Project Development & Environment Study

I-75 (SR 93A)

From South of US 301 (SR 43) to North of Fletcher Avenue (CR 482A), Hillsborough County

Work Program Item Segment Number: 419235-3

DRAFT Project Development Summary Report

Prepared for
Florida Department of Transportation
District Seven

Manuel Santos, E.I.
FDOT Project Manager

April 2010

INTERSTATE 75

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INTERSTATE 75

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
SECRETARY

[Date]

Ms. Nahir DeTizio
District Seven Transportation Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: I-75 (SR 93A) Project Development and Environment Study
Type 2 Categorical Exclusion with Project Location and Design Concepts
Financial Project No.: 419235-3-22-01
Federal-Aid Project No.: N/A
From South of US 301 to North of Fletcher Avenue
Hillsborough County, Florida

Dear Ms. DeTizio:

Enclosed are copies of the Project Development Summary Report, which includes the Summary of Environmental Impacts Checklist for Type 2 Categorical Exclusions, and a transcript of the public hearing held for this project. Upon your review and acceptance of these documents, we request your concurrence that this project is properly classified as a categorical exclusion as described in 23 CFR 771.115 and 771.117, and that the general project location and design concepts described in these documents are acceptable as allowable in 23 CFR 771.113. Please acknowledge your concurrence with these findings by signing and dating this request in the space provided below, and then returning a signed copy for the project files.

Please contact Manuel Santos, Project Manager, at (813) 975-6173 or at manuel.santos@dot.state.fl.us, if we can be of further assistance.

Sincerely,

Ming Gao, P.E.
Manager
Intermodal Systems Development

Concurrence by FHWA:

_____ ____ / ____ /____
FHWA Division Administrator Date

Summary of Environmental Impacts Checklist
For Type 2 Categorical Exclusions

Topical Categories	S	NS	N	NI	Basis for Decision *
A. NATURAL ENVIRONMENT					
1. Air Quality	☐	☐	☒	☐	See Section 5.1.1
2. Coastal and Marine	☐	☐	☒	☐	See Section 5.1.2
3. Contaminated Sites	☐	☒	☐	☐	See Section 5.1.3
4. Farmlands	☐	☐	☒	☐	See Section 5.1.4
5. Floodplains	☐	☒	☐	☐	See Section 5.1.5
6. Infrastructure	☐	☒	☐	☐	See Section 5.1.6
7. Navigation	☐	☐	☐	☒	See Section 5.1.7
8. Special Designations	☐	☐	☒	☐	See Section 5.1.8
9. Water Quality/Quantity	☐	☒	☐	☐	See Section 5.1.9
10. Wetlands	☐	☒	☐	☐	See Section 5.1.10
11. Wildlife and Habitat	☐	☒	☐	☐	See Section 5.1.11
B. CULTURAL IMPACTS					
1. Historic/Archaeological	☐	☒	☐	☐	See Section 5.2.1
2. Recreation Areas	☐	☐	☒	☐	See Section 5.2.2
3. Section 4(f) Potential	☐	☐	☒	☐	See Section 5.2.3
C. COMMUNITY IMPACTS					
1. Aesthetics	☐	☐	☒	☐	See Section 5.3.1
2. Economic	☐	☐	☒	☐	See Section 5.3.2
3. Land Use	☐	☐	☒	☐	See Section 5.3.3
4. Mobility	☐	☐	☒	☐	See Section 5.3.4
5. Relocation	☐	☒	☐	☐	See Section 5.3.5
6. Social	☐	☐	☒	☐	See Section 5.3.6
D. OTHER IMPACTS					
1. Noise	☐	☒	☐	☐	See Section 5.4.1
2. Construction	☐	☒	☐	☐	See Section 5.4.2

* S = Significant; NS = Not Significant; N = None; NI = No Involvement. Basis of decision will be a reference to the Programming Summary Report, or summary following this checklist that is included in the Project Development Summary Report.

Prepared By: _____ Date: _____

Reviewed By:

Signature: _____ Date: _____
District Environmental Administrator

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with PB Americas, Inc., a Florida corporation, authorized to operate as an engineering business, Certificate of Authorization No. 1462, by the State of Florida Department of Professional Regulation, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Financial Project ID:	**419235-3-22-01**
FAP Project Number:	**N/A**
Project:	**I-75 (SR 93A) PD&E Study from South of US 301 to North of Fletcher Avenue**
Counties:	**Hillsborough**
FDOT Project Manager:	**Manuel Santos, E.I.**

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

SIGNATURE: _____

NAME: Panos Kontses, P.E.

FIRM: PB Americas, Inc.

P.E. No.: 55184

DATE: _____ ___, 2009

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate improvements along 15.5 miles of Interstate 75 (I-75) (State Road (SR) 93A), from south of US 301 (SR 43) to north of Fletcher Avenue (CR 482A) in Hillsborough County, Florida. The design year for the improvements is 2035.

I-75 is part of the primary Federal Highway System (National Highway System), Interstate System, and the Florida Intrastate Highway System (FIHS)/Strategic Intermodal System (SIS). In accordance with the FDOT's straight line diagrams, the functional classification of I-75 within the project limits is Urban Principal Arterial – Interstate.

The objective of this Project Development Summary Report (PDSR) is to present the key findings of the PD&E Study and describe the selected recommended alternative along with its effects on the socioeconomic, cultural, and natural environment. The PDSR is divided into seven sections. A brief summary of each section is provided below.

Section 1.0 explains the PD&E Study purpose and process, provides a project description, presents the need for this project, and discusses the improvement alternatives considered as part of this Study. The I-75 mainline generally provides a six-lane, divided, limited access, rural typical section. Between US 301 and SR 60, I-75 widens to include collector-distributor (C-D) roads in both directions. The existing right of way width along I-75 ranges from a minimum of 348 feet between I-4 (SR 400) and Fowler Avenue (SR 582) to a maximum of 636 feet between US 301 and the Selmon Expressway (SR 618). There are seven interchanges along I-75 within the project limits located at US 301, the Selmon Expressway, SR 60, Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard - SR 574), I-4, Fowler Avenue, and Fletcher Avenue. The study area includes 67 bridges, including crossings over the Hillsborough River, Memorial Gardens Slough, Mango Lake Drainage Canal, Harney Flats Canal, Tampa Bypass Canal, and Cowhouse Creek. The posted speed limit is 70 miles per hour.

Section 2.0 lists the recommendations and commitments that are being developed throughout the PD&E Study and will be adhered to during the final design and construction phases.

Section 3.0 describes the No-Build and Build alternatives considered for this project. For the Build alternatives, two typical sections were considered for the I-75 mainline widening. Both typical sections would provide three general use lanes (GULs) and three special use lanes (SULs) in each direction. The main differences between the two typical sections were the locations where the widening would occur (within the median or the outside) and the type of separation to be provided between the GULs and SULs (barrier wall or pavement markings and plastic pylons).

Improvement alternatives were also considered for the seven interchanges in the study area. Due to the close spacing between the interchanges, improvements proposed at each interchange would affect the operations at adjacent interchanges. Therefore, the study area

was divided into three segments and alternative improvement conceptual design plans were developed for each segment. The three segments were as shown below.

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

For each segment and each mainline (typical section) alternative, several improvement concepts, called options, were considered. Three options – Options A, B, and C – were evaluated for Segment 1. Two options – Options A and B – were evaluated for each of Segments 2 and 3. The evaluation of all alternatives considered costs, operational factors, and environmental effects.

Section 3.0 also presents alternative interim improvements evaluated for I-75 and the interchanges.

Section 4.0 presents the recommended alternative selected for this project. Based on evaluation of design year operating conditions for the No-Build and Build scenarios, it is recommended that the proposed ultimate improvements of the I-75 mainline consist of 12 travel lanes with six GULs (three in each direction) and six SULs (three in each direction). The widening of I-75 would mainly occur to the inside within the existing median. The width of the median would be reduced to a minimum 22-foot that would include 10-foot paved shoulders and a barrier wall separating opposing traffic. A 6-foot buffer consisting of paint and/or plastic pylons would separate the SULs from the GULs. For the interchanges, the following improvement concepts were selected for each segment:

- Segment 1: Option C was the recommended alternative, with the exception of the SR 60 interchange where maintaining the partial cloverleaf configuration (a feature of Option A) was recommended. This option was selected because it preserves the existing infrastructure on US 301 with minor ramp adjustments, eliminates multiple exits along northbound I-75, and provides adequate storage on the C-D roads and minimizes queuing on the I-75 mainline.
- Segment 2: Option A was the recommended alternative because it enhances the operation of both the MLK Boulevard and I-4 interchanges; supports the addition of C-D roads, which in turn minimize weaving between I-75 and I-4; preserves more of the existing infrastructure at the I-4 interchange; and allows for future SUL connections with the I-4 mainline.
- Segment 3: Option A was the recommended alternative because it preserves the existing flyover structure at Fowler Avenue, which leads to significant cost savings over

Option B; removes deficient ramp diverge areas from the I-75 mainline onto the C-D roads in both directions; and preserves the existing infrastructure at Fletcher Avenue.

Section 4.0 also discusses the projected design year traffic volumes; the engineering requirements for geometric design, access management, and drainage (including preliminary area estimates for stormwater management facilities and floodplain compensation sites); other considerations such as utilities and traffic control during construction; the potential design exceptions and variations; the FDOT's Work Program schedule; and the estimated costs for the recommended alternative, which are shown below.

Cost Category [1]	No-Build Alternative	Recommended Build Alternative			
		Segment 1	Segment 2	Segment 3	Total Project Costs (All Segments)
Right of Way Costs [1]					
- Roadway	$0.00	$80.23	$32.52	$41.34	$154.09
- Ponds and Floodplain Compensation Sites	$0.00	$11.03	$5.69	$2.03	$18.75
Total Right of Way Costs	**$0.00**	**$91.26**	**$38.21**	**$43.37**	**$172.84**
Construction Costs [1,2]					
- Roadway and Bridges	$0.00	$347.82	$1,037.29	$290.72	$1,675.83
- Ponds and Floodplain Compensation Sites	$0.00	$13.07	$8.26	$2.13	$23.46
Total Construction Costs	**$0.00**	**$360.89**	**$1,045.55**	**$292.85**	**$1,699.29**
Engineering Design [1,3]	**$0.00**	**$54.13**	**$156.83**	**$43.93**	**$254.89**
Construction Engineering & Inspection [1,3]	**$0.00**	**$54.13**	**$156.83**	**$43.93**	**$254.89**
Potential Noise Barriers [1,4]	**$0.00**	**$8.40**	**$0.00**	**$3.66**	**$12.06**
Wetlands mitigation [1]	**$0.00**	**$1.10**	**$4.44**	**$0.46**	**$6.00**
Preliminary Estimate of Total Costs [1]	**$0.00**	**$569.91**	**$1,401.66**	**$428.20**	**$2,399.97**

Notes: [1] Present day costs in millions of dollars.
[2] Based on February 2010 Long Range Estimate with 25% contingencies added.
[3] Estimated as 15% of the total construction costs.
[4] Costs calculated at $30.00 per square foot.

Section 5.0 summarizes the results of the environmental screening conducted during the Efficient Transportation Decision Making (ETDM) process and the expected environmental effects related to the construction of the proposed project. The key findings of the environmental evaluations are summarized below.

- The proposed project includes stormwater treatment systems designed to enhance water quality. Several areas of the project are located within the 100-year floodplain and cup-for-cup compensation is expected to be required to mitigate for the floodplain encroachments.

- A *Draft Wetlands Evaluation and Biological Assessment Report (WEBAR)* is being prepared for this project. A total of 60.34 acres of wetland and 10.60 acres of other surface waters are anticipated to be impacted due to the construction of the proposed project. Wetland impacts are anticipated to be mitigated pursuant to § 373.4137, Florida Statute, or by the creation, enhancement, or preservation of wetlands within the project's watershed. The WEBAR also evaluated potential effects on protected plant and animal species and concluded that none of these species should be affected by this project.
- A *Draft Cultural Resource Assessment Survey (CRAS)*, prepared for this PD&E Study, identified one potentially eligible site for listing in the National Register of Historic Places (NRHP), the Tanner Residence site (8HI8742) located at 10426 Tanner Road. This site includes a Frame Vernacular style residence constructed ca. 1891. In addition to the residence, the boundary of this historic resource includes the surrounding 1.28-acre parcel and the adjacent 1.42-acre property which contain a barn structure and a historic orange grove, respectively. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, a *Draft Section 106 Consultation Case Study Report* is being prepared to evaluate the effects of the proposed project (recommended alternative) on this potentially eligible property.
- In addition to the Tanner Residence, several other sites in the study area (public lands, recreation areas, and trails) were identified as potential Section 4(f) resources. The project is not expected to have any direct nor indirect effects on these resources.
- No changes to future land use are expected as a result of the proposed project. No adverse effects on mobility are expected; regional travel should be enhanced due to the provision of the special use lanes.
- The recommended alternative could potentially result in approximately 62 residential and 27 business relocations. The majority of these relocations are due to right of way acquisitions needed for interchange improvements. Pond siting was not completed as part of this PD&E Study and, therefore, the potential relocations associated with stormwater retention ponds and/or floodplain compensation ponds were not evaluated. A *Draft Conceptual Stage Relocation Plan (CSRP)* will be prepared as part of this project.
- No adverse effect on any social or community services is expected as a result of the proposed project.
- Impacts to utilities will be minimized through ongoing coordination with affected utility owners.
- A *Draft Noise Study Report (NSR)* is being prepared for this project. Within the project limits, 2,617 noise sensitive sites have the potential to be affected by traffic noise with the proposed improvements. Of these sites, 2,570 sites are private residences (814 single-family residences and 1,756 multi-family residences), 33 sites are located at

recreational areas, 7 sites are churches, 6 sites are located at hotels (interior), and the remaining site is a school (Hillsborough Community College).

The results of the analysis indicate that existing (2007) and future (2035) No Build Alternative traffic noise levels approach, meet, or exceed the Federal Highway Administration's (FHWA's) Noise Abatement Criteria (NAC) at 467 of the evaluated noise-sensitive sites. Future (2035) Build Alternative traffic noise levels would approach, meet, or exceed the NAC at 944 of the evaluated sites. Notably, when compared to existing conditions, traffic noise levels are not predicted to increase greater than 10.5 dBA with the proposed improvements to I-75. As such, none of the sites would experience a substantial increase in traffic noise (15 dBA or more) as a result of the project. It should also be noted that some sites may experience a decrease in predicted traffic noise levels (up to 4.3 dBA) with the proposed improvements. This can be attributed to the sites being shielded from other roadways by portions of the proposed roadway that may be constructed on fill, acting as a barrier.

Noise abatement measures were evaluated for the affected sites. The results of the analysis indicate that construction of noise barriers is potentially both feasible and reasonable to reduce predicted traffic noise levels at up to 594 of the 944 affected sites. There do not appear to be any feasible and reasonable methods to reduce predicted traffic noise at the remaining 350 affected sites. The FDOT will make a final determination of the feasibility and reasonableness of constructing these barriers during the final design phase of the project.

- A *Draft Contamination Screening Evaluation Report (CSER)* has been prepared for this project. Eighty-seven sites were identified as having the potential for contamination that could potentially affect the project. Of these sites, 4 sites were rated "No" risk, 65 sites were rated "Low" risk, and 18 sites were rated "Medium" risk. There were no "High" risk sites. With the exception of two sites, the sites that were rated "Medium" risk are related to spill incidents that occurred within the I-75 right of way. For the two other sites rated "Medium" risk, additional environmental assessment activities are recommended to determine the potential impact from these sites on construction activities. The additional assessment activities, consisting of soil and groundwater testing, would occur during the final design phase of the project.

Section 6.0 lists the anticipated permits that will be required for the project. The following permits are expected to be required:

- Environmental Resource Permit (ERP) from Southwest Florida Water Management District (SWFWMD)
- Dredge and Fill Permit from US Army Corps of Engineers (USACOE).
- National Pollutant Discharge Elimination System (NPDES) Permit from Florida Department of Environmental Protection (FDEP).

Section 7.0 summarizes the agency and public involvement activities undertaken to date. These have included the ETDM screening process, the AN, visioning meetings, newsletters, and a project web site. Two public workshops were held in June 2009 where materials for this PD&E Study and the PD&E Study for the segment of I-75 located immediately south of this project (WPI Segment Number 419235-2) were presented. A Public Hearing for both PD&E Studies is anticipated to be held in the spring of 2010.

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LIST OF ACRONYMS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AN	Advance Notification
AO	Archeological Occurrence
APE	Area of Potential Effect
AQTM	Air Quality Technical Memorandum
BER	Bureau of Emergency Response
BMP	Best Management Practices
BRT	Bus Rapid Transit
CAC	Citizens Advisory Committee
CATV	Cable Television
CBD	Central Business District
CCR	Comments and Coordination Report
C-D	Collector-Distributor
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CR	County Road
CRAS	Cultural Resource Assessment Survey
CSER	Contamination Screening Evaluation Report
CSRP	Conceptual Stage Relocation Plan
dBA	Decibels A-Weighted Scale
DEVP	Design Exceptions and Variations Package
DTTM	Design Traffic Technical Memorandum
EB	Eastbound
EDR	Environmental Data Report
EFH	Essential Fish Habitat
ERNS	Emergency Response Notification System
ERP	Environmental Resource Permit
EST	Environmental Screening Tool
ETAT	Environmental Technical Advisory Team
ETBWUCA	Eastern Tampa Bay Water Use Caution Area
ETDM	Efficient Transportation Decision Making
FAC	Florida Administrative Code
FAP	Federal Aid Program
FBFM	Flood Boundary and Floodway Maps
FCMP	Florida Coastal Management Program
FDACS	Florida Department of Agriculture and Consumer Services - Division of Plant Industry
FDCA	Florida Department of Community Affairs
FDEP	Florida Department of Environmental Protection
FDHR	Florida Division of Historic Resources
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency

LIST OF ACRONYMS (CONTINUED)

FFWCC	Florida Fish and Wildlife Conservation Commission
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FIRM	Flood Insurance Rate Map
FLUCFCS	Florida Land Use, Cover and Forms Classification System
FNAI	Florida Natural Areas Inventory
FPC	Floodplain Compensation
FPID	Financial Project Identification
FRS	Facility Registry System
FS	Florida Statutes
GIS	Geographical Information System
GUL	General Use Lane
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
HWDMS	Hazardous Waste Data Management System
ITS	Intelligent Transportation System
I-4, I-75	Interstate Highway 4, Interstate Highway 75
LHR	Location Hydraulics Report
LLC	Limited Liability Company
LOS	Level of Service
LRTP	Long-Range Transportation Plan
LT	Left Turn
LUST	Leaking Undergroung Storage Tanks
MIA	Most Impacted Area
MLK	Dr. Martin Luther King, Jr.
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
N/A	Not Applicable
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NB	Northbound
NEP	National Estuary Program
NEPA	National Environmental Policy Act
NGCN	National Grade Crossing Number
NMFS	National Marine Fisheries Service
NONTSD	Non-Treatment, Storage, and/or Disposal
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resources Conservation Service
NRHP	National Register of Historic Places
NSR	Noise Study Report
NWI	National Wetlands Inventory
OFW	Outstanding Florida Water

LIST OF ACRONYMS (CONTINUED)

PAAM	Preliminary Alternatives Analysis Memorandum
PD&E	Project Development and Environment
PDER	Project Development Engineering Report
PDSR	Project Development Summary Report
PIP	Public Involvement Plan
PPM	Plans Preparation Manual
PSTM	Pond Sizing Technical Memorandum
ROW	Right of Way
RT	Right Turn
SB	Southbound
SHPO	State Historic Preservation Officer
SHS	State Highway System
SIS	Strategic Intermodal System
SMF	Stormwater Management Facility
SPUI	Single Point Urban Interchange
SR	State Road
SRCO	Site Rehabilitation Completion Order
STRCRA	State Hazardous Waste Notifiers
SUL	Special Use Lane
SWFWMD	Southwest Florida Water Management District
SWIM	Surface Water Improvement and Management
SWUCA	Southern Water Use Caution Area
TAC	Technical Advisory Committee
TANKS	Database for Underground and Above Ground Storage Tanks
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
UMAM	Uniform Mitigation Assessment Methodology
USACOE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish & Wildlife Service
US 301	United States Highway 301
VE	Value Engineering
VPD	Vehicles per Day
WB	Westbound
WEBAR	Wetland Evaluation and Biological Assessment Report
WPI	Work Program Item
WQIE	Water Quality Impact Evaluation

1.0 INTRODUCTION

1.1 Study Purpose and PD&E Process

The objective of the Project Development and Environment (PD&E) Study process is to provide the documentation necessary to reach a decision on the type, conceptual design, and specific location of the improvements identified as being needed. Factors considered include transportation needs, socioeconomic and environmental impacts, and engineering requirements. Generally, the process involves the following steps:

1. The establishment of project need
2. The gathering and analysis of detailed information regarding the natural, socioeconomic, and cultural features of the study area
3. The development of alternatives that meet the project need
4. The selection of a recommended alternative
5. The documentation of the entire process in a series of reports

During the PD&E Study process, communication with the affected public is accomplished directly through public meetings and indirectly through interaction with elected officials and agency representatives.

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

The Florida Department of Transportation's (FDOT's) Efficient Transportation Decision Making (ETDM) Process provides access for agencies and the public to project specific planning information as well as potentially affected environmental resources through use of the internet via the Environmental Screening Tool (EST). The tool allows interaction among transportation planners, regulatory agencies, and affected communities to provide input on projects. The agency representatives involved in the interaction are referred to as the Environmental Technical Advisory Team (ETAT) members. The team provides a review of the projects on a variety of elements areas such as environmental and community impacts. Key features of the ETDM Process include:

- early agency and community involvement,
- early identification of avoidance and mitigation strategies,
- access to comprehensive data in standardized formats,
- reviews and studies focused on key issues,
- permit issuance linked to NEPA reviews, and
- maximized use of technology for coordination, project scoping, and communication

The ETDM process provides the ability for early agency interaction and coordination during

project development, which can improve the quality of decisions and reduce cost and time delays during the PD&E Study.

The objective of this Project Development Summary Report (PDSR) is to present the key findings of the PD&E Study and describe the selected recommended alternative along with its effects on the socioeconomic, cultural, and natural environment.

