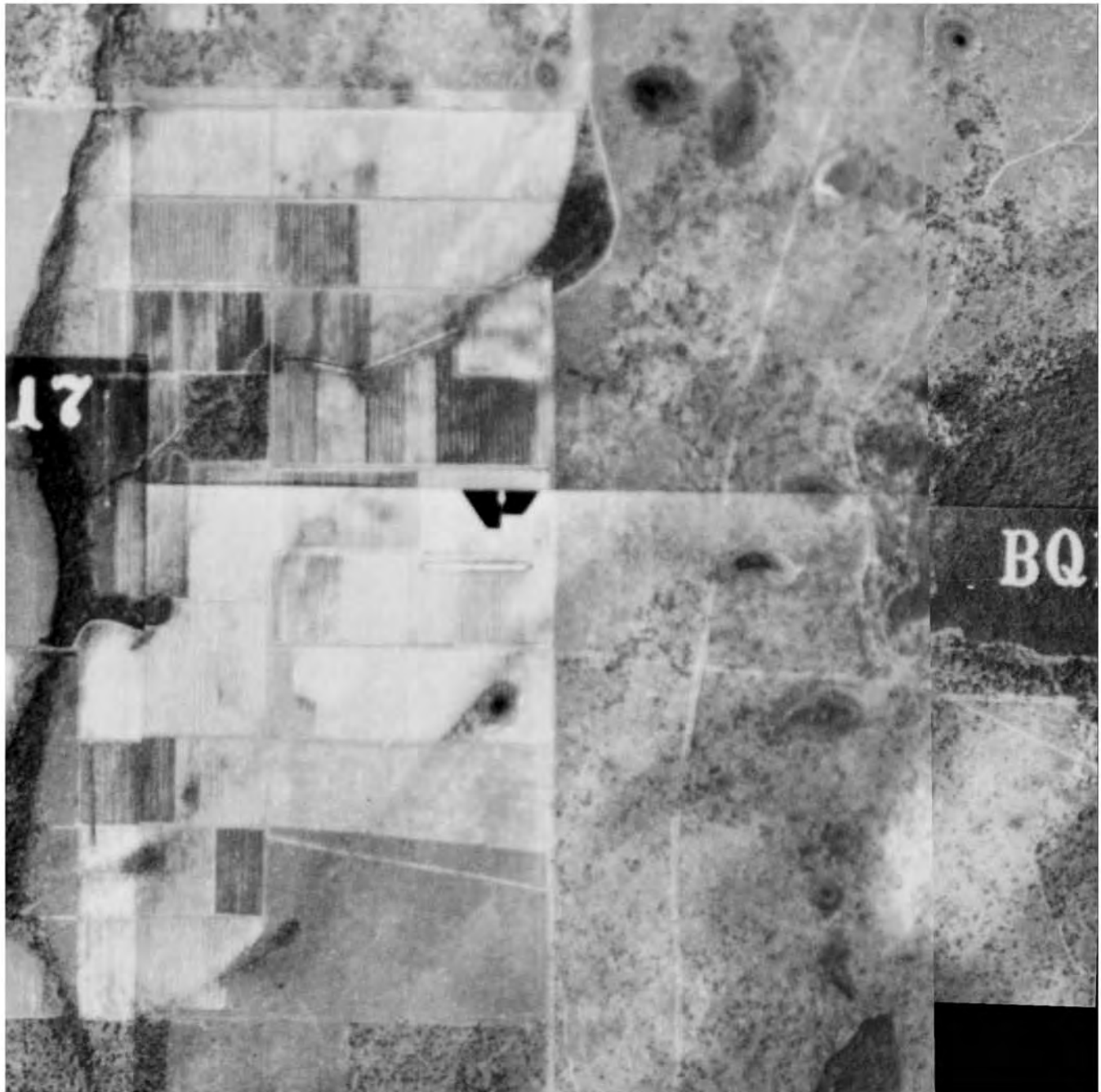
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 9 - RUSKIN FL 33570



Source:
Target Site (Latitude: 27.726199 Longitude: -82.383956)
Quad Name: Ruskin
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

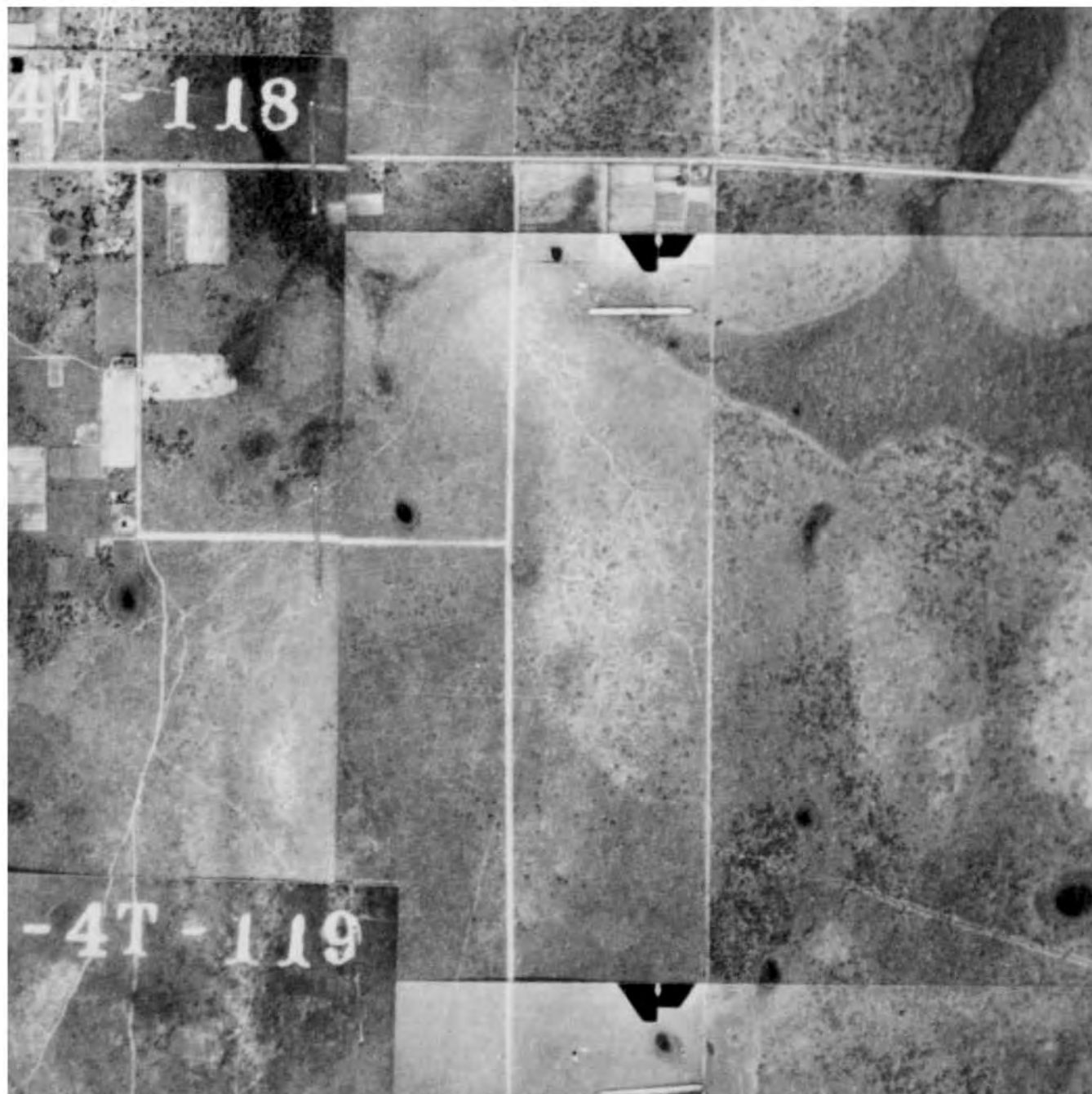
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 10 - RUSKIN FL 33570



Source:

Target Site (Latitude: 27.705603 Longitude: -82.387953)

Quad Name: Ruskin

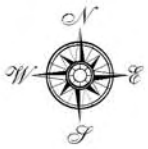
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