1.2 Project Description

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

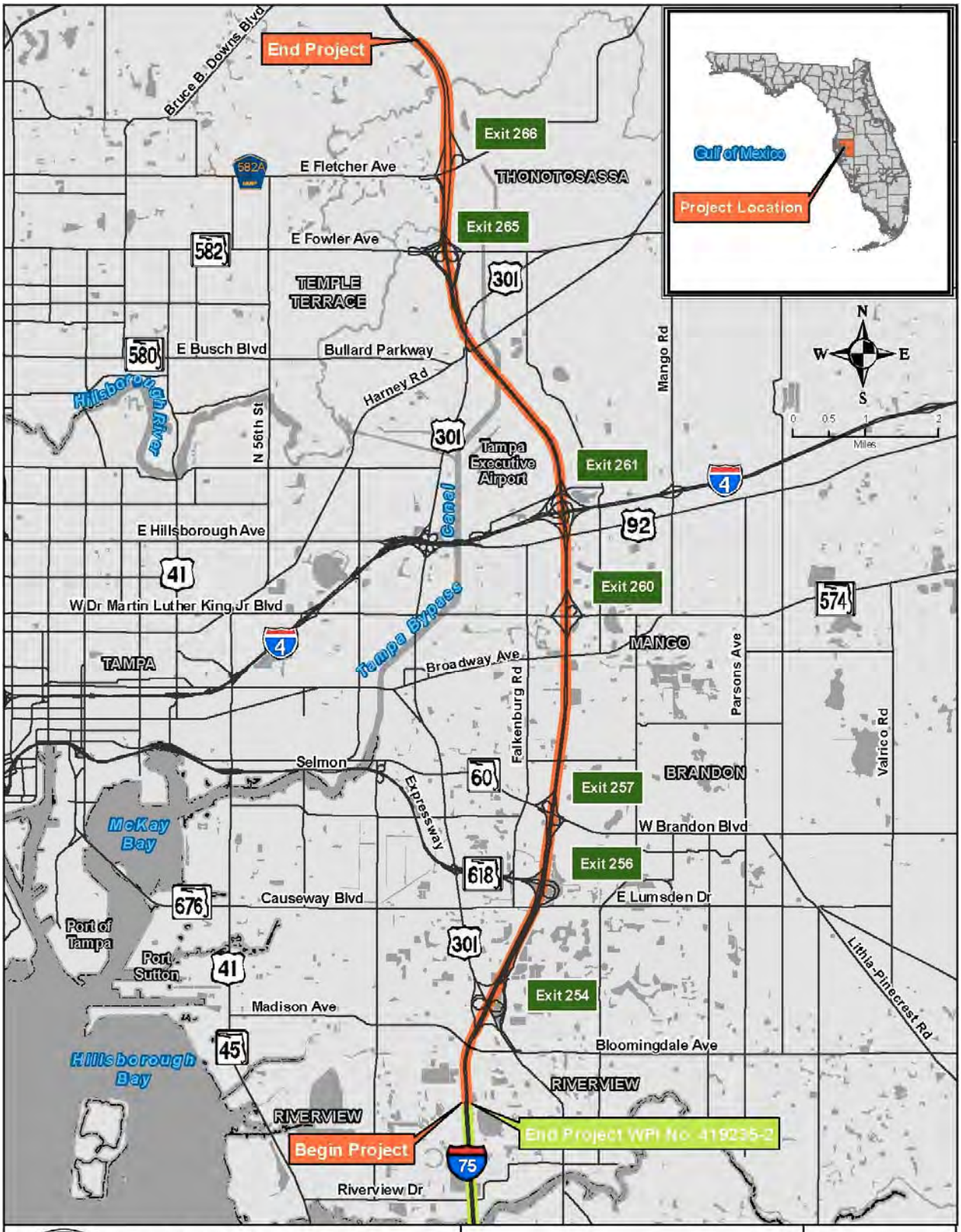
This portion I-75 is classified as an Urban Principal Arterial – Interstate. Its mainline generally provides a six-lane, divided, limited access, rural typical section with the exception of the following sections:

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

Between US 301 and SR 60, I-75 widens to include collector-distributor (C-D) roads in both directions. The right of way along I-75 ranges from a minimum of 348 feet between SR 60 and Fowler Avenue to a maximum of 636 feet between US 301 and the Selmon Expressway. The existing typical sections are shown in **Figure 1-3** (a through f).

There are seven interchanges within the project limits located at US 301, Selmon Expressway, SR 60, MLK Boulevard, I-4, Fowler Avenue, and Fletcher Avenue. The study area includes 67 bridges, including crossings over the Hillsborough River, Memorial Gardens Slough, Mango Lake Drainage Canal, Harney Flats Canal, Tampa Bypass Canal, and Cowhouse Creek. The posted speed limit along I-75 is 70 miles per hour (mph).

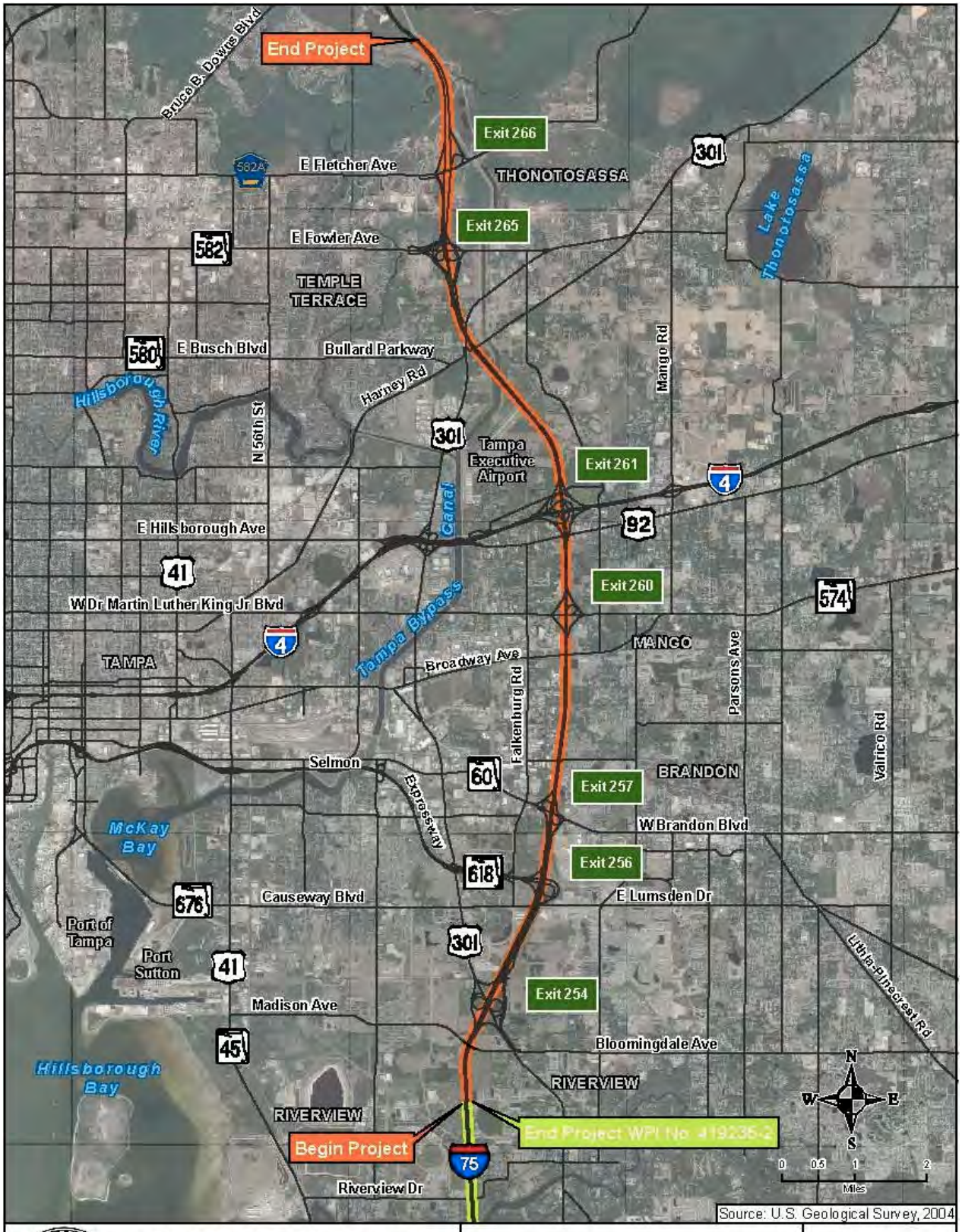
The proposed ultimate improvements would consist of adding three special use lanes (SULs) to the existing general use lanes (GULs) in each direction of the I-75 mainline and improvements at several interchanges. The SULs would be reserved for regional travelers and they could eventually be toll-managed or have other controls placed on them. This alternative provides mobility options and preserves acceptable levels of service (LOS) for the regional travelers. Potential interim improvements at the interchanges are also being considered. Detailed descriptions of the alternatives considered in this PD&E Study and the recommended alternative are provided in **Sections 3.0** and **4.0**, respectively.



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

Project Location Map

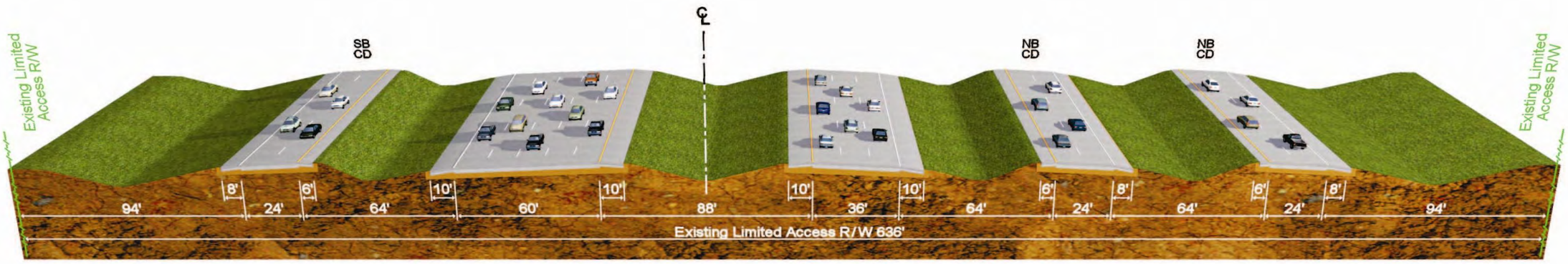
Figure 1-1



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

Study Area Map

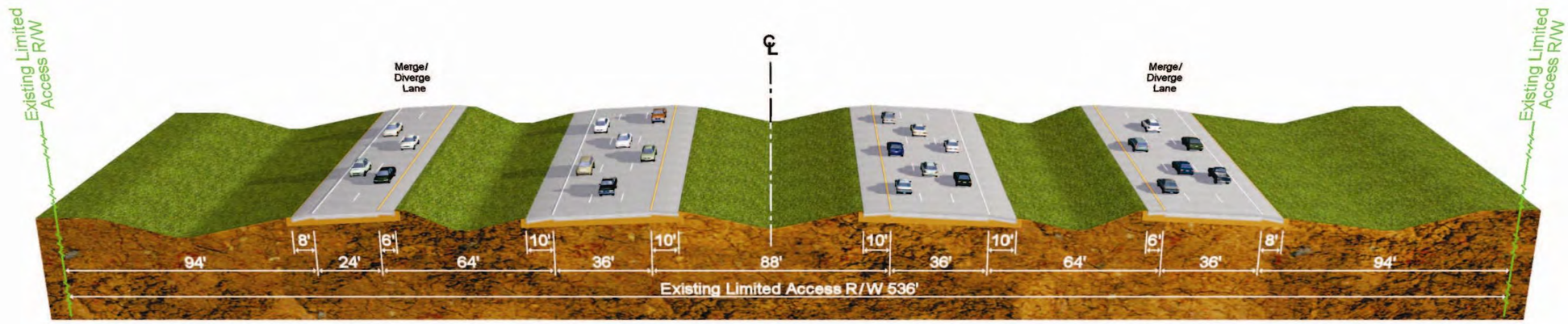
Figure 1-2



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

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

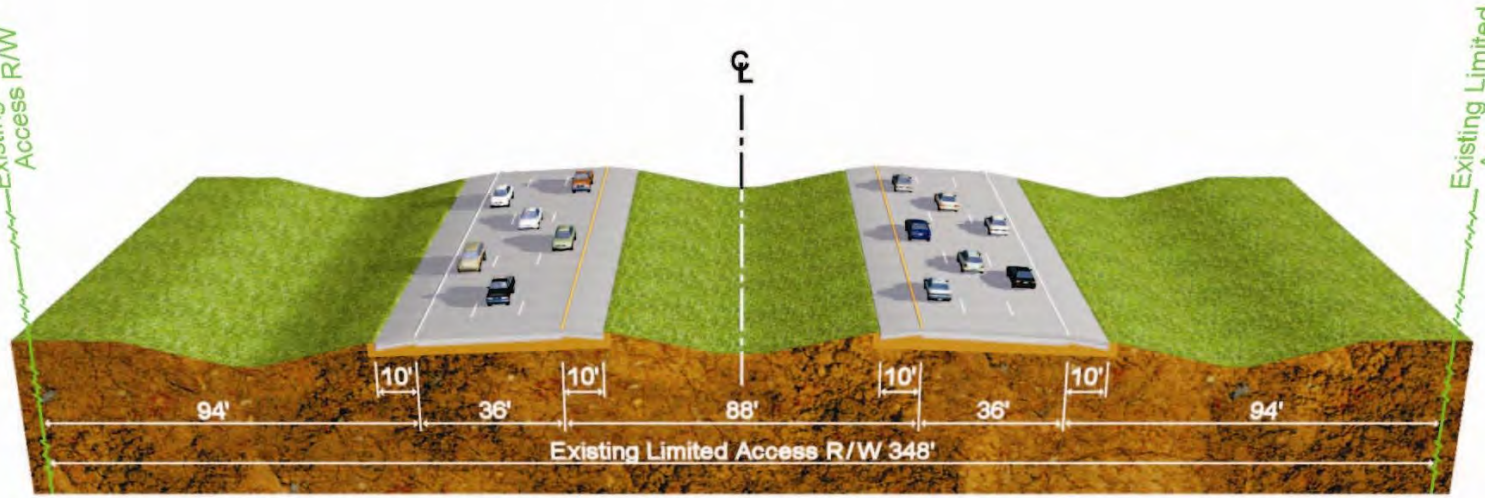
Figure 1-3a



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

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

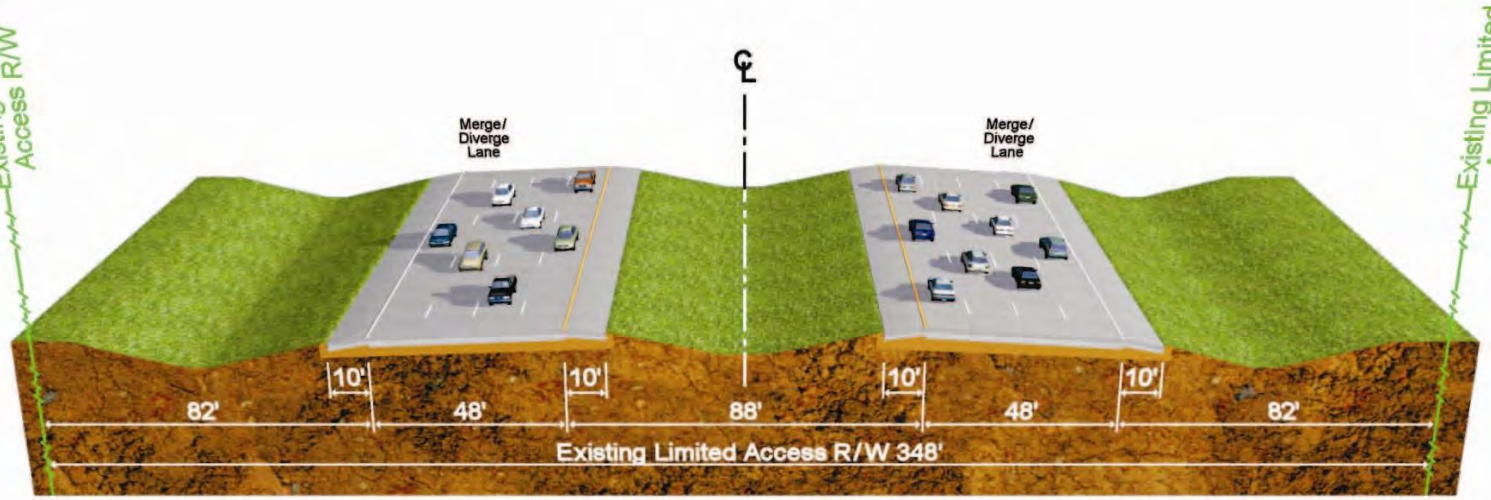
Figure1-3b



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

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

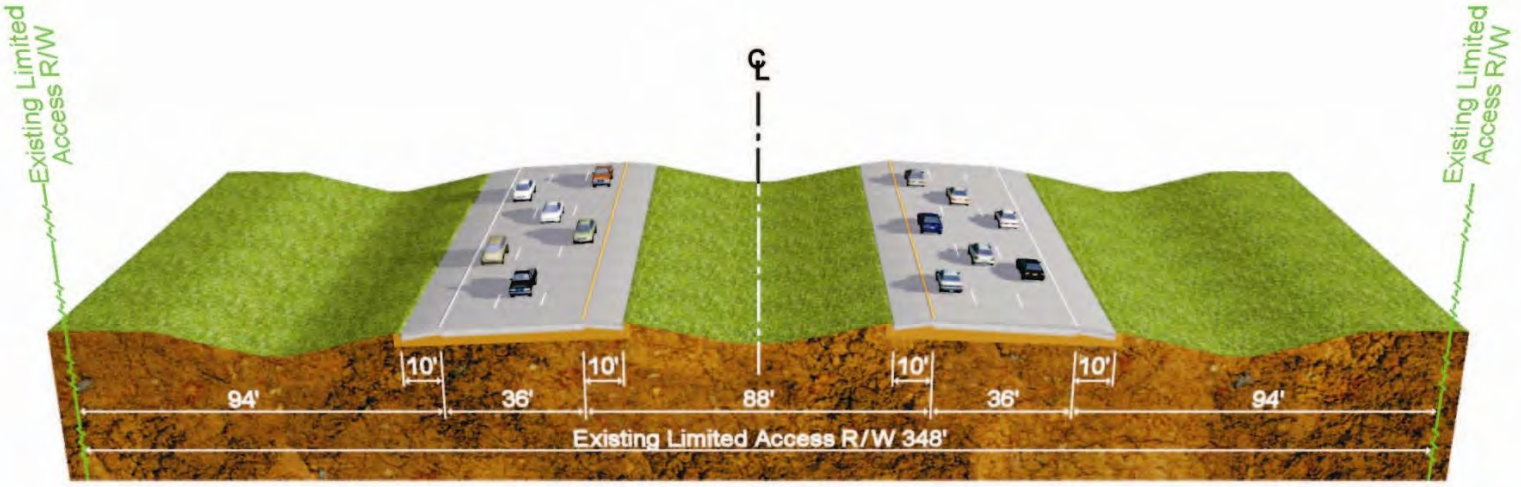
Figure 1-3c



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

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

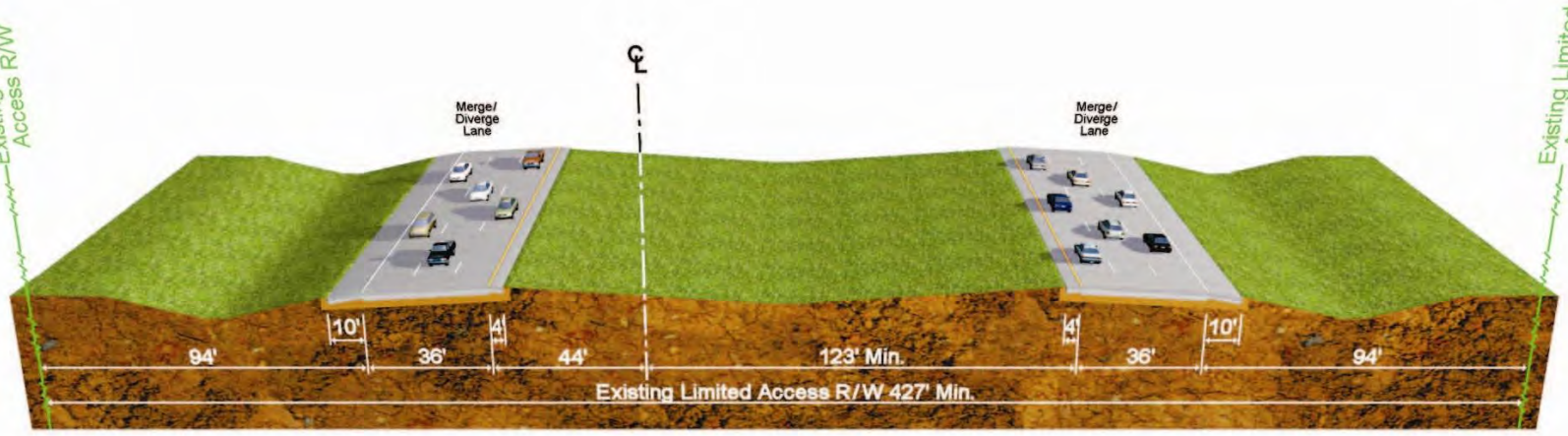
Figure 1-3d



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

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

Figure 1-3e



I - 75 (SR 93A) PD&E Study *From South of US 301 to North of Fletcher Avenue* WPI Segment No.: 419235-3 Hillsborough County	**I-75 Mainline - Existing Typical Section from Fowler Avenue to Fletcher Avenue**	Figure 1-3f

1.3 Purpose and Need

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

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

This project is consistent with other similar projects planned along the I-75 corridor throughout the state and provides continuity with these projects. This PD&E Study is being conducted concurrently with the PD&E Study for the section of I-75 that extends from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County (WPI Segment No. 419235-2). Also, FDOT's District One is currently completing two PD&E Studies for the widening of two continuous portions of I-75, which when combined extend from SR 681 in Sarasota County to Moccasin Wallow Road in Manatee County (WPI Segment Numbers 201277-1 and 201032-1). FDOT's District Seven is currently designing capacity improvements to I-75 from Fowler Avenue in Hillsborough County to the Pasco/Hernando County Line (WPI Segment Numbers 408459-2, 408459-3, 408459-4, 258736-2, and 411014-2) and from the Pasco/Hernando County Line north to the Sumter County Line (WPI Segment Numbers 411011-2 and 411012-2).

In 2007, the traffic volumes along I-75 in the study area ranged from 73,300 vehicles per day

(vpd) south of the Selmon Expressway to 144,800 vpd south of I-4. These volumes included truck traffic that varied from 8.9 to 11.0 percent of the daily volumes. As a result of this high travel demand, several sections of I-75 already operate at congested conditions and LOS worse than the FIHS minimum level of service standard for "urban areas," which is LOS "D."

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

With the exception of some minor improvements, including the construction of an auxiliary lane between MLK Boulevard and I-4 and the addition of an interchange connecting with the Selmon Expressway, I-75 has not had capacity improvements from south of US 301 to north of Fletcher Avenue since its original construction (1985). 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.

A Programming Screen Summary Report was published as part of the ETDM process on March 29, 2007. This project is designated as ETDM Project #8002. The Federal Highway Administration (FHWA) has determined that the project qualifies as a Type 2 Categorical Exclusion.

2.0 COMMITMENTS AND RECOMMENDATIONS

2.1 Commitments

Based on the findings of this PD&E Study and ongoing coordination with the US Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC), the FDOT will consider the following commitments with regard to the proposed improvements to I-75:

- If it is determined that the project's construction limits involve the eastern indigo snake habitat, the FDOT will incorporate the most recent USFWS guideline "Standard Protection Measures for the Eastern Indigo Snake" during construction, to assure the protection of this species.
- The FDOT, during the final design phase of the project, will make a final determination of the feasibility and reasonableness of constructing the noise barriers at the five locations identified in the *Draft Noise Study Report (NSR)*. These locations are:
    - Village of Bloomingdale
    - Tranquility Lake Apartments and Allegro Palms Condominiums
    - Courtney Trace Apartments
    - Areas east of I-75 and north of SR 60
    - Area west of I-75 between Harney Road and Fowler Avenue
- The recommended Build Alternative has been designed to avoid direct use impacts to the NRHP-eligible Tanner Residence (8HI8742) and will not alter the significant historic associations or architectural integrity of the historic resource. No physical changes to the location, design, materials, workmanship, feeling, and association of the historic residence and barn will be made. A no adverse effect determination has been made for the Tanner Residence, based on criteria defined in 36 CFR Part 800.5.