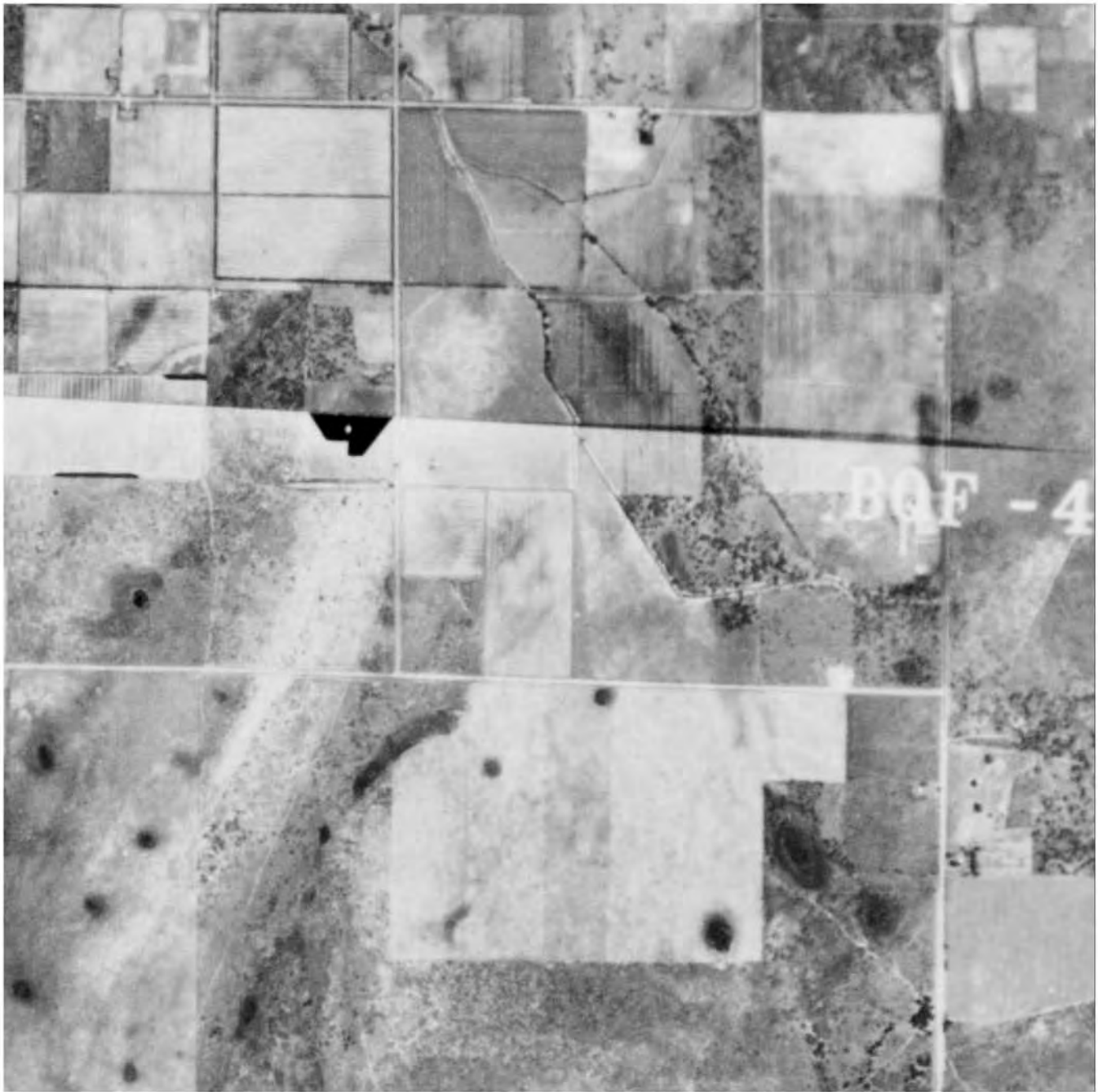
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 11 - RUSKIN FL 33570



Source:
Target Site (Latitude: 27.69739 Longitude: -82.411241)
Quad Name: Ruskin
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 12 - RUSKIN FL 33570



Source:

Target Site (Latitude: 27.684667 Longitude: -82.425686)

Quad Name: Ruskin

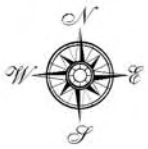
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

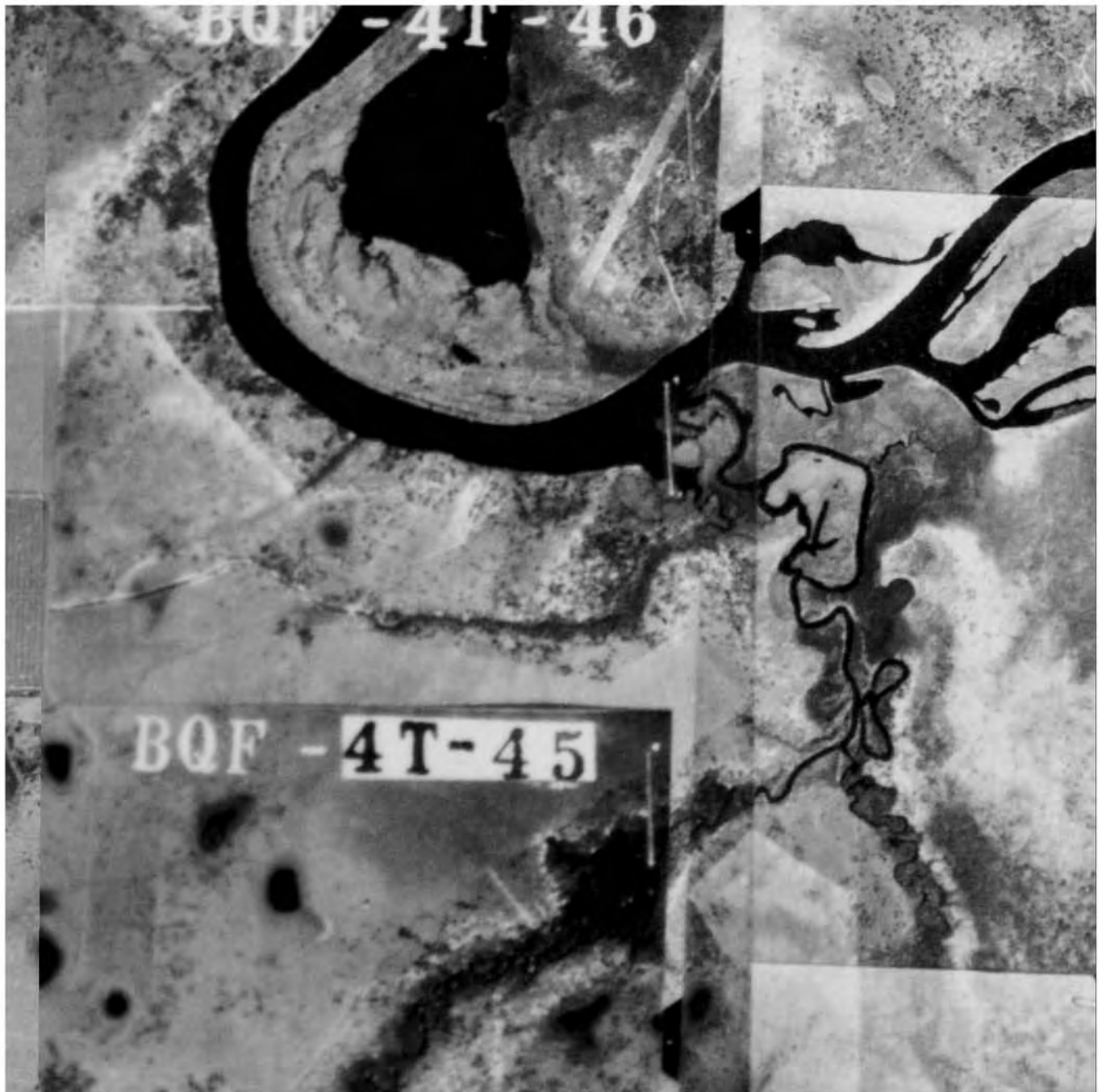
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 13 - WIMAUMA FL 33598



Source:

Target Site (Latitude: 27.663889 Longitude: -82.432417)

Quad Name: Ruskin

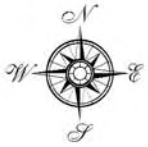
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