  The proposed construction of a 5-foot high gravity wall near the eastern boundary of the Tanner Residence, along the western existing limited access right of way line of I-75, may alter the setting and result in potential visual effects. The FDOT is committed to provide a higher level of design treatment at this location, suitable for sensitive historic resources. These higher levels of design treatment may include:

    - Reducing the visual effect of the gravity wall using landscaping, texture, color, or finish
    - Providing landscaping where possible

  The FDOT will coordinate with the State Historic Preservation Officer (SHPO) during the final design phase of the project, as needed, to ensure that the existing visual and aesthetic qualities of the Tanner Residence are not adversely affected.

2.2 Recommendations

[To be provided following the Public Hearing.]

3.0 ALTERNATIVES SELECTION PROCESS

The objective of the alternatives selection process is to identify technically and environmentally sound alternatives that meet the traffic needs of the project, improve safety, are cost effective, and are acceptable to the community. This section describes the alternatives that were considered in this PD&E Study.

3.1 Alternatives Previously Eliminated

Several typical section and interchange improvement alternatives were evaluated early on and not carried forward to the public workshop held in June 2009. These additional alternatives are described in the *Preliminary Alternatives Analysis Memorandum (PAAM)* which is included as an appendix to the *Draft Project Development Engineering Report (PDER).* A brief description of these alternatives is provided here.

The *Draft Design Traffic Technical Memorandum (DTTM)*, prepared for this PD&E Study, evaluated the design year 2035 traffic conditions for I-75 from Moccasin Wallow Road in Manatee County to north of Fletcher Avenue in Hillsborough County, for the No-Build and following three improvement scenarios:

- Build Alternative 1 assumed construction of one additional GUL in each direction of I-75 throughout the study area limits.
- Build Alternative 2 assumed construction of two additional GULs in each direction of I-75 along the study limits.
- Build Alternative 3 assumed construction of two SULs in each direction of I-75 from Moccasin Wallow Road to south of US 301 and three SULs in each direction of I-75 from south of US 301 to north of Fletcher Avenue.

Build Alternative 3 was determined to be the best, because it provided the best overall LOS conditions. Based on this alternative, a number of typical sections were generated considering various widths for the median, borders, and SUL-GUL separators. In addition, several preliminary conceptual plans were prepared applying these typical sections and considering improvements at the interchanges. After many internal brainstorming sessions, team meetings, and meetings with the FDOT staff, some typical sections and conceptual plans were eliminated, primarily due to excessive right of way impacts, costs, and/or safety reasons.

Two mainline Build alternatives were selected and carried forward for evaluation, along with the No-Build Alternative, in this PD&E Study. These alternatives are presented in the following sections.

3.2 No-Build Alternative

The No-Build Alternative assumes that, with the exception of those improvements that are already planned and funded, the existing conditions would remain for I-75 within the project limits and only routine maintenance activities would occur until the design year 2035.

The traffic analyses of the No-Build Alternative indicate that by year 2035 a significant portion of the mainline freeway segments, merge/diverge areas, and ramp terminal intersections should be expected to operate below acceptable LOS.

Distinct advantages and disadvantages associated with the No-Build Alternative are outlined below:

Advantages:

- No design, right of way acquisition, and construction costs
- No inconvenience to the traveling public and property owners during construction
- No impacts to the adjacent natural, physical, and human environment
- No relocations

Disadvantages:

- Increase in traffic congestion and user costs associated with increased travel times
- Increase in crash potential due to congestion
- Inconsistency with local transportation plans
- Increase in emergency vehicle response times
- Longer delays during emergency evacuations
- Increase in carbon monoxide and other pollutants due to increased traffic congestion
- Increased costs in the movement of goods and services

These advantages and disadvantages, along with other established criteria, were used in the evaluation process of the No-Build Alternative and its comparison with the Build alternatives. The No-Build Alternative will remain a viable alternative throughout the PD&E Study process.

3.3 Build Alternatives Considered

3.3.1 Mainline Build Alternatives

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

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

A detailed description of each mainline build alternative is provided below.

3.3.1.1 Mainline Build Alternative 1

Under Mainline Build Alternative 1, the proposed widening of I-75 would mainly occur to the outside. The 12-lane typical section would provide for a minimum 88-foot median (for potential future use as a multi-modal envelope), which would include 12-foot inside shoulders (10-foot paved). A 2-foot concrete barrier wall and 10-foot paved shoulders on both sides of the wall would separate the SULs from the GULs. The proposed typical section of this alternative is shown in **Figure 3-1.**

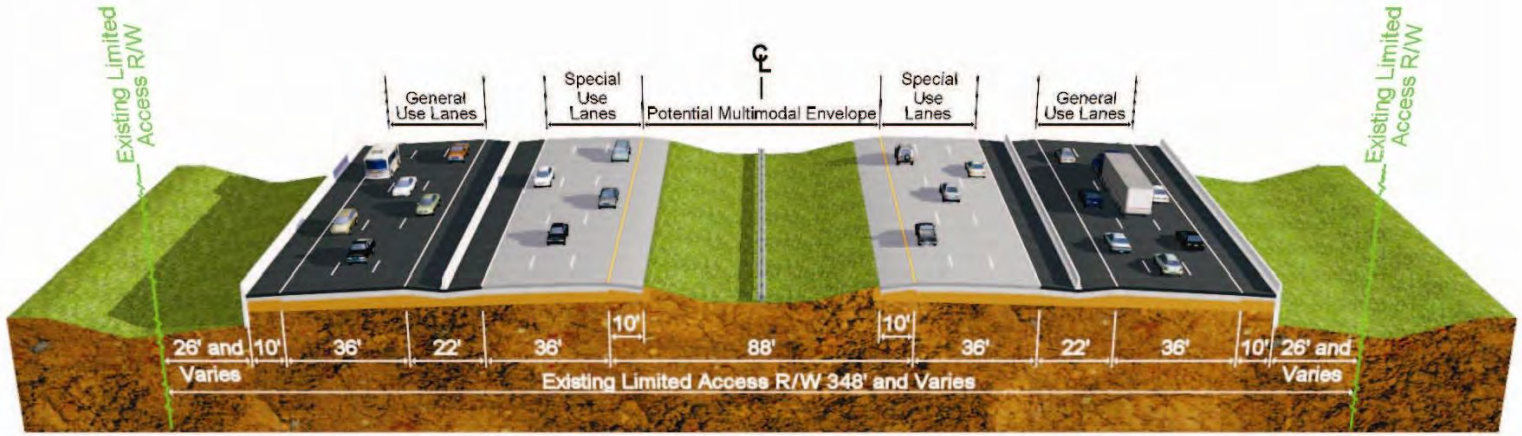
3.3.1.2 Mainline Build Alternative 2

Under Mainline Build Alternative 2, the proposed widening of I-75 would mainly occur to the inside, within the existing median. A 9-foot widening to the outside would also be typically required on both sides of I-75. The proposed typical section would provide a minimum 22-foot median that would include a 2-foot concrete barrier wall and 10-foot paved shoulders on both sides of the wall. A 6-foot buffer, consisting of paint and/or plastic pylons, would separate the SULs from the GULs. Should a multi-modal envelope be desired to be added to the typical section, this envelope would be placed to the outside on either side of I-75. The proposed typical section for this alternative is shown in **Figure 3-2**.

3.3.2 Interchange Build Alternatives

Due to the close spacing between the seven interchanges in the study area, improvements proposed at each interchange would affect the operations at adjacent interchanges. Therefore, instead of developing separate improvement concepts for each interchange, the study area was divided into three segments and alternative improvement conceptual design plans were developed for each segment. The three segments, depicted in **Figure 3-3**, are described below:

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



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

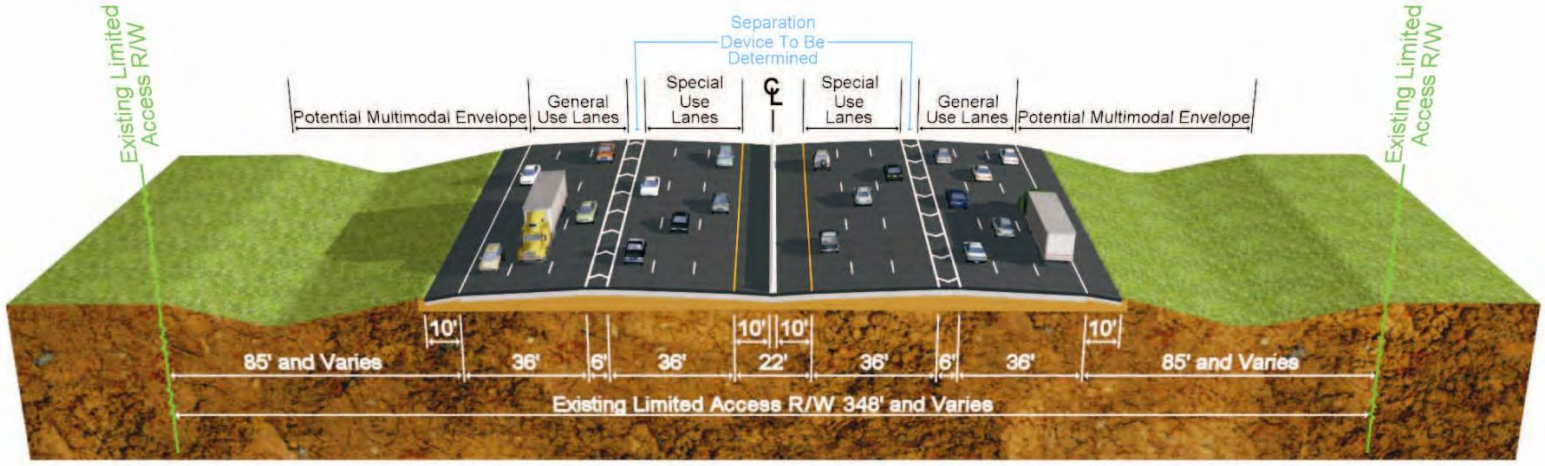
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

I-75 Mainline - Build Alternative 1 Proposed Typical Section

Figure 3-1



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

From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

I-75 Mainline - Build Alternative 2 Proposed Typical Section

Figure 3-2

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

Project Segments Map

Figure 3-3

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

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

3.3.3 Selection of Recommended Alternative

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

3.3.3.1 I-75 Mainline

Mainline Build Alternative 2 is the recommended alternative for the following reasons:

- Allows mainline lane additions to be implemented in stages without affecting and/or requiring simultaneous modifications to the interchanges
- Allows easy and direct access to SULs for emergency response vehicles
- Provides easier lane use for counter-flow operations during emergency evacuations
- Has a less impact on the Tampa Executive Airport operational envelopes
- Potentially requires lower costs for drainage (depending on requirements at time of construction)
- Overall construction costs are anticipated to be lower than Mainline Build Alternative 1

3.3.3.2 I-75 Interchanges

Segment 1: The recommended alternative includes the improvements associated with Option C, except at the SR 60 interchange where maintaining the partial cloverleaf configuration, which is one of the features of Option A, is recommended. The recommended alternative also eliminates the direct access to Brandon Town Center Drive that was originally included in Option C. This alternative is the recommended Build Alternative for the following reasons:

- Preserves existing infrastructure at US 301 with minor ramp adjustments
- Eliminates multiple exits along northbound I-75
- Provides adequate storage on both C-D roads to minimize vehicle queuing on the I-75 mainline

Table 3-1
Segment 1 – Main Features of Improvement Options

Location	Option A	Option B	Option C
US 301 Interchange	• No major improvements • Realign some ramps to match I-75 mainline improvements	• No major improvements • Realign some ramps to match I-75 mainline improvements	• No major improvements • Realign some ramps to match I-75 mainline improvements
US 301 to Selmon Expressway	• Expand/extend northbound and southbound C-D roads • Combine northbound exit slip ramps to C-D road accessing Selmon Expressway and SR 60 • Eliminate existing slip ramp connecting northbound US 301 with Selmon Expressway and SR 60	• Eliminate northbound and southbound C-D roads • Eliminate existing slip ramp connecting northbound US 301 with Selmon Expressway • Allow access to SR 60 from northbound US 301	• Expand/extend northbound and southbound C-D roads • Combine three northbound exits from the I-75 GULs to US 301, Selmon Expressway and SR 60 into one • Maintain connection from northbound US 301 to Selmon Expressway and SR 60
Selmon Expressway Interchange	• Provide direct access to/from the I-75 GULs and SULs in both directions • No access from northbound US 301	• Provide direct access only to/from the I-75 GULs • Provide access for the I-75 SULs to Selmon Expressway by shifting to the GULs through slip ramps away from the interchange • No access from northbound US 301	• Provide direct access only to/from the I-75 GULs • Connect I-75 SUL traffic south of the interchange with Selmon Expressway by shifting to the GULs through slip ramps away from the interchange • I-75 SUL traffic north of the interchange connects with Selmon Expressway through braided ramps to the C-D roads placed north of SR 60, thus avoiding weaving with GUL traffic
Selmon Expressway to SR 60	• Extend/expand northbound and southbound C-D roads to north of SR 60	• Eliminate northbound and southbound C-D roads	• Extend/expand the northbound and southbound C-D roads to north of SR 60 • Combine entry points for northbound traffic from Selmon Expressway and SR 60
SR 60 Interchange	• Maintain existing partial cloverleaf configuration • Expand/extend southbound and northbound exit ramps to provide more storage • Expand ramp termini intersections to add turn lanes	• Replace existing interchange with a single point urban interchange (SPUI) • Extend northbound and southbound exit ramps to provide more storage	• Modify west half of existing partial cloverleaf interchange to a diamond configuration • Provide braided ramps for the I-75 SUL traffic north of the interchange to directly connect with the SR 60 C-D roads, thus avoiding weaving with the GUL traffic

Table 3-2
Segment 2 – Main Features of Improvement Options

Location	Option A	Option B
MLK Boulevard Interchange	• Replace existing partial cloverleaf interchange with a SPUI • Begin northbound C-D road at interchange • End southbound C-D road at interchange	• Replace existing partial cloverleaf interchange with a SPUI • Begin northbound C-D road at interchange • End southbound C-D road at interchange
MLK Boulevard to I-4	• Provide northbound and southbound C-D roads from north of I-4 to MLK Boulevard; MLK Boulevard traffic to/from I-4 never enters I-75	• Provide northbound and southbound C-D roads from north of I-4 to MLK Boulevard; MLK Boulevard traffic to/from I-4 never enters I-75
I-4 Interchange	• Upgrade existing "turbine" configuration by adding directional ramps to connect the I-75 SULs with I-4	• Replace existing interchange with a combined directional "turbine/stack" configuration • Provide touchdown for the SUL ramps in the median of I-4 to allow future construction of connections with the I-4 SULs • Reconstruct I-4 at the interchange

Table 3-3
Segment 3 – Main Features of Improvement Options

Location	Option A	Option B
Fowler Avenue Interchange	• Maintain existing configuration with slight adjustments of some ramps to match C-D roads and mainline alignments	• Replace existing flyover ramp carrying the northbound I-75 to westbound Fowler Avenue traffic with a two-lane loop ramp in northeast quadrant • Eliminate loop ramp in southeast quadrant carrying eastbound Fowler Avenue to northbound I-75 traffic; accommodate this movement by allowing left turns from eastbound Fowler Avenue and connecting with the westbound Fowler Avenue to northbound I-75 ramp
South of Fowler Avenue to north of Fletcher Avenue	• Remove diverge areas at the interchanges from the mainline by providing northbound and southbound C-D roads in both directions • Eliminate short trips between Fletcher Avenue and Fowler Avenue in both directions	• Remove diverge areas at the interchanges from the mainline by providing northbound and southbound C-D roads in both directions • Eliminate short trips between Fletcher Avenue and Fowler Avenue in both directions
Fletcher Avenue Interchange	• Maintain existing configuration with enhancements proposed by current design project (FPID No. 408456-2-52-01, Section No. 10075)	• Maintain existing configuration with enhancements proposed by current design project (FPID No. 408456-2-52-01, Section No. 10075)

Segment 2: The recommended alternative includes the improvements associated with Option A. This alternative is the recommended Build Alternative for the following reasons:

- The single point urban interchange (SPUI) at MLK Boulevard combines ramp terminal intersections, resulting in better progression along MLK Boulevard and longer storage bays for queues
- The compressed design of the SPUI also supports the addition of C-D roads
- The C-D roads separate traffic travelling between the I-75 and I-4 interchanges, thus minimizing weaving with I-75 traffic exiting/entering the GULs to/from I-4
- The I-4 interchange concept does not require immediate action/implementation of SULs on I-4, but allows for future connections
- The I-4 interchange concept reserves more existing infrastructure than Option B
- The I-4 interchange concept provides greater storage on the ramps, and the design speed for the SUL ramps is higher (and more conducive to truck traffic), thus preserving operations on both interstates' mainlines
- The I-4 interchange concept is more consistent with driver expectancy, as all SUL exit ramps are on the right side

Following the Alternatives Public Workshop, the Tanner Residence (8H18742), a potentially eligible site for listing in the National Register of Historic Places (NRHP) was identified southwest of the I-4 interchange, in the northwest corner of Tanner Road and the west right of way line of I-75. Detailed information on this site is provided in the *Draft Cultural Resources Assessment Survey (CRAS)*, which has been prepared as part of this project. To avoid right of way acquisition impacts and minimize noise and other indirect impacts on this site, the configuration of the recommended alternative was modified in the vicinity of this property. These modifications include realigning the southbound GULs, C-D roads, and associated ramps further east, and converging the I-75 mainline and southbound C-D road prior to reaching the Tanner Residence property. In addition, a gravity wall is proposed along this property.

Segment 3: The recommended alternative includes the improvements associated with Option A. This alternative is the recommended Build Alternative for the following reasons:

- Preserves existing flyover structure at Fowler Avenue which leads to significant cost savings over the other option
- Removes deficient ramp diverge areas from mainline I-75 onto the C-D roads in both directions
- Preserves the existing infrastructure at Fletcher Avenue and is consistent with the ongoing design project

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

3.3.4 Alternatives Evaluation Matrix

An evaluation matrix was developed summarizing, for each segment, the costs and effects associated with the No-Build and Build Alternatives. The evaluation matrix is presented in **Table 3-4**.

3.4 Interim Improvements

Potential interim improvements are currently being evaluated by the study team. The FDOT will use this list to identify opportunities for implementation, based on available funding. In developing interim improvements, the goals are to optimize their effectiveness and minimize "throw-away" costs when transitioning from the interim to the ultimate designs. A traffic operational review will be performed to identify expected benefits and calculate cost-benefit ratios. A list of candidate improvements with costs and benefits will be developed following the analysis. The *Draft Interim Improvements Technical Memorandum*, currently under production, will present these analyses.

The study team identified the following locations to be evaluated for potential interim improvements:

- I-75 from US 301 to MLK Boulevard
- SR 60 interchange
- MLK Boulevard interchange
- I-75 from MLK Boulevard to north of I-4
- Fowler Avenue interchange and Fowler Avenue from I-75 to west of Morris Bridge Road
- Fletcher Avenue interchange and Fletcher Avenue from I-75 to west of Morris Bridge Road
- I-75 from south of Fowler Avenue to north of Fletcher Avenue

Preliminary interim improvement concepts were developed for these locations and presented to the FDOT staff. After several meetings, the SR 60 and Fletcher Avenue interchanges were eliminated from interim improvement considerations due to safety, cost, and constructability reasons. The MLK Boulevard interchange was eliminated from interim improvement considerations because the FDOT has recently constructed improvements at the ramp termini at MLK Boulevard. **Table 3-5** describes the main features of the interim improvement concepts developed at the remaining locations.

The conceptual plans for the interim improvements and the *Interim Improvements Technical Memorandum* are provided in **Appendix E**.

[This section will be expanded when more information is developed regarding the interim improvements.]

Table 3-4
Alternatives Evaluation Matrix

Evaluation Criteria	Segment 1							Segment 2					Segment 3				
	No-Build Alternative	Mainline Build Alternative 1			Mainline Build Alternative 2			No-Build Alternative	Mainline Build Alternative 1		Mainline Build Alternative 2		No-Build Alternative	Mainline Build Alternative 1		Mainline Build Alternative 2	
		Option A	Option B	Option C	Option A	Option B	Option C		Option A	Option B	Option A	Option B		Option A	Option B	Option A	Option B
Potential Business Impacts																	
Number of business relocations	0	12	5	51	5	0	22	0	6	6	4	6	0	1	1	1	1
Potential Residential Impacts																	
Number of residential relocations	0	26	1	54	1	0	28	0	31	32	30	32	0	5	9	4	8
Potential Right of Way Impacts																	
Roadway: Area of right of way anticipated to be acquired (Acres)	0.0	23.29	11.64	40.43	19.35	4.52	24.00	0.0	74.57	83.55	70.60	81.29	0.0	16.66	36.56	15.30	30.16
Drainage: Off-site ponds necessary (Yes/No)	No	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Potential Environmental Effects																	
Archaeological/Historical sites [1]	NONE	3	3	3	3	3	3	NONE	18	18	18	18	NONE	30	30	30	30
Section 4(f) sites [2]	NONE	0	0	0	0	0	0	NONE	2	2	2	2	NONE	3	3	3	3
Noise-sensitive sites [3]	NONE	550	553	547	731	730	725	NONE	16	16	20	20	NONE	77	77	178	178
Wetlands (acres)	0.0	11.66	9.87	11.49	11.30	8.78	11.09	0.0	42.85	44.56	44.64	47.74	0.0	5.74	6.72	4.61	5.75
Floodplains (acres) [4]	0.0	12.5	20.9	20.1	4.3	13.1	15.6	0.0	13.1	17.4	9.3	16.9	0.0	7.6	11.1	7.0	10.1
Surface waters (acres)	0.0	7.91	8.24	7.54	7.87	5.46	7.53	0.0	3.07	3.07	3.07	3.07	0.0	0.00	0.00	0.00	0.00
Threatened and endangered species	NONE	Minimal	Minimal	Minimal	Minimal	Minimal	Minimal	NONE	Minimal	Minimal	Minimal	Minimal	NONE	Minimal	Minimal	Minimal	Minimal
Petroleum contamination or hazardous material sites	NONE	6	6	6	6	6	6	NONE	6	6	6	6	NONE	6	6	6	6
Estimated Costs [5]																	
Right of way acquisition	$0.00	$60.10	$30.99	$103.40	$21.25	$26.78	$80.23	$0.00	$94.97	$68.98	$32.52	$41.71	$0.00	$45.79	$53.51	$41.34	$47.14
Wetlands mitigation	$0.00	$1.16	$0.98	$1.14	$1.12	$0.87	$1.10	$0.00	$4.26	$4.43	$4.44	$4.75	$0.00	$0.57	$0.67	$0.46	$0.57
Roadway and bridge construction	$0.00	$576.02	$403.94	$454.62	$522.35	$292.16	$404.02	$0.00	$887.90	$772.91	$870.87	$739.61	$0.00	$372.46	$369.64	$359.60	$350.11
Engineering design (15% of construction)	$0.00	$86.40	$60.59	$68.19	$78.35	$43.82	$60.60	$0.00	$133.18	$115.94	$130.63	$110.94	$0.00	$55.87	$55.45	$53.94	$52.52
Construction engineering & inspection (15% of construction)	$0.00	$86.40	$60.59	$68.19	$78.35	$43.82	$60.60	$0.00	$133.18	$115.94	$130.63	$110.94	$0.00	$55.87	$55.45	$53.94	$52.52
Preliminary Estimate of Total Costs [5]	**$0.00**	**$810.08**	**$557.09**	**$695.54**	**$701.42**	**$407.45**	**$606.55**	**$0.00**	**$1,253.49**	**$1,078.20**	**$1,169.09**	**$1,007.95**	**$0.00**	**$530.56**	**$534.72**	**$509.28**	**$502.86**

Notes: Evaluation Matrix as presented at the Alternatives Public Workshops held on June 15 and June 17, 2009.

[1] Historic resources or archaeological sites associated with the study corridor. None are considered significant as contained within the project's area of potential effect (APE).

[2] Includes 4(f) sites that will be directly affected or will experience indirect impacts

[3] Sites located within 66dBA isopleth

[4] Impact areas do not include interchanges

[5] Present day costs in million dollars; costs do not include stormwater management facilities and floodplain compensation sites

Table 3-5
Description of Interim Improvements

Location	Direction of Travel	Concept Description
I-75 from US 301 to MLK Boulevard (Alternative 1A)	**NB & SB**	The interim improvements call for shifting the existing mainline lanes towards the median, to allow for the proposed configuration of ramps and C-D roads from the Selmon Expressway to MLK Boulevard. Traffic from SB I-75 to SR 60 and the Selmon Expressway would be diverted onto a barrier-separated C-D road, incorporating an auxiliary lane from the MLK Boulevard entrance ramp to SB- I-75. NB traffic from WB SR 60 would be on a C-D road and connect to NB I-75 using an auxiliary lane which connects to the exit ramp at EB MLK Boulevard. No additional right of way is required for this concept and approximately 90% of the proposed design is compatible with the ultimate (Year 2035) design.
SR 60 Interchange	**EB & WB**	Interim improvements at this location were considered but rejected due to safety, costs, and constructability reasons.
MLK Boulevard Interchange	**EB & WB**	Since the FDOT has recently improved this interchange, interim improvements at this location were not considered.
I-75 from MLK Boulevard to north of I-4 (Alternative 2A)	**NB**	Interim improvements would create a two-lane NB C-D road system from south of MLK Boulevard to the EB and WB I-4 exit ramps. An exit ramp to EB MLK Boulevard would be constructed. The existing NB entrance ramp from MLK Boulevard to NB I-75 would be realigned and a connector would be constructed from the NB MLK Boulevard entrance ramp to the two-lane C-D road to allow access to EB and WB I-4. This alternative could include construction of an auxiliary lane from the NB entrance ramp at SR 60 to the I-4/MLK Boulevard exit ramp. This interim improvement design would not require acquisition of right of way.
	SB	Interim improvements would create a single-lane SB C-D road system from north of I-4 to MLK Boulevard with a bridge connection from the existing WB I-4 to SB I-75 ramp. The C-D road would terminate at the existing SB exit ramp to MLK Boulevard. This alternative would include construction of an auxiliary lane connecting the MLK Boulevard SB entrance ramp with the two-lane barrier separated SR 60 exit ramp north of SR 60. Access to MLK Boulevard from EB I-4 via SB I-75 would be eliminated. Weaving movements on SB I-75 between I-4 and MLK Boulevard would be eliminated and the existing auxiliary lane would be reconfigured as an acceleration lane. This interim improvement would not require acquisition of right of way.

Table 3-5 (continued)
Description of Interim Improvements

Location	Direction of Travel	Concept Description
I-75 from MLK Boulevard to north of I-4 (Alternative 2B)	**NB**	Interim improvements would create a NB single-lane C-D road system from MLK Boulevard to the existing entrance ramp north of I-4. The existing EB I-4 to NB I-75 and WB I-4 to NB I-75 entrance ramps would be realigned to create a two-lane C-D road north of I-4 and finally a single lane parallel entrance ramp north of I-4. This alternative could also include an auxiliary lane between the NB I-75 entrance ramp from I-4 and the Fowler Avenue exit ramp to allow for better merging/diverging operations between the two ramps. This interim improvement would not require acquisition of right of way.
	SB	Interim improvements would create a two-lane barrier separated exit ramp north of I-4 for SB I-75 traffic heading to EB and WB I-4. In addition, a single-lane exit ramp to a SB C-D road would be constructed north of I-4 to carry SB I-75 traffic destined to MLK Boulevard. The C-D road would terminate at the existing SB exit ramp to MLK Boulevard. Access to MLK Boulevard from EB I-4 via SB I-75 would be eliminated. This alternative could include construction of an auxiliary lane from the Fowler Avenue entrance ramp to the SB C-D road exit ramp. This interim improvement would not require acquisition of right of way.
Fowler Avenue from I-75 to Morris Bridge Road	**WB**	Operational improvements for the Fowler Avenue interchange and WB Fowler Avenue between I-75 and Morris Bridge Road are being implemented as part of the current design project (FPID No. 408459-2).
Fletcher Avenue from I-75 to Morris Bridge Road	**WB**	Interim improvements at this location were considered but rejected due to safety, costs, and constructability reasons.
I-75 from Fowler Avenue to Fletcher Avenue (Alternative 3A)	**NB**	Operational improvements would include constructing a two-lane exit ramp and C-D road from south of the US 301 overpass to the existing entrance ramp at Fletcher Avenue. The existing weaving movement between Fowler Avenue and Fletcher Avenue would be eliminated. The C-D road would connect into the current FDOT design project. Access to WB and EB Fowler Avenue would be provided through the C-D road. Access to NB I-75 from Fowler Avenue would remain as currently is. This interim improvement would require acquisition of some right of way; however, the configuration is compatible with the ultimate (2035) design.
	SB	Operational Improvements would include constructing a two-lane exit ramp and C-D road from north of Hillsborough River to the existing exit ramp at Fowler Avenue. The existing weaving movement between Fletcher Avenue and Fowler Avenue would be eliminated. Access to WB Fletcher Avenue would be provided through the C-D road. Access to SB I-75 from Fletcher Avenue would remain as currently provided and use the existing auxiliary lane as an acceleration lane. This interim improvement design would not require the acquisition of right of way.

4.0 RECOMMENDED ALTERNATIVE

4.1 Typical Section

The recommended alternative for the widening of I-75 is Mainline Build Alternative 2. For the ultimate typical section, the proposed widening of I-75 would mainly occur to the inside within the existing median. A 9-foot widening would also typically be required to the outside on both sides of I-75.

The proposed typical section would provide for a minimum 22-foot median that would include a 2-foot barrier wall in the center and a 10-foot paved shoulder on each side. The proposed median width meets the American Association of State Highway and Transportation Officials (AASHTO) recommendation for minimum freeway median width, but is less than the recommended 26-foot minimum median width – which accounts for a 2-foot barrier wall and a 12-foot shoulder on each side – in the FDOT's *Plans Preparation Manual (PPM)*. The 22-foot median width was chosen to minimize pavement reconstruction costs and impacts to the existing interchange ramps. The median width requirements will be re-assessed during the final design phase of this project. A 6-foot buffer consisting of paint and/or plastic pylons would separate the SULs from the GULs. Should a multi-modal envelope be desired to be added to the typical section, it would be placed to the outside on either side of I-75. The proposed typical section for the recommended alternative is shown in **Figure 4-1**.

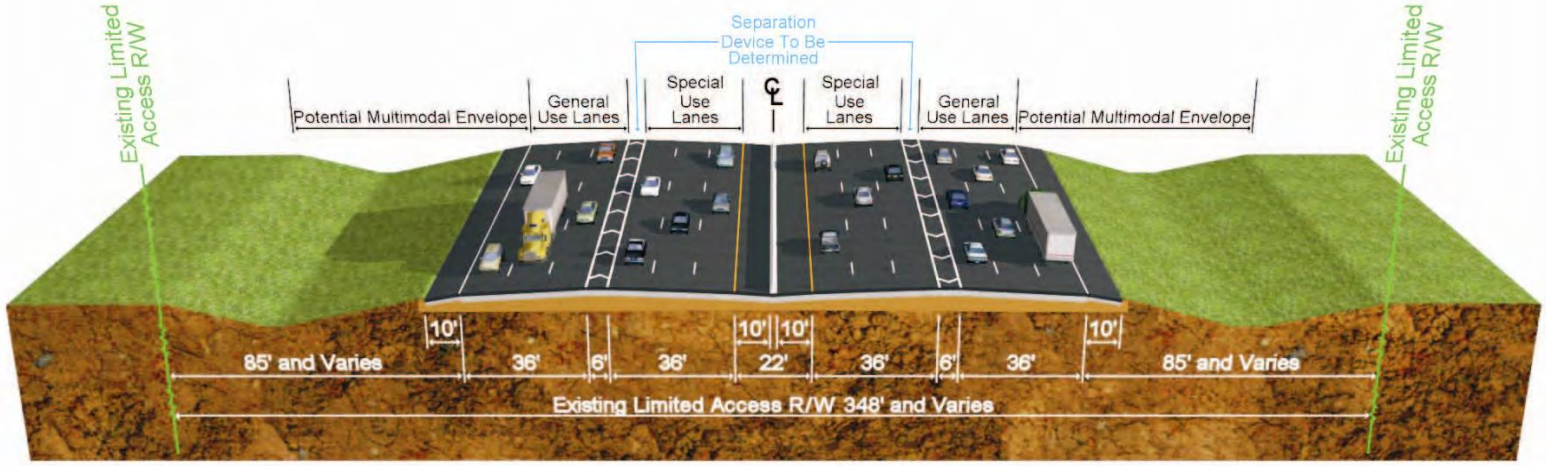
The recommended bridge structure typical sections are presented in **Section 4.5.2**.

The conceptual plans for the recommended alternative are provided in **Appendix A**.

4.2 Horizontal Alignment

The proposed horizontal alignment of I-75 will essentially be the same as its existing horizontal alignment, since the new lanes will be added in the median adjacent to the existing travel lanes. All curves are expected to meet current standards for a 70 mph design speed. Existing horizontal curves are tabulated in Section 2.0 of the PDER.

As part of this project, a preliminary investigation was conducted on the compatibility of the median alignment with placing a high-speed rail corridor. It was found that the curvature of the existing horizontal alignment of several sections of I-75 and the vertical clearances at a number of structures would not be compatible with a rail corridor. Extensive and costly modifications would be necessary to make the horizontal alignment of I-75 compatible for a rail corridor. In its Master Plan, adopted in May 2009, the Tampa Bay Area Regional Transportation Authority (TBARTA) has designated the subject segment of I-75 as a Bus Rapid Transit (BRT) corridor.



I - 75 (SR 93A) PD&E Study
From South of US 301 to North of Fletcher Avenue
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I-75 Mainline - Recommended Build Alternative Typical Section

Figure 4-1

4.3 Vertical Alignment

The existing roadway vertical alignment is described in Section 2.0 of the PDER. Since the proposed improvements involve widening in the median area, no changes are proposed to the existing vertical alignment. Any new ramp profiles will be designed to meet the design criteria of the project.

4.4 Drainage

The existing and proposed drainage conditions in the study area are presented in detail in the *Draft Pond Sizing Technical Memorandum (PSTM)*, which is being prepared as part of this project. In addition, a *Draft Location Hydraulics Report (LHR)* has been prepared to address project effects on floodplains. A brief summary of the findings of these reports is provided below.

4.4.1 Existing Drainage Patterns

The study area is within the jurisdiction of the Southwest Florida Water Management District (SWFWMD). The study area is located within the North Archie Creek Watershed, the Delaney Creek Watershed, and the Tampa Bypass Canal Watershed. There are 30 drainage basins, 25 of which were analyzed. The northern-most five basins, from Fowler Avenue to Bruce B. Downs Boulevard, have been previously designed for the ultimate interstate conditions as part of FPID 408459-2-52-01.

The study area includes six waterways: Archie Creek, Delaney Creek, Tampa Bypass Canal Tributary, Tampa Bypass Canal Main Ditch, Cow House Creek, and Hillsborough River. **Table 4-1** provides a summary of the boundaries of the watersheds and basins and **Figure 4-2** depicts the watersheds, basins, and waterways.

Currently there is little to no treatment of stormwater runoff from I-75. The existing conveyance system is an open channel system consisting of depressed medians, roadside ditches, and interchange infields created during the original construction of the roadway.

4.4.2 Proposed Drainage System

The proposed drainage system will convey stormwater to stormwater management facilities (SMFs) for water quality treatment and discharge attenuation. This PD&E Study considered one SMF site per project basin, which was conceptually sized and placed to meet the anticipated treatment and attenuation requirements. The proposed Florida Department of Environmental Protection (FDEP) Total Maximum Daily Load (TMDL) nutrient loading criteria are expected to supersede the current water quality criteria at the time when the applications for permits will be submitted. SMFs have been sized based on estimated future nutrient loading criteria. If the nutrient loading criteria is met, then it is assumed that all water quality criteria are met. The required attenuation volumes have been estimated based on the more stringent of the

Table 4-1
Study Area Watersheds, Receiving Water Bodies, and Basins

Major Watersheds	Primary Receiving Water Body	Basin Number	Station		Basin Area (Acres)	Outfall	
			From	To		Type	Station
North Archie Creek	Archie Creek Tributary B	1	1267+50	1293+50	22.80	cross drain	1268+00
	North Archie Creek	2	1293+50	1302+00	10.17	cross drain	1302+00
		3	1302+00	1327+00	33.80	cross drain	1302+00
	Unnamed tributary to North Archie Creek	4	1327+00	1354+00	36.51	cross drain	1343+00
		5	1354+00	1376+00	33.43	cross drain	1376+00
		6	1376+00	1405+00	42.34	cross drain	1376+00
Delaney Creek	Delaney Creek	7	1405+00	1440+00	47.08	cross drain	1440+00
		8	1440+00	1460+00	24.61	cross drain	1440+00
		9	1460+00	1492+00	37.61	ditch	1460+00
Tampa Bypass Canal	Ditch to Tampa Bypass Canal Tributary 2 South Branch	10	1492+00	1506+50	16.24	wetland	1499+00
		11	1506+50	1514+00	8.64	ditch	1507+00
	Tampa Bypass Canal Tributary 2	12	1514+00	1543+00	35.82	cross drain	1543+00
		13	1543+00	1560+00	16.31	cross drain	1543+00
	Tampa Bypass Canal Tributary 1 South Branch 2.1	14	1560+00	1590+00	30.99	cross drain	1572+00
	Tampa Bypass Canal Tributary 1	15	1590+00	1603+00	13.88	ditch	1592+00
	Wetland to Tampa Bypass Canal Tributary 1	16	1603+00	1643+00	45.27	wetland	1610+00
	Conveyance to Tampa Bypass Canal Main Ditch	17	1643+00	1668+00	29.84	cross drain	1668+00
		18	1668+00	1678+50	14.46	cross drain	1668+00
		19	1678+50	1725+00	58.39	[1]	[1]
		20	1725+00	1754+00	32.82	cross drain	1719+00
	Unnamed tributary to Tampa Bypass Canal	21	1754+00	1784+00	24.66	cross drain	1757+00
	Tampa Bypass Canal	22	1784+00	1810+00	20.77	ditch	1805+00
		23	1810+00	1835+00	19.97	ditch	1820+00
		24	1835+00	1847+00	9.59	ditch	1836+00
		25	1847+00	1876+00	23.17	cross drain	1860+00

Notes: [1] No SMF was considered for this basin


CYPRESS CREEK
Bruce B. Downs Blvd
End Project
HILLSBOROUGH RIVER
Exit 266
DUCK POND
582A
E Fletcher Ave
THONOTOSASSA
Exit 265
582
E Fowler Ave
Lake Thonotosassa
TEMPLE TERRACE
301
43
580
E Busch Blvd
Bullard Parkway
TAMPA BY-PASS CANAL
Mango Rd
Harney Rd
Hillsborough River
N 56th St
301
Tampa Executive Airport
Exit 261
PEMBERTON
E Hillsborough Ave
Canal
92
41
Exit 260
W Dr Martin Luther King Jr Blvd
Tampa Bypass
TAMPA
EAST LAKE
Broadway Ave
MANGO
Parsons Ave
Falkenburg Rd
Valrico Rd
Selmon Expressway
60
Exit 257
BRANDON
McKay Bay
W Brandon Blvd
Exit 256
618
676
Causeway Blvd
E Lumsden Dr
Port of Tampa
DELANEY/ARCHIE CREEK
301
Port Sutton
41
Exit 254
Madison Ave
45
End Project WPI No. 419235-2
Bloomingdale Ave
Hillsborough Bay
RIVERVIEW
RIVERVIEW
Begin Project
ALAFIA RIVER
75
Riverview Dr
N
W
E
S
0 0.5 1 2
Miles
Legend
Watershed Basins
Alafia River
Cypress Creek
Delaney/Archie Creek
Duck Pond
East Lake
Hillsborough River
Pemberton
Tampa By-Pass Canal
Source: Hillsborough County, 2007
I-75 (SR 93A) PD&E Study
South of US 301 to North of Fletcher Avenue
WPI Segment No.: 419235-3
Hillsborough County
Boyette Rd
Drainage Basins
Figure 4-2

SWFWMD criteria and Chapter 14-86 Florida Administrative Code (FAC) critical duration criteria.

It was assumed that the runoff from right of way line to right of way line will be treated. The SMF sites were sized pursuant to the pending Statewide Stormwater Rule which is scheduled for implementation in the summer of 2010 and not finalized yet. At the direction of the FDOT, two sizes were calculated for each SMF based on the following assumptions:

- Assuming the average of right of way widths and typical sections of the recommended alternative
- Assuming the average of right of way widths proposed for the recommended alternative and a 324-foot-wide impervious typical section

Table 4-2 summarizes the estimated SMF sizes for each drainage basin.

4.4.3 Floodplain and Floodways Impact Compensation

Figure 4-3 depicts the existing 100-year floodplains and floodways in the study area. The project is expected to impact the 100-year floodplains at the following locations:

- Archie Creek (south of Progress Boulevard)
- North Archie Creek (north of US 301)
- Delaney Creek (north of the Selmon Expressway)
- Tampa Bypass Canal Tributary 2 (north of SR 60)
- Tampa Bypass Canal Tributary 1 South Branch 2.1 (south of MLK Boulevard)
- Tampa Bypass Canal Tributary 1 South Branch 2 (south of MLK Boulevard)
- Tampa Bypass Canal Tributary 1 (south of MLK Boulevard)
- Isolated Floodplain (south of I-4)
- Tampa Bypass Canal Main Ditch (north of I-4),
- Isolated Floodplains (southeast of Tampa Bypass Canal)
- Cow House Creek (north of Fowler Avenue)
- Hillsborough River (north of Fletcher Avenue)

Floodplain compensation (FPC) site sizes were based on the estimated impact to the 100-year floodplain within the right of way. At the direction of the FDOT, two sizes were calculated for each FPC based on the following assumptions:

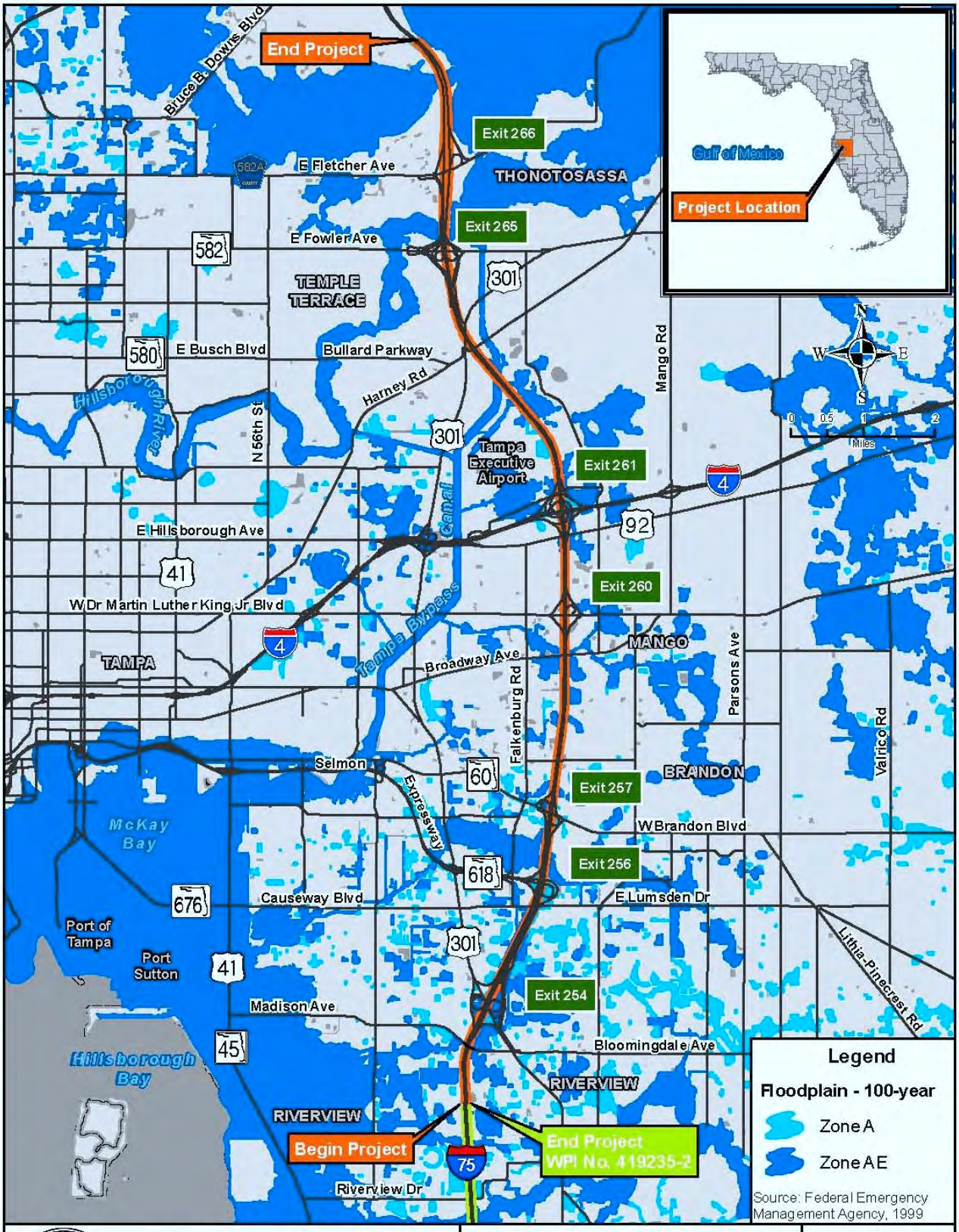
- Assuming the average of right of way widths and typical sections of the recommended alternative
- Assuming the average of right of way widths proposed for the recommended alternative and a 324-foot-wide impervious typical section

Table 4-2 provides a summary of the estimated sizes of the FPC sites for each drainage basin.

Additional information on floodplain considerations is provided in **Section 5.1.5**.