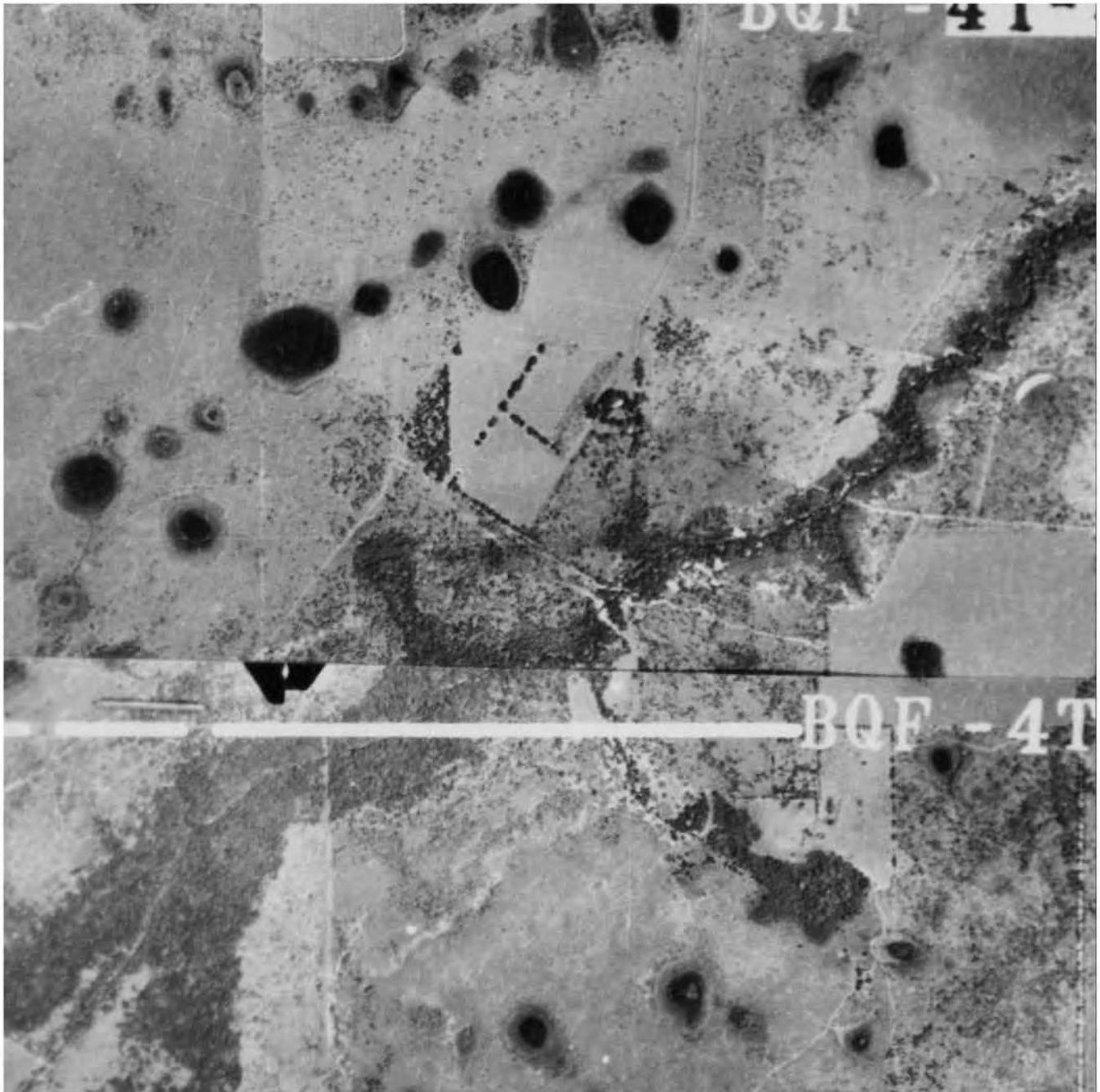
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 14 - WIMAUMA FL 33598



Source:
Target Site (Latitude: 27.649385 Longitude: -82.445269)
Quad Name: Ruskin
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