Table 4-2
Estimated Sizes for SMFs and FPC Sites

Basin Number	Station		Basin Area (acres)	Recommended PD&E Study Typical Section		324' Impervious Typical Section	
	From	To		SMF Size (acres)	FPC Size (acres)	SMF Size (acres)	FPC Size (acres)
1	1267+50	1293+50	22.80	4.5	0.15	5.1	0.15
2	1293+50	1302+00	10.17	1.5	0	1.5	0
3	1302+00	1327+00	33.80	5.1	0	5.4	0
4	1327+00	1354+00	36.51	infield	1.42	infield	1.42
5	1354+00	1376+00	33.43	4.7		5.0	
6	1376+00	1405+00	42.34	8.3	0	8.1	0
7	1405+00	1440+00	47.08	8.4	0.37	8.6	0.37
8	1440+00	1460+00	24.61	4.1	0	4.2	0
9	1460+00	1492+00	37.61	4.4	0	4.7	0
10	1492+00	1506+50	16.24	2.8	0	2.8	0
11	1506+50	1514+00	8.64	1.4	0	1.4	0
12	1514+00	1543+00	35.82	5.9	0.14	5.9	0.14
13	1543+00	1560+00	16.31	4.1		4.9	
14	1560+00	1590+00	30.99	2.9	1.78	3.9	1.78
15	1590+00	1603+00	13.88	2.0	0.62	2.2	0.62
16	1603+00	1643+00	45.27	6.8	0	6.7	0
17	1643+00	1668+00	29.84	6.8	0	5.2	0
18	1668+00	1678+50	14.46	2.5	2.38	2.1	2.38
19	1678+50	1725+00	58.39	infield	0	infield	0
20	1725+00	1754+00	32.82	5.0	3.47	5.0	3.47
21	1754+00	1784+00	24.66	7.1		8.2	
22	1784+00	1810+00	20.77	5.2		6.2	
23	1810+00	1835+00	19.97	3.1	0	4.0	0
24	1835+00	1847+00	9.59	1.2	0	1.6	0
25	1847+00	1876+00	23.17	5.0	0	6.9	0



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Study Area Floodways and 100-Year Floodplains

Figure 4-3

At several locations within the project limits, I-75 crosses or is near regulatory floodways. Section 60.3 (d) (3) of the Federal Emergency Management Agency (FEMA) National Flood Insurance Program regulations requires projects to "prohibit encroachment, including fill, new construction, substantial improvements, and other developments within the adopted regulatory floodways unless it has been demonstrated though hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base (100-year) flood discharge." In order to assess the project impacts on the regulatory floodways in and adjacent to the project, FEMA Flood Insurance Studies Flood Boundary and Floodway Maps (FBFM), within the project corridor, were inspected. The FBFMs associated with this project were included on the Pond Siting figures in the *Recommendations* section of the PSTM.

4.5 Structures

4.5.1 Existing Bridges

There are 67 existing bridges within the I-75 corridor. Of these bridges, 57 are I-75 mainline bridges over roadways, railways, or waterways; 6 bridges are overpasses over I-75; and 4 bridges are located along ramps connecting I-4 and I-75. Original construction of these bridges occurred between 1982 to 2005 using either AASHTO pre-stressed, precast concrete beams, steel plate girders, steel box girders or segmental concrete box girder members. The existing bridges have Sufficiency Ratings ranging from 70.0 to 99.0 with Operating Load Rating Factors greater than 1.44 and Inventory Load Rating Factors greater than 1.0 for all but 2 bridges using an HS20 truck.

Section 2.13 of the PDER contains detailed information about each of the existing bridges.

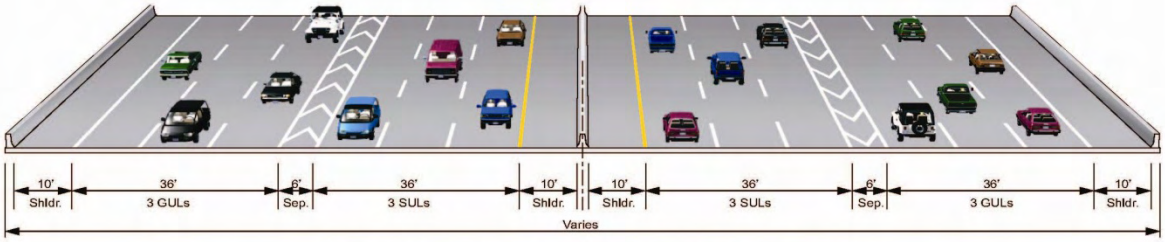
4.5.2 Proposed Bridges

The recommended Build Alternative improvements would involve 89 bridges. Of these bridges, 23 bridges would be existing structures that would remain under their current condition, 13 bridges would be existing bridges that would be widened, and 53 bridges would be new construction. Most of the 13 bridges to be widened, would be widened towards the median resulting in no changes to the minimum vertical clearance. Some structures would require both inside and outside widening.

The bridge locations along with the proposed treatment (existing to remain as they are, existing to be widened, and new construction) are shown on the conceptual plans provided in **Appendix A**. The proposed bridge typical sections are shown in **Figure 4-4**.

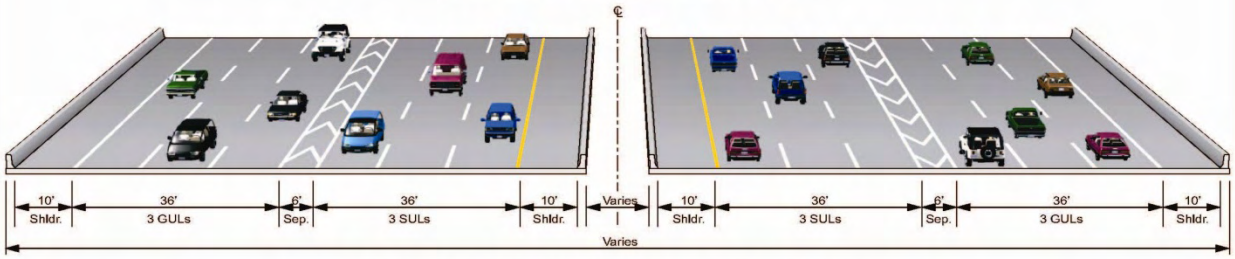
According to the FDOT's *Plans Preparation Manual*, a 36 foot horizontal clearance – measured from the edge of the travel lane – is required for the overpasses. The required horizontal clearance for the I-75 mainline bridges over the local roads varies depending on design speed,

BRIDGE TYPICAL SECTION I



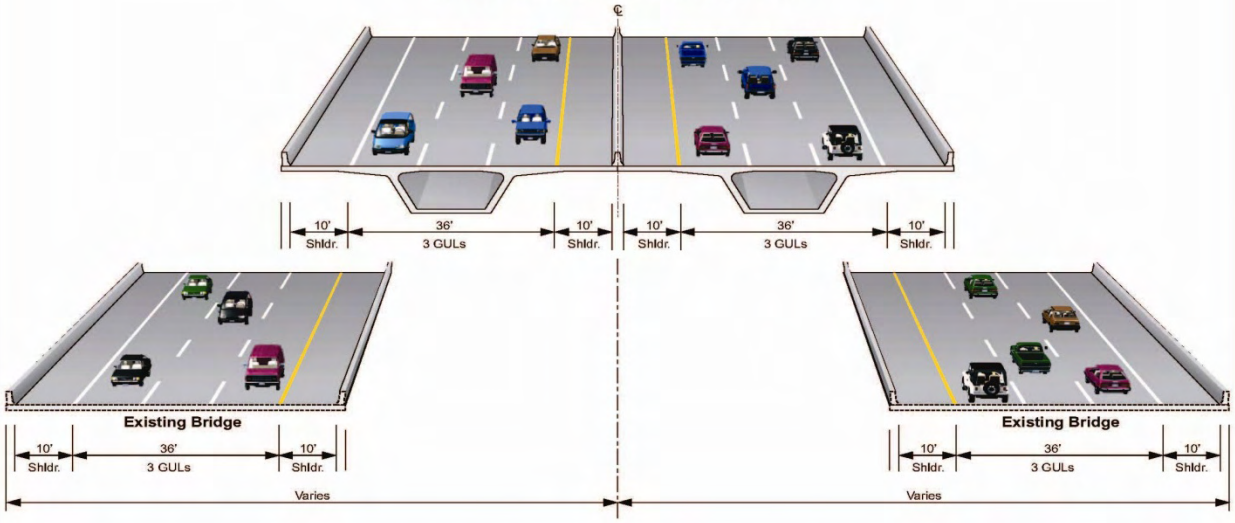
I-75 Combined NB GUL, SUL and SB GUL, SUL Bridge

BRIDGE TYPICAL SECTION II



I-75 Separated NB GUL, SUL and SB GUL, SUL Bridge

BRIDGE TYPICAL SECTION III



I-75 Separate GUL and SUL Elevated Bridge over Existing Bridge

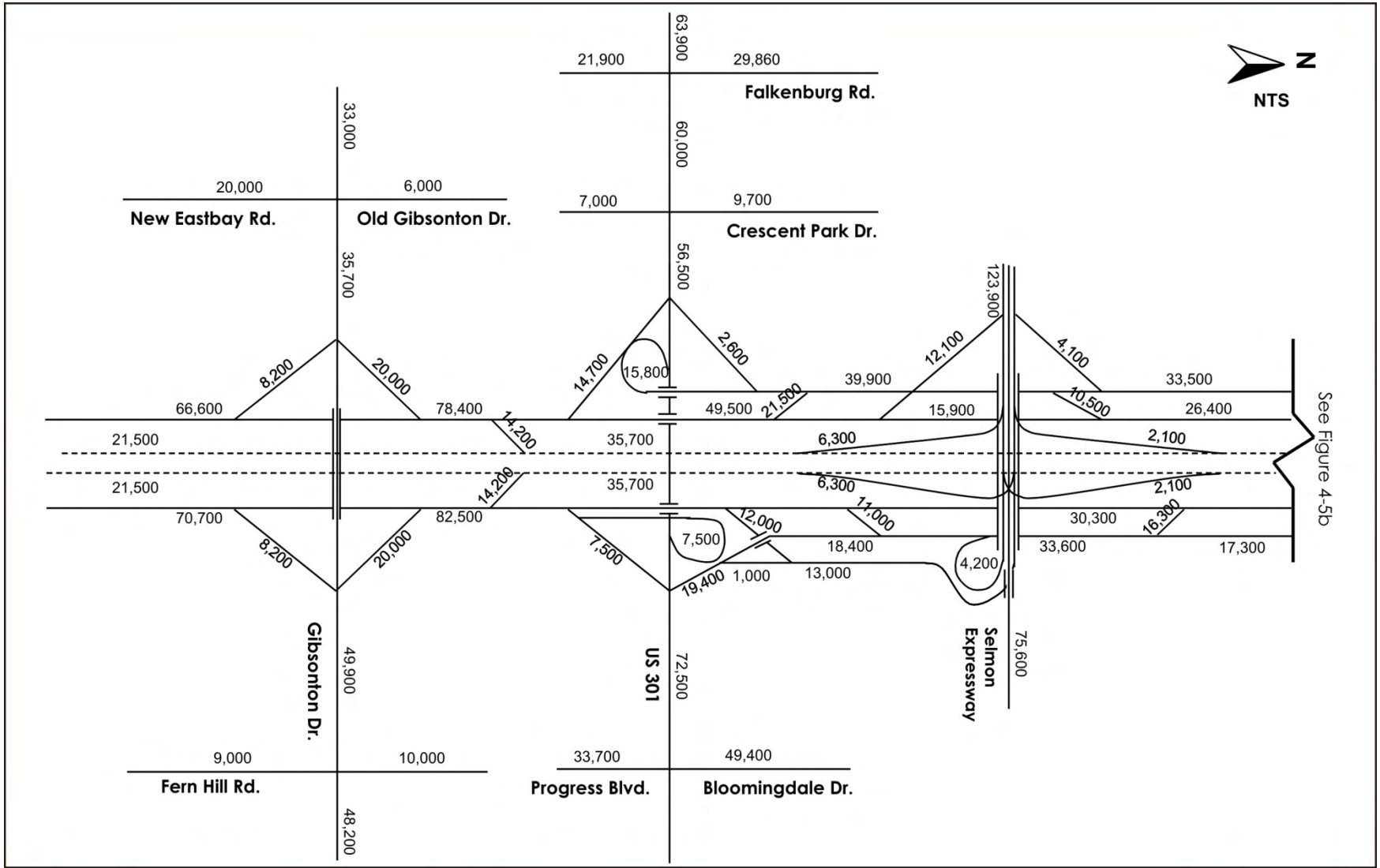
I - 75 (SR 93A) PD&E Study *From South of US 301 to North of Fletcher Avenue* WPI Segment No.: 419235-3 Hillsborough County	**I-75 Mainline Proposed Bridge Typical Sections**	Figure 4-4

the annual average daily traffic, and whether the roadway includes an auxiliary lane or not. Of the 13 existing bridges to be widened, only the two bridges at I-75 over 127th Street do not meet these requirements. These bridges are having pier protection installed as part of the currently in progress I-75 widening project. In the ultimate design, pier protection at six widened bridges should be extended. The concrete barriers would provide extra protection for the bridge piers and the vehicular traffic.

4.6 Design Year Traffic Volumes and Levels of Service

A *DTTM*, which included *Technical Report No. 1* and *Technical Report No. 2*, has been prepared as part of this PD&E Study. Technical Report No. 1 evaluated the existing traffic conditions in the study area; provided traffic volume forecasts for the design year 2035 for the No-Build Alternative and several improvement alternatives; presented LOS analyses for all alternatives considered; and identified a recommended improvement alternative for the mainline of I-75. Technical Report No. 2 presented the results of the LOS analyses that were performed for several improvement concepts for the mainline and interchanges of I-75 (refer to **Section 3.0** of this report), which were developed to be consistent with the recommendations of Technical Report No. 1.

Figure 4-5 (a through c) depicts the projected design year 2035 annual average daily traffic (AADT) volumes for the recommended alternative and **Figure 4-6** (a through c) depicts the projected design year 2035 evening design hour volumes. **Table 4-3** summarizes the design year 2035, recommended alternative LOS analyses results for the I-75 mainline. **Table 4-4** summarizes the design year 2035, recommended alternative LOS analyses results for the ramp terminal intersections of the study area interchanges. **Table 4-5** summarizes the design year 2035 LOS analyses results for the ramp merge/diverge areas of the recommended alternative.



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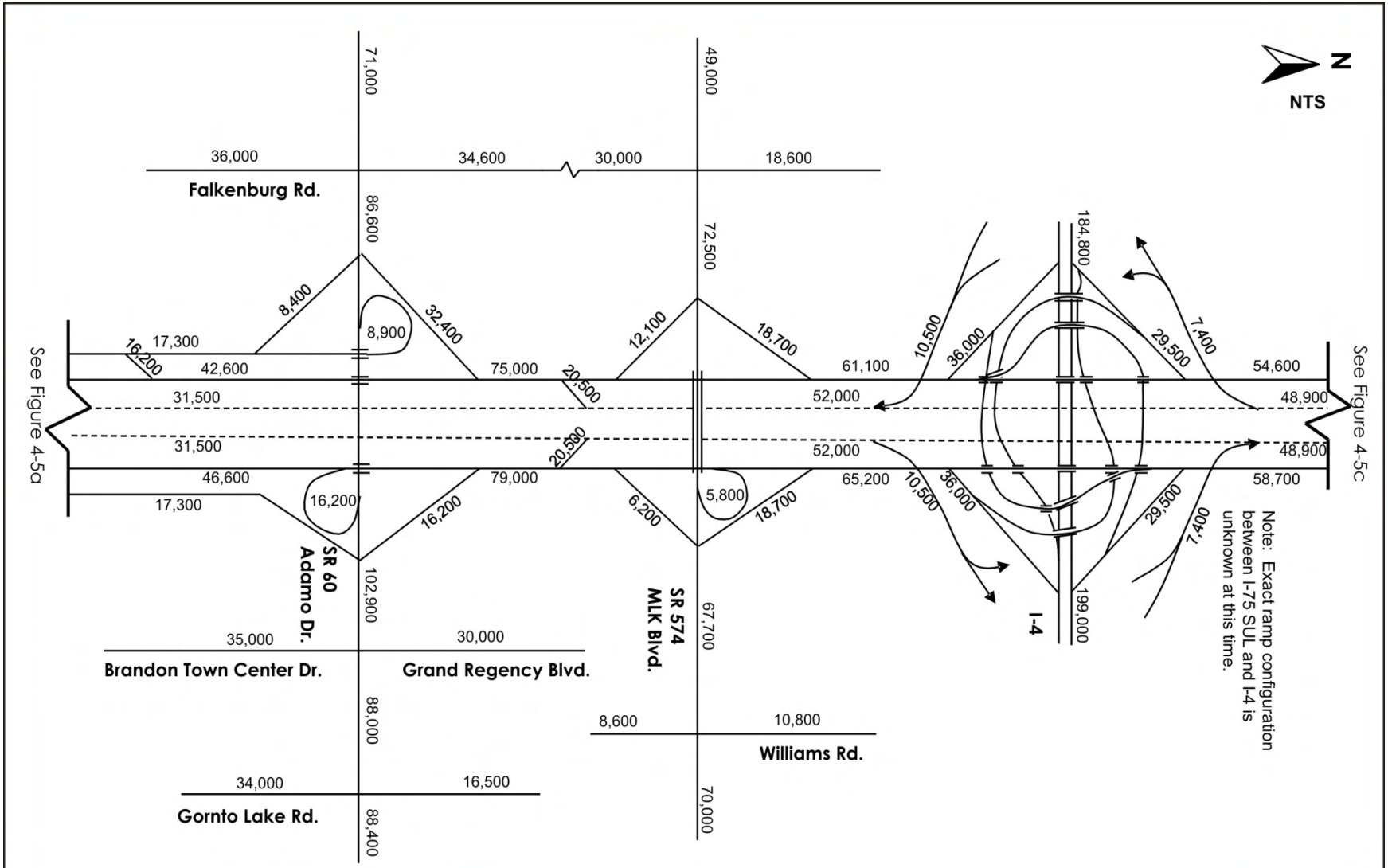
Design Year 2035 Recommended Build Alternative AADT Volumes

Figure 4-5a



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

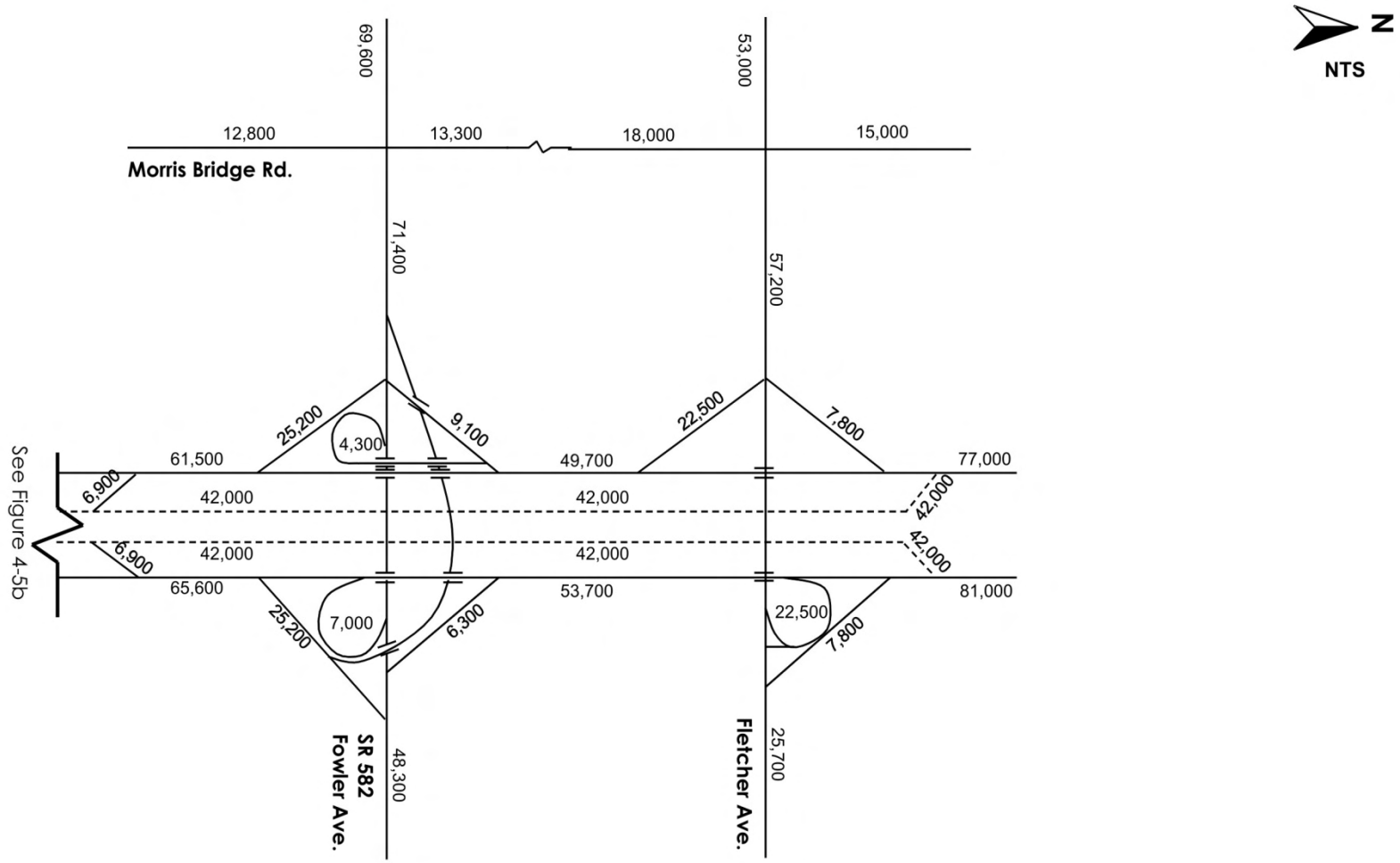
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

Design Year 2035 Recommended Build Alternative AADT Volumes

Figure 4-5b



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

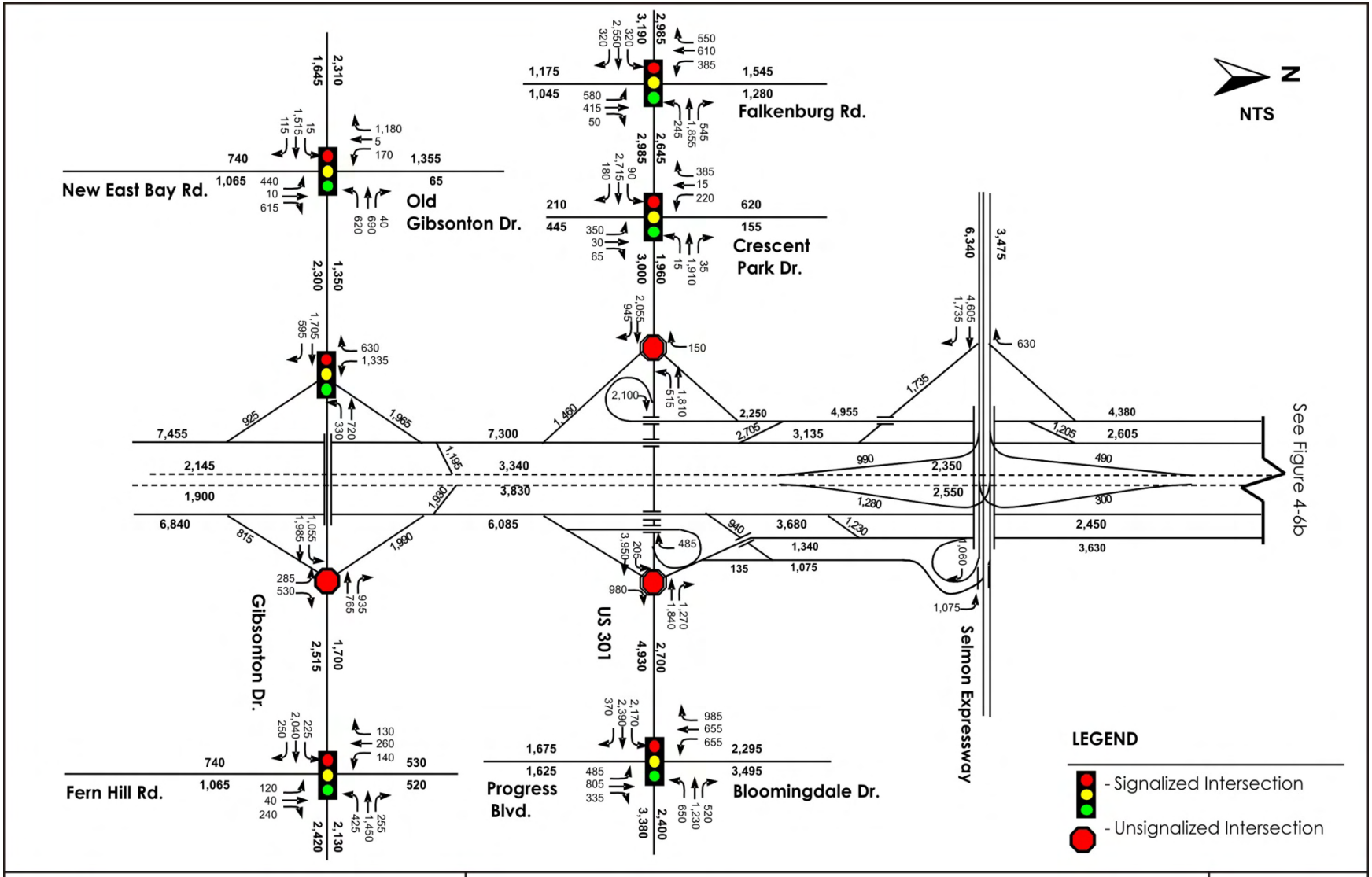
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

Design Year 2035 Recommended Build Alternative AADT Volumes

Figure 4-5c



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

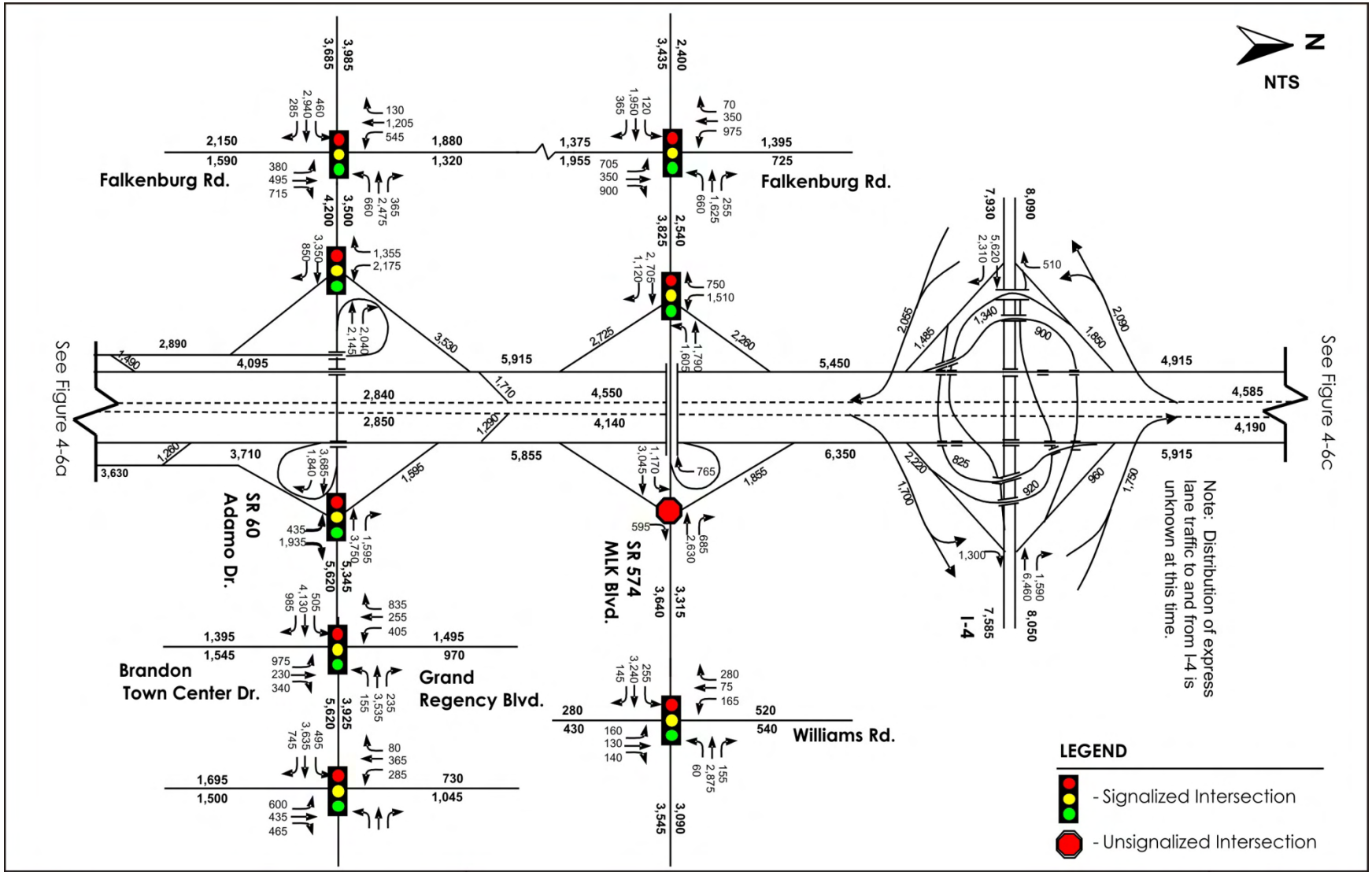
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

Design Year 2035 Recommended Build Alternative PM Design Hour Volumes

Figure 4-6a



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

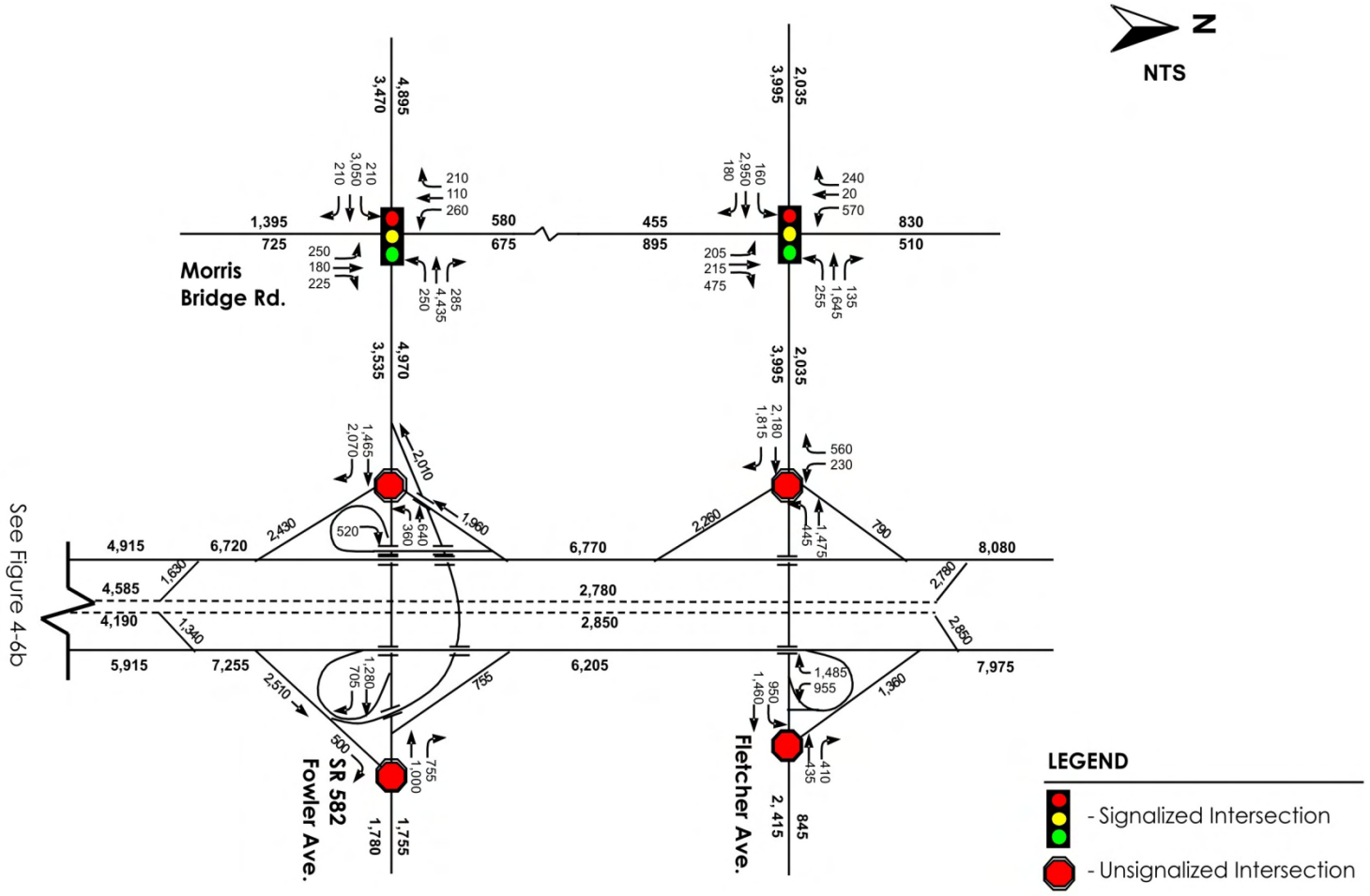
From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

Design Year 2035 Recommended Build Alternative PM Design Hour Volumes

Figure 4-6b



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

From South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235-3

Hillsborough County

Design Year 2035 Recommended Build Alternative PM Design Hour Volumes

Figure 4-6c

Table 4-3
Recommended Build Alternative – Year 2035 LOS Results for I-75 Mainline

	Mainline Segment	LOS
GUL Segments	**I-75 Northbound**	
	US 301 to Selmon Expressway	B
	Selmon Expressway to SR 60	B
	SR 60 to Martin Luther King Boulevard	C
	Martin Luther King Boulevard to I-4	C
	I-4 to Fowler Avenue	**F**
	Fowler Avenue to Fletcher Avenue	A
	I-75 Southbound	
	Fowler Avenue to I-4	**E**
	I-4 to Martin Luther King Boulevard	**F**
	Martin Luther King Boulevard to SR 60	**F**
	SR 60 to Selmon Expressway	B
	Selmon Expressway to US 301	B
	Weaving Segments [1]	
	I-75 SB - Fletcher Avenue to Fowler Avenue	N/A [2]
	NB C-D Road from US 301 to Selmon Expressway	C
SUL Segments	**I-75 Northbound**	
	US 301 to Selmon Expressway	B
	Selmon Expressway to Slip Ramp (North of I-4)	A
	Slip Ramp (North of I-4) to I-4	B
	I-4 to Slip Ramp (South of I-4)	C
	Slip Ramp (South of I-4) to Fowler & Fletcher Avenue	B
	I-75 Southbound	
	Fowler & Fletcher Avenue to Slip Ramp (South of I-4)	B
	Slip Ramp (South of I-4) to I-4	B
	I-4 to Slip Ramp (North of I-4)	C
	Slip Ramp (North of I-4) to Selmon Expressway	B
	Selmon Expressway to US 301	B

Notes: NB=Northbound, SB= Southbound

[1] Only the weave sections that correspond to the HCM definition of weaving influence areas (less than 2,500 feet between ramps) are included in this table.

[2] N/A: Not applicable

Table 4-4
Recommended Build Alternative – Year 2035 LOS Results for Ramp Terminals

Interchange	Recommended Improvement Option [1]	Movement		Delay (sec/veh)	LOS
US 301	Option C	I-75 NB/US 301	EB LT	14.6	B
			EB Through	1.3	A
			WB Through	8.1	A
		I-75 SB/US 301	WB LT	11.9	B
			WB Through	0.6	A
			EB Through	17.8	B
Selmon Expressway	Option C	N/A [2] – This interchange is fully directional			
SR 60	Option A	I-75 NB Ramps/ SR 60	EB Through	19.5	B
			WB Through	34.6	C
			NB LT	33.8	C
			NB RT	64.7	**E** [3]
		I-75 SB Ramps/ SR 60	EB Through	39.4	D
			WB Through	43.4	D
			WB LT (Loop)	29.0	C
			SB LT	31.0	C
			SB RT	27.0	C
MLK Boulevard	Option A	WB LT		216.2	**F**
		WB Through		27.8	C
		EB Through		388.8	**F**
		EB LT		56.8	**E**
		SB LT		325.3	**F**
		SB RT		166.4	**F**
		NB LT		48.8	D
I-4	Option A	N/A – This interchange is fully directional			
Fowler Avenue	Option A	WB LT		15.1	B
		WB Through		0.2	A
		EB Through		5.7	A
Fletcher Avenue	Option A	I-75 NB Ramps/ Fletcher Avenue	EB LT	31.6	C
			WB Through	47.4	D
		I-75 SB Ramps/ Fletcher Avenue	WB LT	55.1	**E**
			SB LT	78	**E**
			WB Through	6.4	A
			EB Through	33.8	C

Notes: EB=Eastbound, WB=Westbound, NB=Northbound, SB= Southbound, LT=Left Turn, RT= Right Turn
[1] For descriptions of the interchange improvement options please refer to Section 3.3.2 of this report
[2] N/A= Not applicable
[3] Levels of service shown in bold indicate an LOS that is worse than the standard LOS D

Table 4-5
Recommended Build Alternative – Year 2035 LOS Results for Ramp Merge/Diverge Areas

Interchange	Recommended Improvement Option [1]	Movement	Delay (sec/veh)	LOS
US 301	Option C	I-75 NB off-ramp to US 301	25.2	C
		I-75 NB on-ramp from US 301	15.5	B
		I-75 SB on-ramp from US 301	25.5	C
Selmon Expressway	Option C	NB C-D Road off-ramp to EB US 301	25.6	C
		NB C-D Road off-ramp to WB US 301	12.6	B
		SB C-D Road off-ramp to WB US 301	29.5	D
		SB C-D Road off-ramp to EB US 301	41.8	**E** [2]
		SB C-D Road on-ramp from US 301	77.0	**F**
		I-75 SB C-D road on-ramp from Selmon Expressway	20.1	C
		SB C-D Road off-ramp to WB Selmon Expressway	8.1	A
		SB C-D Road off-ramp from EB Selmon Expressway	20.5	C
SR 60	Option A	I-75 NB C-D Road on-ramp from EB SR 60	35.9	**E**
		I-75 NB C-D Road on-ramp from WB SR 60	33.3	D
		I-75 NB C-D Road off-ramp to SR 60	69.0	**F**
		I-75 NB on-ramp	12.5	B
		I-75 SB C-D Road on-ramp from WB SR 60	29.2	D
		I-75 SB off-ramp to C-D Road	75.1	**F**
		I-75 SB on-ramp from SR 60	34.2	D
MLK Boulevard	Option A	I-75 NB off-ramp to EB MLK Boulevard	23.1	C
		I-75 NB on-ramp from MLK Boulevard/C-D Road	10.4	B
		I-75 NB C-D on-ramp from MLK Boulevard	7.7	A
		I-75 SB on-ramp from MLK Boulevard	53.9	**F**
I-4	Option A	NB I-75 off-ramp to I-4	13.2	B
		NB I-75 on-ramp from EB/WB I-4	49.9	**F**
		SB C-D Road off-ramp to WB I-4	25.1	C
		SB C-D Road on-ramp from WB I-4	4.5	A
		SB C-D Road on-ramp from EB I-4	8.6	A
		SB I-75 off-ramp to I-4 / C-D Road	72.6	**F**
		SB I-75 on-ramp from I-4	19.8	B
Fowler Avenue	Option A	NB I-75 off-ramp to Fowler Avenue	29.2	D
		NB I-75 on-ramp from EB Fowler Avenue	6.2	A
		NB I-75 on-ramp from WB Fowler Avenue	12.0	B
		NB C-D Road off-ramp to Fowler Avenue	27.6	C
		SB C-D Road off-ramp to WB Fowler Avenue	16.9	B
		SB I-75 on-ramp from Fowler Avenue	31.2	D
Fletcher Avenue	Option A	NB I-75 C-D Road off-ramp to Fletcher Avenue	18.8	B
		NB I-75 on-ramp from Fletcher Avenue	16.0	B
		SB I-75 off-ramp to Fletcher Avenue/C-D Road	20.2	C
		SB I-75 on-ramp from Fletcher Avenue	31.8	D

Notes: NB=Northbound, SB= Southbound
[1] For descriptions of the interchange improvement options, please refer to Section 3.3.2 of this report
[2] Levels of service shown in bold indicate an LOS that is worse than the standard LOS D

4.7 Interchange/Intersection Requirements

4.7.1 Interchanges

As previously discussed in **Section 3.3.2**, due to the close spacing between the seven interchanges in the study area, improvements proposed at each interchange would affect the operations at adjacent interchanges. Therefore, instead of developing separate improvement concepts for each interchange, the study area was divided into three segments and alternative improvement conceptual design plans were developed for each segment. The three segments, depicted in **Figure 3-3** (**Section 3.3.2**), are described below:

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

For each segment, several improvement concepts, called options, were considered.

- Options A, B, and C were evaluated for Segment 1. **Table 3-1** (**Section 3.3.2**) summarizes the key features of each option.
- Options A and B were evaluated for Segment 2. **Table 3-2** (**Section 3.3.2**) summarizes the key features of each option.
- Options A and B were evaluated for Segment 3. **Table 3-3** (**Section 3.3.2**) summarizes the key features of each option.

A description of the recommended alternative for each segment follows below.

4.7.1.1 Segment 1

The recommended Build Alternative for Segment 1 is Option C, except for the SR 60 interchange where Option A is recommended. This alternative is shown in **Figure 4-7** (a through c). The recommended improvements for Segment 1 are as follows:

- At US 301, the existing interchange would remain unaltered.
- At the Selmon Expressway interchange, the southbound I-75 to westbound Selmon Expressway ramp and the eastbound Selmon Expressway to southbound I-75 ramp would be reconfigured to connect with the relocated southbound C-D road.
- The entrance and exit ramps at SR 60 would be modified to increase the ramp storage lengths. An additional lane would be constructed on the I-75 southbound and northbound exit ramps. Quadruple left-turn lanes would be provided from the I-75 southbound exit ramp to SR 60 and triple left-turn lanes would be provided from the I-75 northbound exit ramp to SR 60.
- The existing northbound and southbound C-D roads between US 301 and SR 60 would be extended to approximately 1.0 mile north of SR 60. Access from the northbound C-D