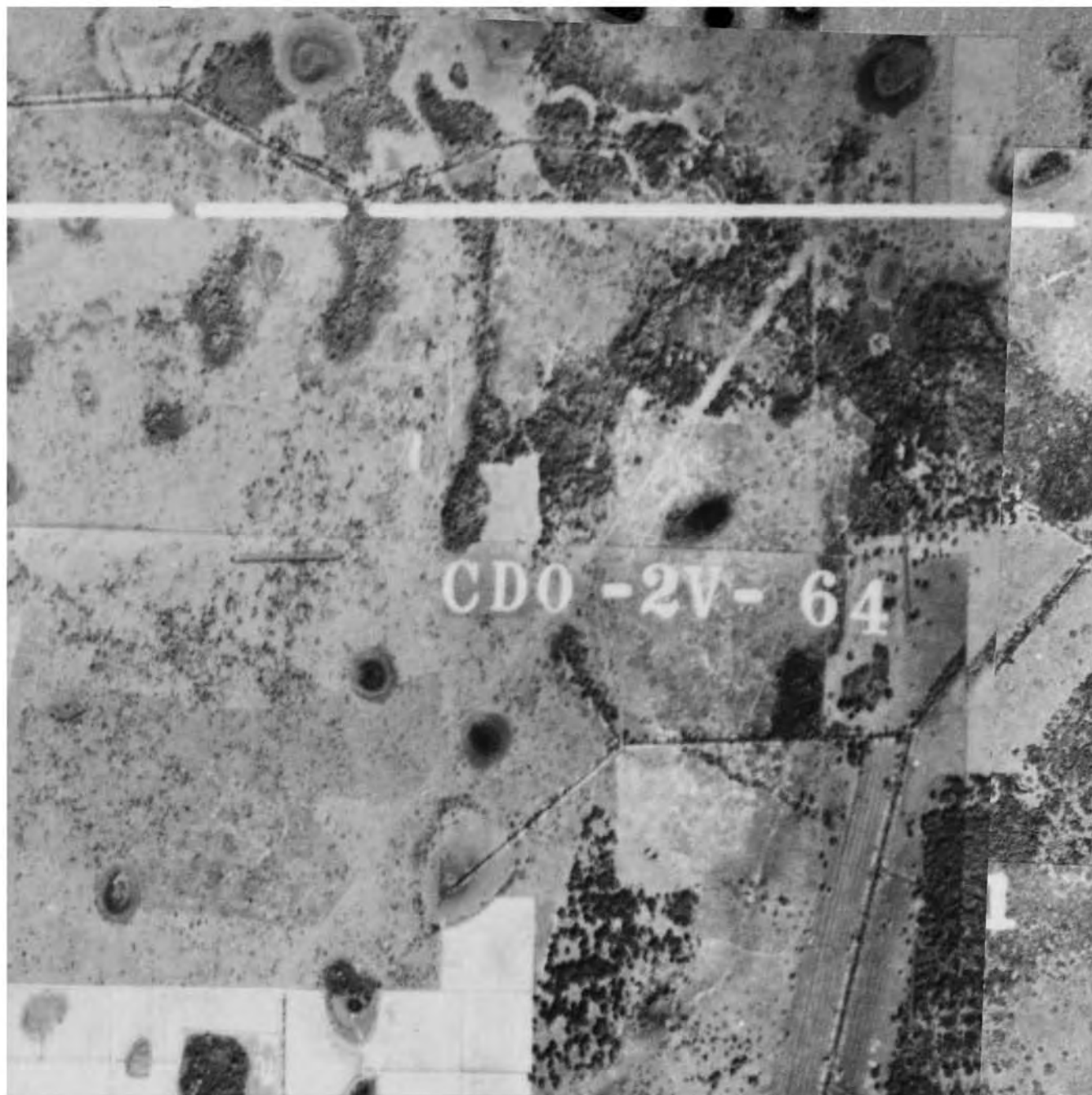
Historical Aerial

1957

Environmental
FIRSTSEARCH



I 75 LINEAR - SECTION 15 - PALMETTO FL 34221



Source:

Target Site (Latitude: 27.639767 Longitude: -82.468613)