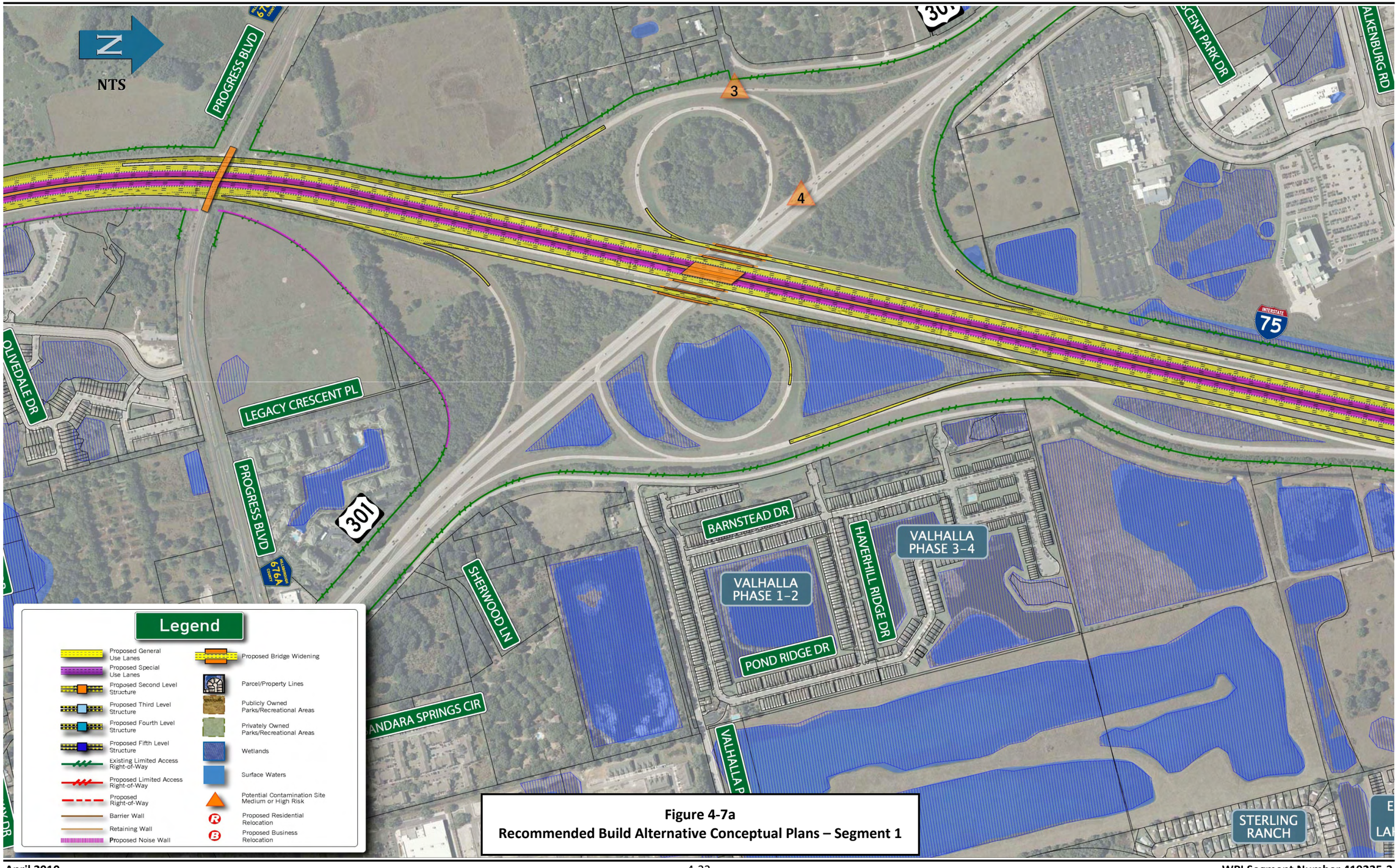


Figure 4-7a
Recommended Build Alternative Conceptual Plans – Segment 1

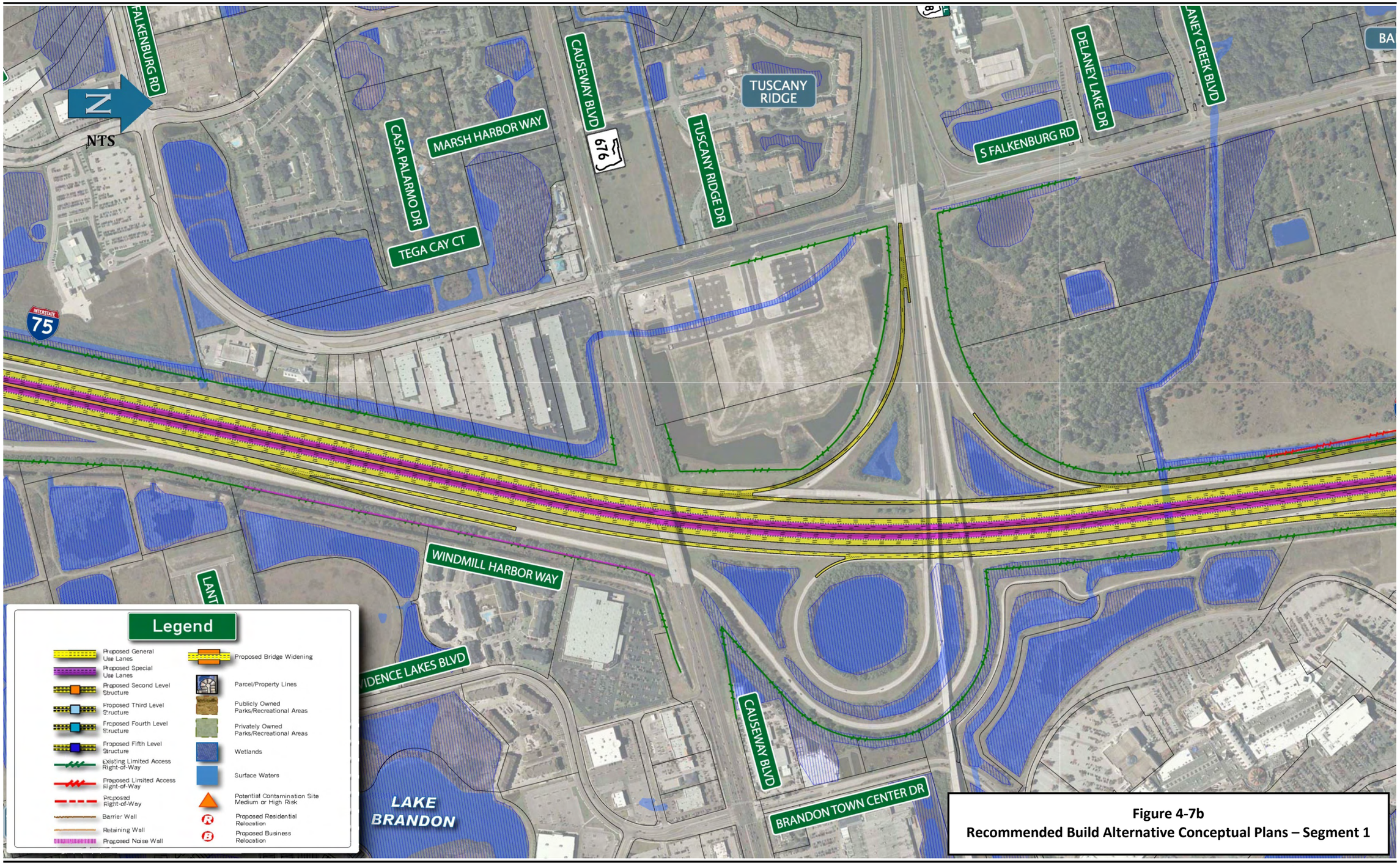


Figure 4-7b
Recommended Build Alternative Conceptual Plans – Segment 1

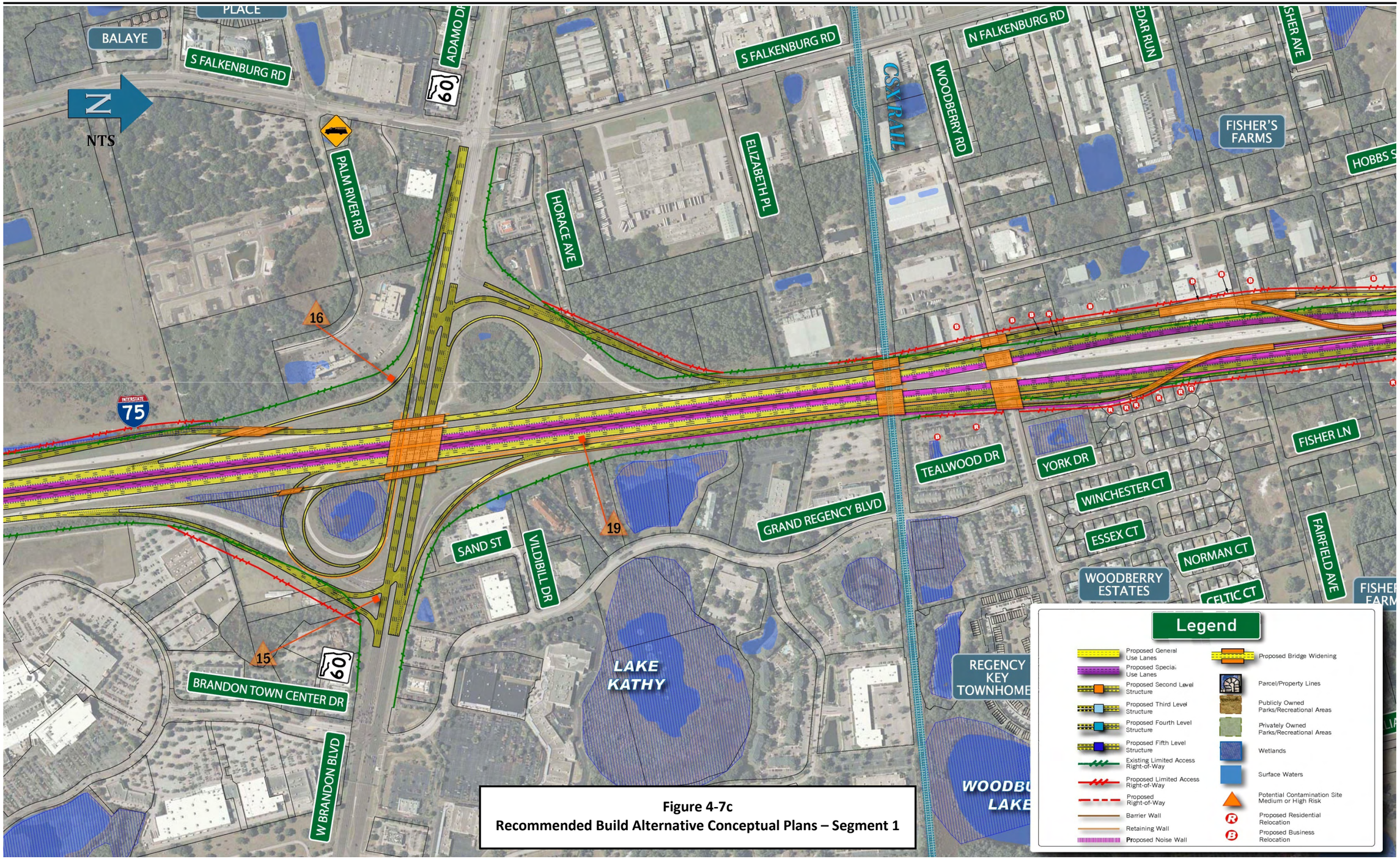


Figure 4-7c
Recommended Build Alternative Conceptual Plans – Segment 1

road to the northbound I-75 SULs and from the southbound I-75 SULs to the southbound C-D road would be accommodated via flyover ramps. The extension of the C-D roads north of SR 60 would eliminate the weaving deficiencies on the southbound C-D road caused by the insufficient separation between the southbound I-75 exit to the C-D road and the exit from the C-D road to westbound Selmon Expressway.

4.7.1.2 Segment 2

The recommended Build Alternative for Segment 2 is Option A. This alternative is shown in **Figure 4-8** (a through c). The recommended improvements for Segment 2 are as follows:

- Adding three-lane C-D roads along both directions of I-75 to eliminate existing weaving deficiencies. The northbound C-D road would commence at the SPUI at MLK Boulevard and terminate at I-4. The southbound C-D road would commence approximately 1.0 mile north of I-4 and terminate at the SPUI at MLK Boulevard. The southbound C-D road would accommodate the southbound I-75 to westbound I-4 movement and would provide direct access to MLK Boulevard from eastbound I-4.
- Replacing the existing interchange at MLK Boulevard with a SPUI. A SPUI at this location would increase the spacing of the traffic signals provided along MLK Boulevard at Falkenburg Road, at the ramp terminal intersections, and at Williams Road.
- Replacing the existing I-4 interchange with a modified five-level turbine interchange that would include additional directional ramps. The I-75 GULs would cross over I-4 on the second level while I-75 SULs would cross over I-4 on the third level. All of the existing ramps would be utilized in the proposed interchange and would connect the I-75 GULs with I-4. The proposed new directional ramps would be used to connect the I-75 SULs with I-4.

Following the Alternatives Public Workshop, the Tanner Residence (8H18742), a potentially eligible site for listing in the NRHP, was identified southwest of the I-4 interchange, in the northwest corner of Tanner Road and the west right of way line of I-75. Detailed information on this site is provided in the CRAS, which has been prepared as part of this project. To avoid right of way acquisition impacts and minimize noise and other indirect impacts on this site, the configuration of the recommended alternative was modified in the vicinity of this property. These modifications include realigning the southbound GULs, C-D roads, and associated ramps further east, and converging the I-75 mainline and southbound C-D road prior to reaching the Tanner Residence property. In addition, a gravity wall is proposed along the Tanner Residence property.

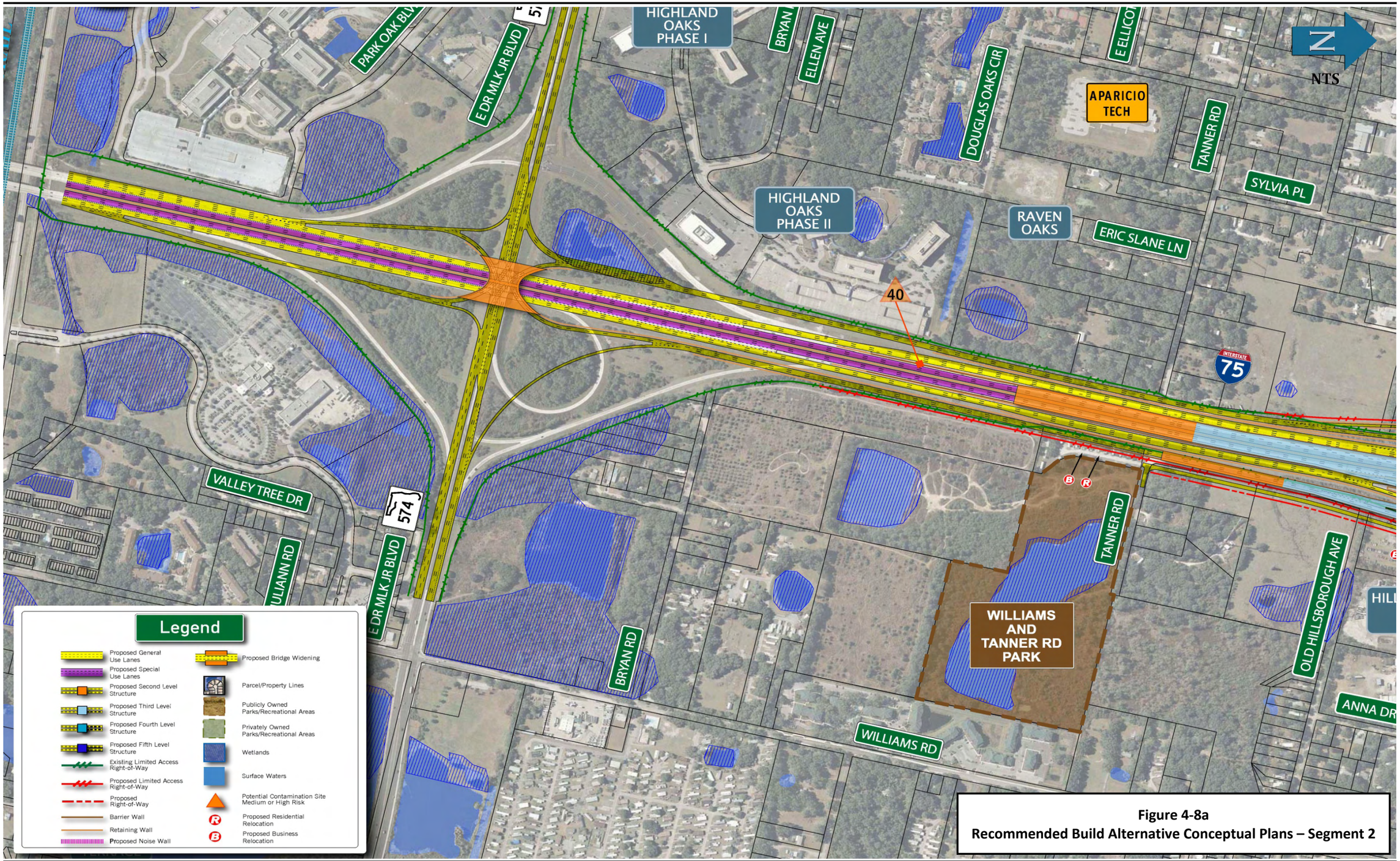


Figure 4-8a
Recommended Build Alternative Conceptual Plans – Segment 2

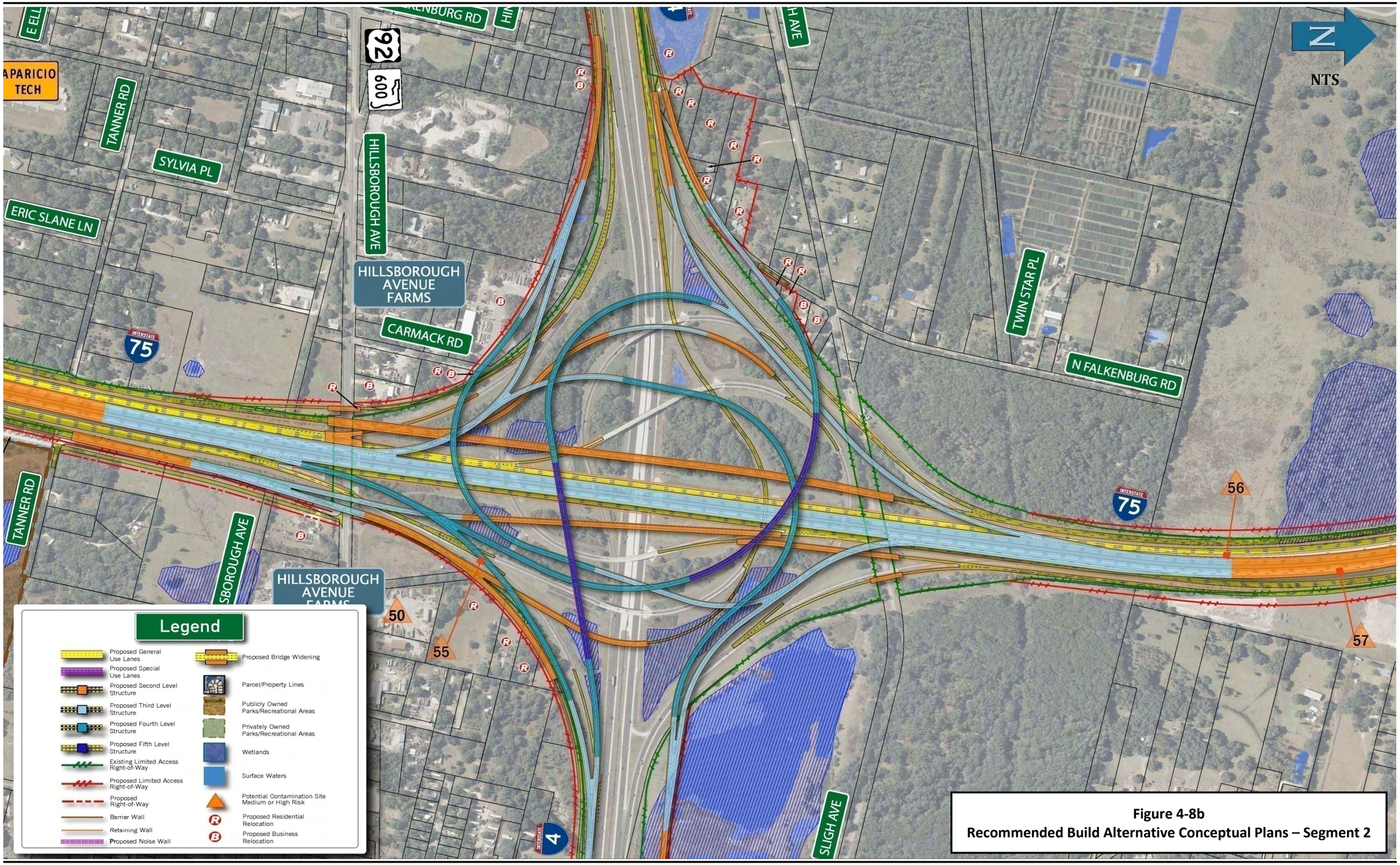


Figure 4-8b
Recommended Build Alternative Conceptual Plans – Segment 2

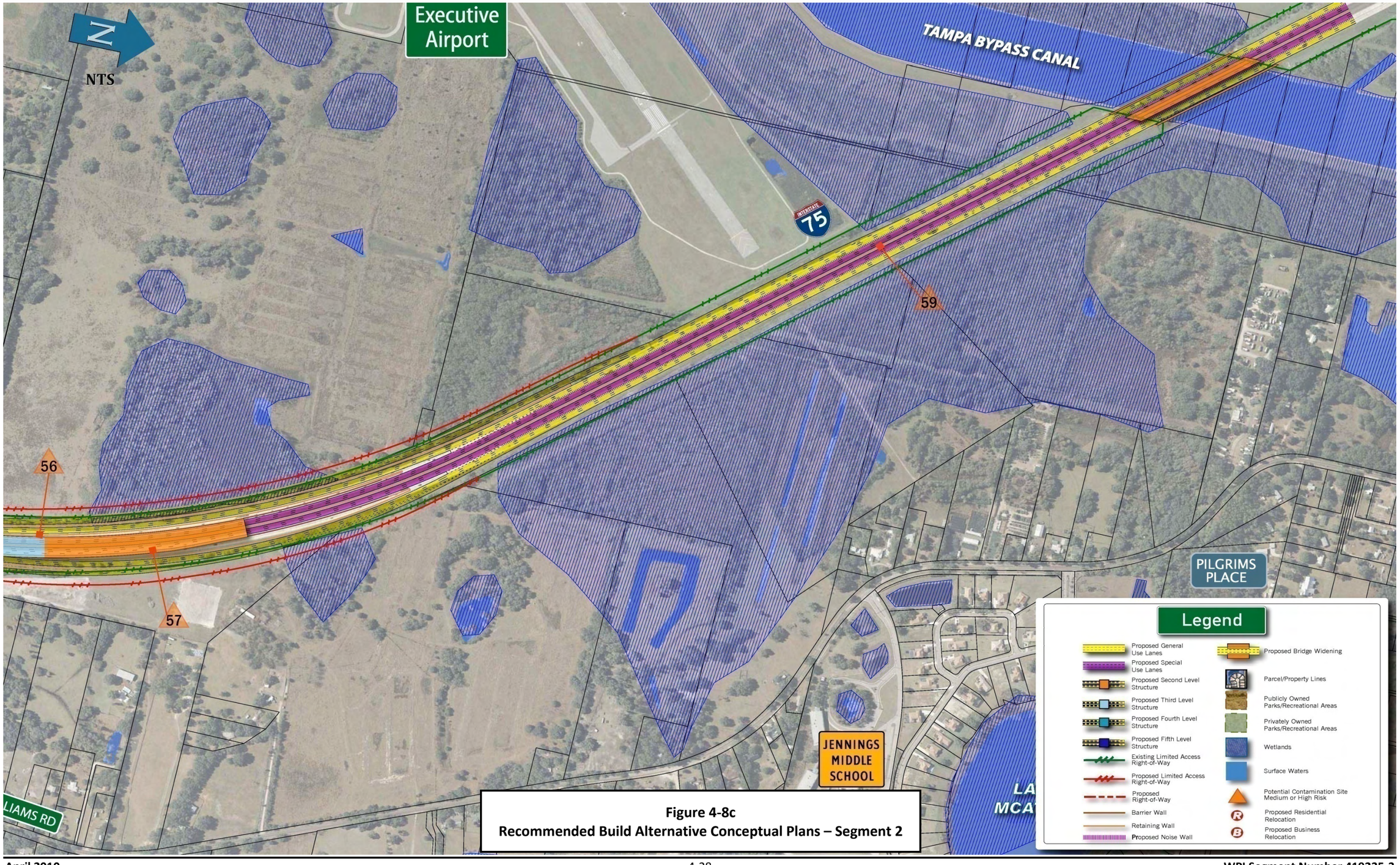


Figure 4-8c
Recommended Build Alternative Conceptual Plans – Segment 2

4.7.1.3 Segment 3

The recommended Build Alternative for Segment 3 is Option A. This alternative is shown in **Figure 4-9** (a through c). The recommended improvements for Segment 3 are as follows:

- Adding two-lane C-D roads along both directions of I-75 between SR 582 (Fowler Avenue) and Fletcher Avenue to eliminate existing weaving deficiencies along this segment of I-75. The northbound C-D road, which would commence approximately 1.0 mile south of Fowler Avenue and terminate at the northbound exit loop ramp at Fletcher Avenue, would provide the only access to the northbound exit ramps at Fowler Avenue and Fletcher Avenue. The southbound C-D road would commence approximately 0.75 miles north of Fletcher Avenue and terminate at the southbound loop ramp at Fowler Avenue. The southbound C-D road would provide the only access to the southbound exit ramps at Fletcher Avenue and Fowler Avenue. The proposed C-D roads would overpass all crossroads and ramps.
- Eliminating interchange "hopping" between the Fowler Avenue and Fletcher Avenue interchanges by eliminating the ability to exit at Flower Avenue or Fletcher Avenue when entering I-75 from the other of these two interchanges.
- Keeping the existing interchange configurations at Fowler Avenue and Fletcher Avenue mostly intact.

Based on the traffic analysis results from the DTTM, several existing signalized intersections at the ramp terminals of several interchanges will be widened to include additional left- and right-turn lanes and new traffic signals are proposed at several intersections that are currently unsignalized. These improvements are discussed below.

4.7.2 Intersections

4.7.2.1 US 301

Currently, the ramp terminal intersections at the US 301 interchange are unsignalized. The existing interchange configuration will remain. However, new traffic signals are proposed at both ramp terminal intersections to accommodate the left-turn movements for northbound US 301 to southbound I-75, and southbound US 301 to northbound I-75.

4.7.2.2 SR 60

Currently, traffic signals exist at both the northbound and southbound ramp terminals. At the southbound ramps terminal, the existing intersection configuration consists of triple left-turn lanes for southbound I-75 traffic exiting to eastbound SR 60, and dual right-turn lanes for southbound I-75 traffic exiting to westbound SR 60. This signal and existing lane configuration will be maintained with the proposed improvements. However, westbound SR 60 will be widened from a 3-lane section to a 4-lane section.