Quad Name: Ruskin

Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

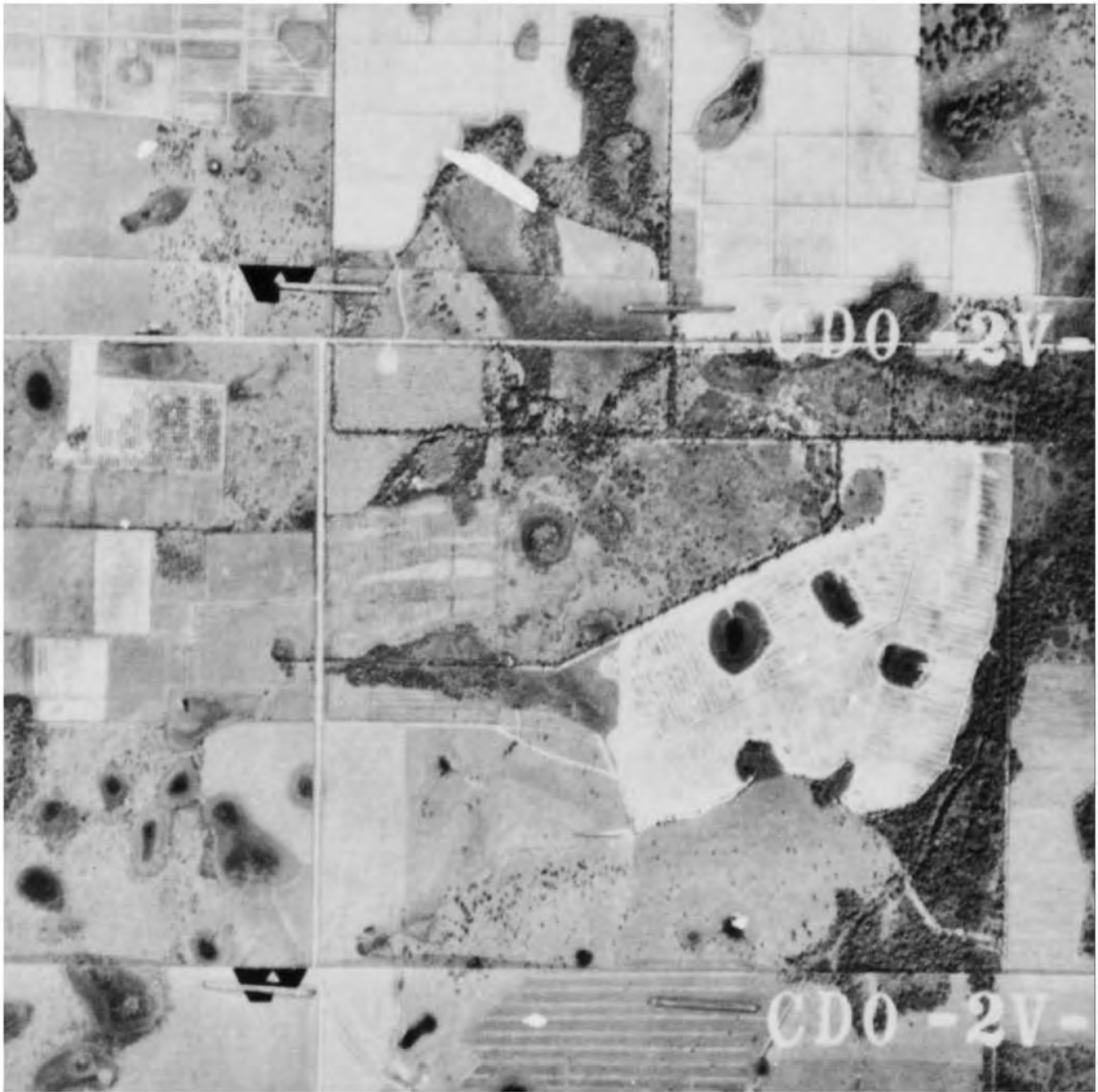
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 16 - PALMETTO FL 34221



Source:
Target Site (Latitude: 27.61916 Longitude: -82.477156)
Quad Name: Parrish
Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

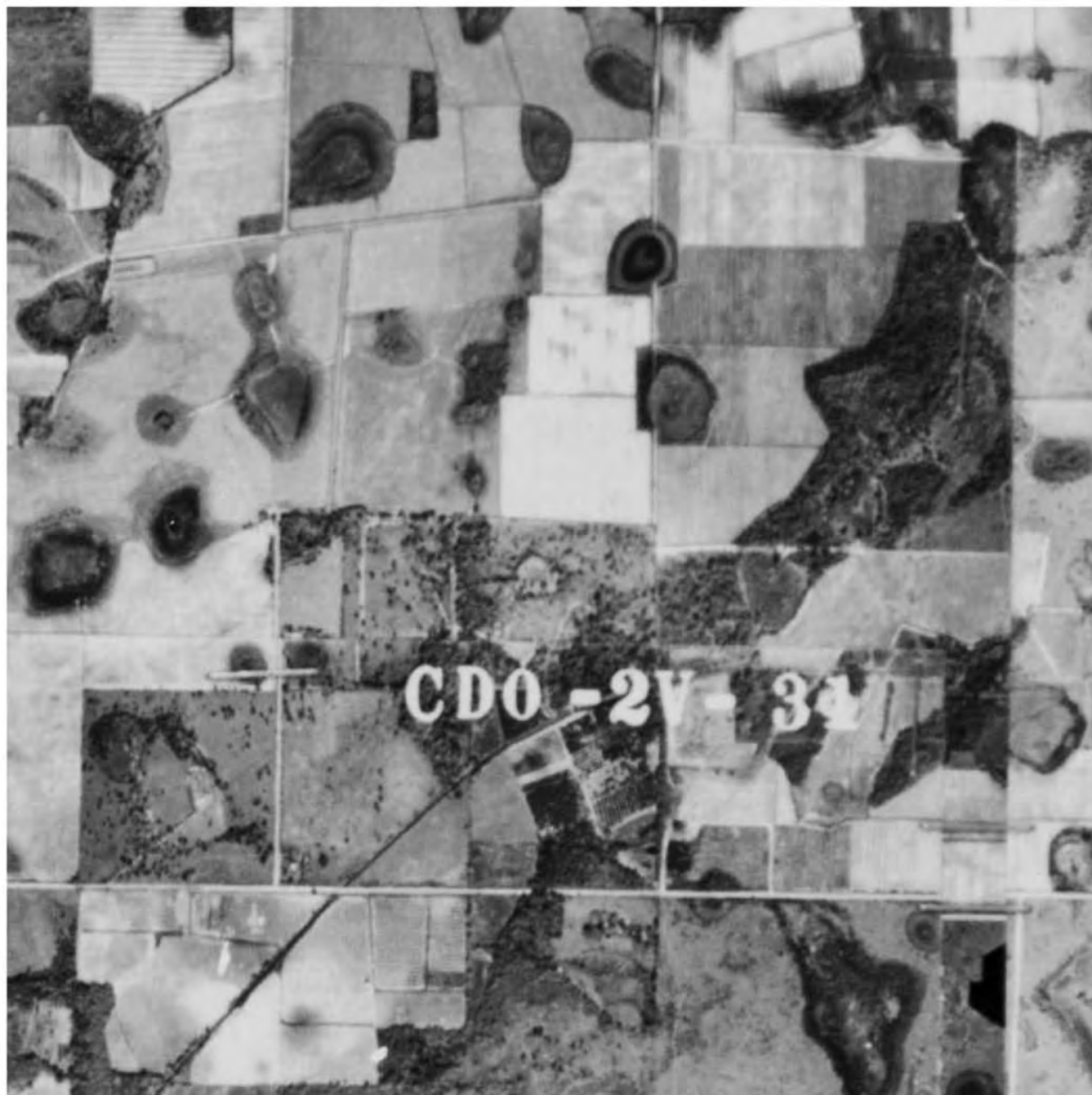
Environmental FirstSearch

Historical Aerial

1957



I 75 LINEAR - SECTION 17 - PALMETTO FL 34221



Source:

Target Site (Latitude: 27.607838 Longitude: -82.500536)

Quad Name: Palmetto

Date: 1957

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 1 - RIVERVIEW FL 33569



Source:

Target Site (Latitude: 27.889259 Longitude: -82.348995)

Quad Name: Brandon

Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 2 - RIVERVIEW FL 33569



Source:
Target Site (Latitude: 27.868826 Longitude: -82.349042)
Quad Name: Riverview
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 3 - GIBSONTON FL 33534



Source:
Target Site (Latitude: 27.848477 Longitude: -82.349055)
Quad Name: Riverview
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 4 - GIBSONTON FL 33534



Source:
Target Site (Latitude: 27.827867 Longitude: -82.350944)
Quad Name: Riverview
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 5 - GIBSONTON FL 33534



Source:
Target Site (Latitude: 27.807381 Longitude: -82.352972)
Quad Name: Riverview
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 6 - SUN CITY CENTER FL 33573



Source:
Target Site (Latitude: 27.786747 Longitude: -82.357371)
Quad Name: Riverview
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 7 - RUSKIN FL 33570



Source:
Target Site (Latitude: 27.766482 Longitude: -82.366096)
Quad Name: Riverview
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 8 - SUN CITY CENTER FL 33573



Source:
Target Site (Latitude: 27.746596 Longitude: -82.375935)
Quad Name: Ruskin
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 9 - RUSKIN FL 33570



Source:

Target Site (Latitude: 27.726199 Longitude: -82.383956)

Quad Name: Ruskin

Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 10 - RUSKIN FL 33570



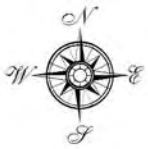
Source:
Target Site (Latitude: 27.705603 Longitude: -82.387953)
Quad Name: Ruskin
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 11 - RUSKIN FL 33570



Source:
Target Site (Latitude: 27.69739 Longitude: -82.411241)
Quad Name: Ruskin
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 12 - RUSKIN FL 33570



Source:
Target Site (Latitude: 27.684667 Longitude: -82.425686)
Quad Name: Ruskin
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 13 - WIMAUMA FL 33598



Source:
Target Site (Latitude: 27.663889 Longitude: -82.432417)
Quad Name: Ruskin
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 14 - WIMAUMA FL 33598



Source:
Target Site (Latitude: 27.649385 Longitude: -82.445269)
Quad Name: Ruskin
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 15 - PALMETTO FL 34221



Source:
Target Site (Latitude: 27.639767 Longitude: -82.468613)
Quad Name: Ruskin
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1980/1984 - Composite Image

I 75 LINEAR - SECTION 16 - PALMETTO FL 34221



Source:

Target Site (Latitude: 27.61916 Longitude: -82.477156)

Quad Name: Parrish

Date: 1980/1984 - Composite Image

Approximate Scale: 1 inch equals 1,125 feet

Environmental FirstSearch

Historical Aerial

1984



I 75 LINEAR - SECTION 17 - PALMETTO FL 34221



Source:
Target Site (Latitude: 27.607838 Longitude: -82.500536)
Quad Name: Palmetto
Date: 1984

Approximate Scale: 1 inch equals 1,125 feet

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APPENDIX D
Site Photos

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South County Regional Wastewater Treatment Plant



Macasphalt Spill



Hillsborough County Maintenance Unit 3



Phosphoric Acid Sludge Spill