Figure 4-9a
Recommended Build Alternative Conceptual Plans – Segment 3

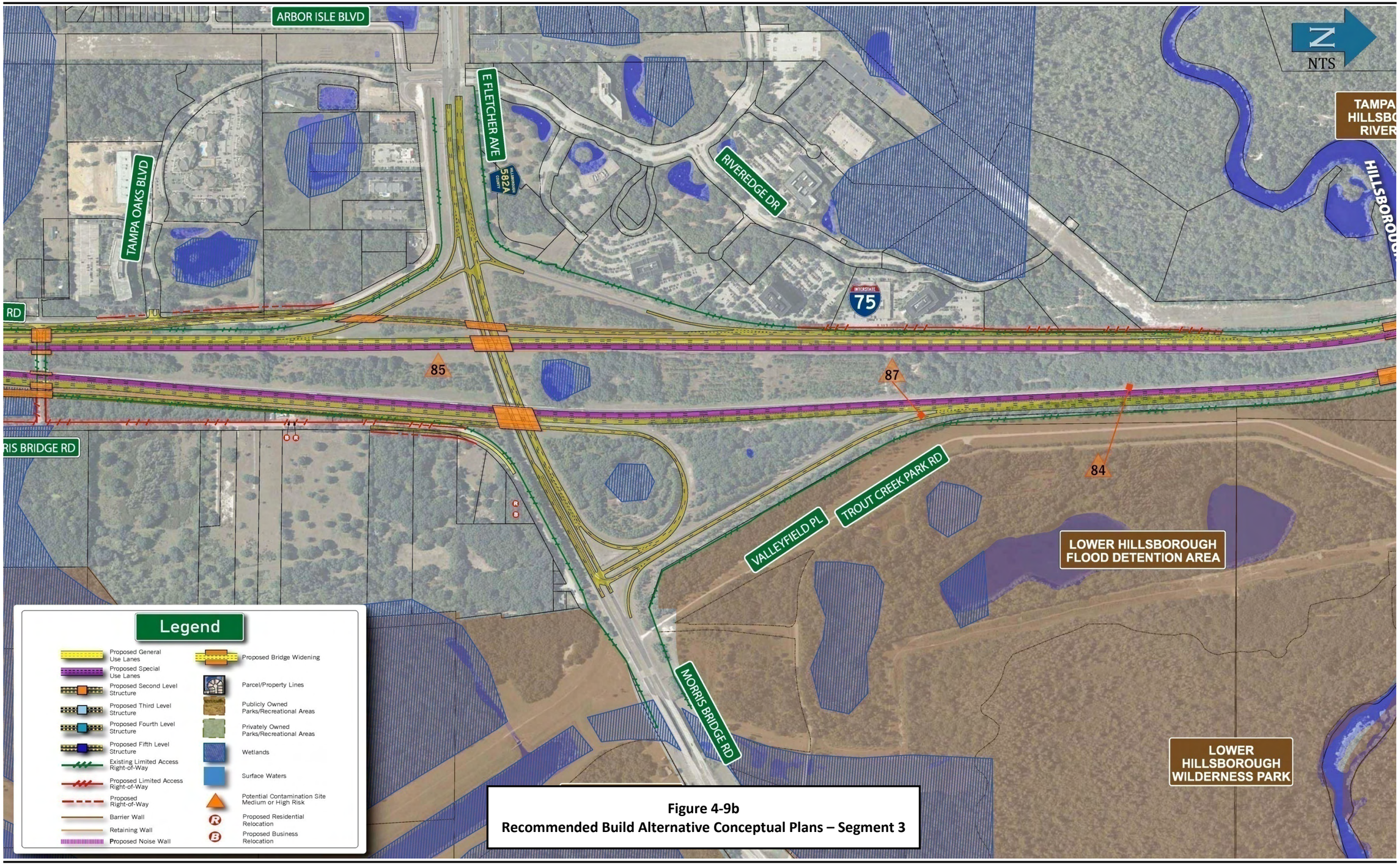


Figure 4-9b
Recommended Build Alternative Conceptual Plans – Segment 3

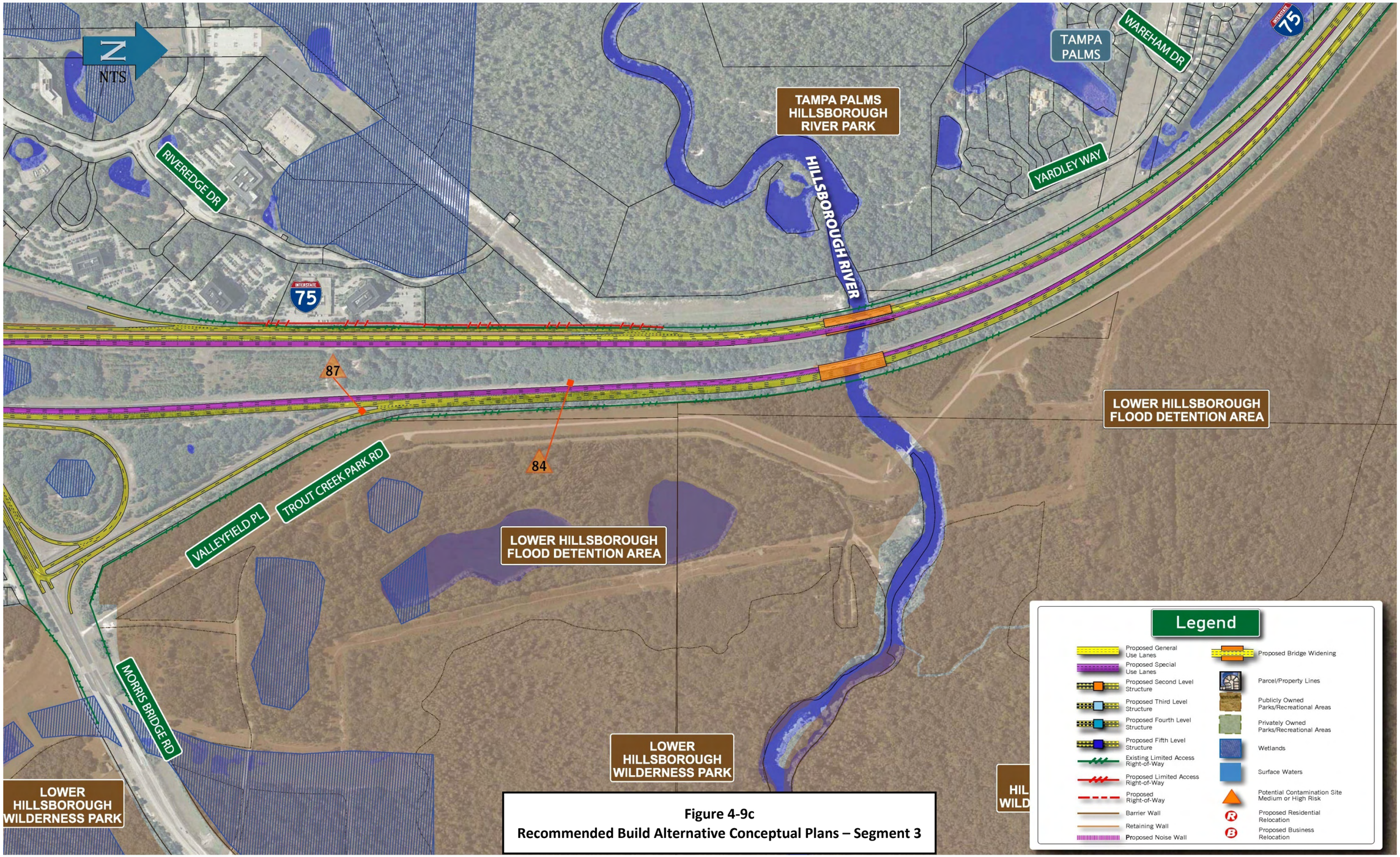


Figure 4-9c
Recommended Build Alternative Conceptual Plans – Segment 3

At the northbound ramp terminal, the existing intersection configuration consists of dual left-turn lanes for northbound I-75 traffic exiting to westbound SR 60, and triple right-turn lanes for northbound I-75 traffic exiting to eastbound SR 60. The eastbound SR 60 triple right-turn lanes will be maintained and the westbound dual left-turn lanes will be increased to triple left-turn lanes.

4.7.2.3 MLK Boulevard

Currently, the southbound ramp terminal intersection is signalized while the northbound ramps terminal intersection is unsignalized. Because a SPUI is proposed for this interchange, all ramps will be reconfigured to accommodate this design. The traffic signal at the southbound ramp terminal will be removed and a new traffic signal will be installed at the center of the interchange to control all movements. The existing northbound I-75 to westbound MLK Boulevard loop ramp will be removed.

For the traffic exiting southbound I-75 to eastbound and westbound MLK Boulevard, an exclusive right-turn lane will be added to the ramp. At the ramp terminal, triple right-turn lanes and dual left-turn lanes will be provided.

For the traffic exiting northbound I-75 to eastbound and westbound MLK Boulevard, the exit ramp will provide an exclusive right-turn lane and dual left-turn lanes.

4.7.2.4 Fletcher Avenue

Currently, all ramp terminal intersections at the Fletcher Avenue interchange are unsignalized. The FDOT is currently designing capacity improvements to I-75 that extend from Fowler Avenue in Hillsborough County to the Pasco/Hernando County Line (WPI Segment Nos. 408459-2, 408459-3, 408459-4, 258736-2, and 411014-2). As part of these capacity improvements, improvements to the Fletcher Avenue interchange are proposed. These improvements include adding a traffic signal at the northbound ramp terminal intersection. This project assumes that the traffic signal will be in place at this intersection. The proposed design for this traffic signal would maintain the existing northbound single lane exit loop-ramp which at its terminal would split to accommodate the traffic destined to eastbound and westbound Fletcher Avenue. The eastbound traffic would be accommodated by a single left-turn lane controlled by the traffic signal, while the westbound movement would merge onto Fletcher Avenue under free-flow conditions. Eastbound Fletcher Avenue traffic travelling to northbound I-75 would use an exclusive, signal controlled, left-turn lane. The recommended geometry by this project for this intersection maintains this design, with the exception that the number of lanes on all ramps, except for the westbound Fletcher Avenue to northbound I-75 ramp, would be increased to two lanes.

At the southbound ramp terminal intersection, the current configuration consists of single-lane on- and off-ramps for southbound I-75 traffic entering from and exiting to Fletcher Avenue. The ramp terminal intersection is unsignalized. A traffic signal is proposed at this location. Single exclusive lanes will accommodate all right-turn and left-turn movements.

4.8 Access Management

The FDOT's access management guidelines (Florida Administrative Rule 14-97) will be applied to this project. Rule 14-97 classifies I-75 as "Access Class 1" (limited access facility). The project falls within FHWA's Urbanized/Urban Area (Area Type 2). The FDOT's *Plans Preparation Manual* defines interchange spacing by Access Class and Area Type, as shown in **Table 4-6**. The proposed improvements for this project do not include any new interchanges. Therefore, the existing interchange spacing will be maintained in the future.

Table 4-6
Access Management Standards for Interchange Spacing

Access Class	Area Type	Description	Minimum Interchange Spacing (miles)
1	1	CBD & CBD Fringe for Cities in Urbanized Areas	1.0
	2	Existing Urbanized Areas Other Than Area Type 1	2.0
	3	Transitioning Urbanized Areas	3.0
	4	Rural Areas	6.0

As presented in **Section 4.7.1.3**, to improve weaving conditions between the Fowler Avenue and Fletcher Avenue interchanges, the recommended alternative would eliminate interchange "hopping" between these two interchanges. Motorists entering I-75 from either of these two interchanges would not have the ability to exit at the other, in both directions.

4.9 Pedestrian and Bicycle Facilities

I-75 is a limited-access, high-speed freeway, so there are no existing or planned pedestrian or bicycle facilities on I-75. However, proposed improvements to the side streets at the MLK Boulevard and Fletcher Avenue interchanges include provisions for bicyclists on striped bicycle lanes along the arterials for 0.5 miles from the ramp terminal areas.

Existing bicycle or pedestrian facilities located in the study area will be maintained or relocated, as necessary, as part of the construction of the proposed project.

4.10 Right of Way Requirements and Relocations

The existing right of way information was obtained from the FDOT's I-75 right of way maps and existing I-75 roadway plans. The existing right of way width along I-75 ranges from a minimum of 348 feet between I-4 and Fowler Avenue to a maximum of 636 feet between US 301 and the Selmon Expressway. More detailed information regarding the existing right of way can be found in Section 2.5 of the PDER.

Under the recommended Build Alternative, additional right of way will be required for roadway improvements, such as interchange enhancements, slip ramps, and C-D roads; stormwater management facilities; and floodplain compensation sites. The proposed improvements would require the acquisition of approximately 109.9 acres of additional right of way for the roadway improvements, 135.4 acres for stormwater management facilities, and 8.8 acres for floodplain compensation sites.

It is anticipated that the improvements associated with the proposed project will result in the displacement of approximately 62 residences and 27 businesses. In order to minimize the unavoidable effects of right of way acquisition and displacement of people, the FDOT will implement a right of way and relocation program in accordance with FS 339.09, and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17).

4.11 Utilities and Lighting

Coordination is ongoing with the utility owners to identify potential utility conflicts. Since the proposed widening would generally take place in the existing median area, most conflicts are expected to occur in the interchange areas along the cross roads. **Table 4-7** lists the existing utilities in the study area.

Table 4-7
Existing Utilities in Study Area

Utility Type	Utility Owner	Contact Name	Daytime Phone Number
Fiber-optic Communications	AT&T	Steve Eriksson	407-578-8000
CATV	Bright House Networks	Barry Beatty	813-436-2163
Water	City of Tampa Water Department	Janice Davis	813-274-7096
Water/Sewer	City of Temple Terrace	Joe Motta	813-98-7170
Fiber Optic	Fiberlight, LLC	Tim Green	813-877-7183
Gas Pipeline	Florida Gas Transportation	Joseph Sanchez	407-838-7171
Fiber-optic Communications	Level 3 Communications, LLC	Clinton Hinish	813-508-1419
Fiber-optic Communications	MCI	Nathan Whitfield	813-262-1909
Fiber-optic Communications	Qwest Communications	Mike Fitzgerald	941-855-0117
Electric	Tampa Electric Company	Arlene Brown	813-275-3428
Water Lines	Tampa Bay Water	Rick Menzies	813-929-2181
Gas	TECO Peoples Gas	Frank Kistner	813-275-3731
Telephone	Verizon Florida, LLC	David Wynns	813-627-8343
Fiber-optic Communications	XO Communications	Gary Walker	813-301-4026
Fiber-optic Communications	AT&T	Steve Eriksson	407-578-8000

High mast lighting is provided along I-75 in the vicinity of the interchanges. No changes are proposed to the existing highway lighting.

4.12 Traffic Control Plan

The recommendation of this PD&E Study is to widen I-75 from its current 6-lane typical section (three lanes in each direction) to a 12-lane (six GULs plus six SULs) ultimate typical section.

Construction for widening the mainline to the ultimate 12-lane typical section could generally be accomplished in a three-phase process:

1. The first phase would consist of resurfacing and overbuilding the outside shoulders.
2. During the second phase, the existing three lanes of traffic in each direction would be shifted towards the median by 6 feet and the outside three local access lanes would be constructed in each direction, including the retaining walls. The outside shoulders would be constructed to provide a temporary cross slope of 0.03 feet/foot for 6 feet of the 10-foot paved shoulders.
3. During the third phase, the three traffic lanes would be shifted towards the outside utilizing the three local access lanes constructed during the second phase. The barrier walls and shoulders between the local access lanes and the express lanes would be constructed and the cross slope of the inside shoulder would be restored to original conditions. The existing lanes would be milled and resurfaced and friction course and final pavement markings would also be applied during this phase.

During all phases of construction on the I-75 mainline, construction could also be performed on the interchanges throughout the project limits. The work on the interchanges would not affect the existing number of lanes and flow patterns. A detailed traffic control plan will be prepared during the design phase of this project.

4.13 Value Engineering

Value engineering (VE) review was performed for this project. The District VE Team met on May 13, 2009 and was presented the recommended alternatives for this project. Subsequently, in January 22, 2010, the VE Team prepared the *Value Engineering Study Report* which contained four recommendations for value improvements. One of the VE Team recommendations (see VE Team Recommendation No. 4 below) was incorporated in the conceptual plans after the VE Team presentation and independently of the VE Team's review, based on discussions with the FDOT staff. Upon review by the Study Team of the remaining three suggestions, it is recommended that **none** of these be incorporated into the recommended Build Alternative. The specific VE Team recommendations and the Study Team responses are provided below.

VE Team Recommendation No. 1: Eliminate special use (SUL) ramps at I-75/I-4 interchange; Savings: $32,832,000

Response: In providing ramps directly connecting the I-75 SULs with I-4, the Study Team considered that a) both I-75 and I-4 are SIS facilities dictating high mobility connections, b) the excessive design hour traffic demand between the I-75 SULs and I-4 which, depending

on the travel direction and whether it is morning or evening peak hour condition, is expected to range between 1,260 vph and 2,230 vph, and c) the anticipated design year 2035 congestion along the I-75 GULs and the ramps connecting the GULs to I-4.

Should the ramps directly connecting the SULs with I-4 be eliminated, northbound travelers on the I-75 SULs wishing to exit at I-4 (approximately 1,700 vph to 2,080 vph depending on the peak hour) would have to exit to the GULs by using the slip ramp south of Big Bend Road and then travel for approximately 17.5 miles under stop-and-go conditions on the GULs until they reached the I-4 exit ramp which would be also backing up onto the I-75 GULs because of the high demand. Similarly, southbound travelers on the I-75 SULs wishing to exit at I-4 (a projected demand that ranges from approximately 1,930 vph to 2,000 vph depending on the peak hour) could not any longer be served by the SULs because there are no slip ramps provided south of Fletcher Avenue to allow these travelers to shift over to the GULs and then exit to I-4. These travelers would have to stay on the GULs and under stop-and-go conditions travel from north of Fletcher Avenue all the way the I-4 ramps (approximately 5.5 miles), which would be also queuing onto the I-75 GULs because of the high demand. Similar conditions would be experienced by the regional travelers wishing to exit I-4 and use the I-75 SULs to travel north (approximately 1,750 vph) and south (approximately 2,230 vph).

In addition, to accommodate the additional traffic demand that would be placed on the ramps connecting the GULs with I-4 (from eliminating the ramps connecting the SULs with I-4), most of these ramps would have to be widened to more than one lane, thus negating most of the cost savings that would be realized from canceling the SUL connection ramps.

VE Team Recommendation No. 2: "Un-braid" C-D and ramps at SR 60; Savings $1,080,000

Response: The "braided" ramps north of SR 60 link the SULs with the C-D roads which in turn provide access to SR 60 and Selmon Expressway. Should these ramps be "un-braided," traffic exiting the southbound SULs to access SR 60 and the Selmon Expressway (a projected design hour demand of approximately 1,700 vph) would have to use slip ramps to enter the GULs and then weave across the three GULs in a very short distance to access the southbound C-D road. Similarly, traffic entering the northbound SULs from SR 60 and the Selmon Expressway (a projected design hour demand of approximately 1,280 vph) would have to merge from the northbound C-D road onto the GULs and then weave across the three GULs in a very short distance to access the slip ramp to enter the SULs. Because of the congested conditions expected to predominate on the GULs during the design year, these merge and weave operations of such high volume demands would be extremely difficult and unsafe and would cause traffic queuing on the mainline of the southbound SULs and the northbound C-D road. Design year traffic analyses of this segment of I-75 with "un-braided" ramps confirmed that both the SULs and the GULs would operate at unacceptable levels of service.

VE Team Recommendation No. 3: Eliminate northbound and southbound C-D roads between Fowler Avenue and Fletcher Avenue; Savings $5,640,000

Response: Traffic analyses of the design year 2035 morning and evening design hour conditions indicate that, with the exception of the northbound on-ramp merge area at the Fletcher Avenue interchange, all other ramp merge and diverge areas at both interchanges would operate at LOS E or F causing traffic queuing on the mainline of I-75. The C-D roads will remove these merge/diverge areas from the GULs, allowing greater mobility for the GULs.

VE Team Recommendation No. 4: Revise ramp at Selmon Expressway; Savings $1,000,000

Response: The ramp in question would provide access to Brandon Town Centre Boulevard from northbound I-75 through the exit ramp to Selmon Expressway and would also allow traffic to exit Brandon Town Centre Boulevard and travel north on the C-D road. Subsequent to the VE Team presentation, and after discussions with the FDOT staff, it was decided to eliminate this connection from the plans.

4.14 Production Schedule

Currently the design, right of way acquisition, and construction phases for this project are not included in the FDOT's *Adopted Five-Year Work Program*.

4.15 Design Exceptions and Variations

Several design elements of the project were identified where design variations would be required as part of the recommended interim and ultimate design year improvements. **Table 4-8** summarizes the design variations associated with the interim improvements. **Table 4-9** summarizes the design variances associated with the ultimate design year Build improvements. There are no design exceptions anticipated to be required as part of the interim or the ultimate improvements

[This section will be updated after completion of the Design Exceptions and Variations Package (DEVP).]

4.16 Project Cost Estimates

The estimated project effects and costs for the No-Build Alternative and recommended Build Alternative are summarized in **Table 4-10**.

Table 4-8
Potential Design Variations for Interim Improvements

Condition		Design Element	Location(s)	Standard not Met	How Standard is not Met	Comments
Existing	Proposed					
	x	Shoulder Widths	Alternative 1A Sta. 1441+00 to Sta. 1566+00 Mainline inside median shoulders	PPM, Volume 1, Table 2.3.1	The mainline inside median shoulders are reduced to 10 feet wide with barrier wall to match the ultimate design for the SUL. Standard calls for 12' with barrier wall.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.
	x	Bridge Widths	Alternative 1A I-75 bridge over SR 60 Bridge No. 00495/496 (Sta. 1475+00)	PPM, Volume 1, Figure 2.0.1 and Table 2.3.1	The 10-foot mainline inside shoulders are carried through the bridges to be widened.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.
	x	Bridge Widths	Alternative 1A I-75 bridge over CSX RR Bridge No. 100470/471 (Sta.1506+00)	PPM, Volume 1, Figure 2.0.1 and Table 2.3.1	The 10-foot mainline inside shoulders are carried through the bridges to be widened.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.
	x	Bridge Widths	Alternative 1A I-75 bridge over Woodberry Rd. Bridge No. 100468/469 (Sta. 1514+00)	PPM, Volume 1, Figure 2.0.1 and Table 2.3.1	The 10-foot mainline inside shoulders are carried through the bridges to be widened.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.
x		Vertical Clearance	Alternative 1A Selmon Expressway Ramp C bridge over SB C-D road (Bridge No. 100488)	PPM, Volume 1, Table 2.10.1; Minimum bridge vertical clearance = 16.5 feet	The interim improvement proposes to widen the SB C-D road under this bridge. The existing vertical clearance is 16.40 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. Reconstructing this bridge would be prohibitively expensive.
x		Vertical Clearance	Alternative 1A I-75 NB bridge over SR 60 (Bridge No. 100496)	PPM, Volume 1, Table 2.10.1; Minimum bridge vertical clearance = 16.5 feet	The interim improvement proposes that this bridge be widened. The existing vertical clearance is 16.40 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. Reconstructing this bridge would be prohibitively expensive.
x		Vertical Clearance	Alternative 1A I-75 NB bridge over CSX RR Bridge No. 100471 (Sta. 1506+00)	PPM, Volume 1, Table 2.10.1; Minimum bridge vertical clearance = 23.5 feet	The interim improvement proposes that this bridge be widened. The existing vertical clearance is 22.70 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. Reconstructing this bridge would be prohibitively expensive.
x		Vertical Clearance	Alternative 1A I-75 bridge over Woodberry Rd. (Bridge No. 100469)	PPM, Volume 1, Table 2.10.1; Minimum bridge vertical clearance = 16.5 feet	The interim improvement proposes that this bridge be widened. The existing vertical clearance is 16.20 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. Reconstructing this bridge would be prohibitively expensive.
x		Vertical Clearance	Alternative 2A I-4 interchange 9, 17, and 18 (Bridge Nos. 100398, 100432, and 100430)	PPM, Volume 1, Table 2.10.1; Minimum bridge vertical clearance = 16.5 feet	The interim improvement proposes that these bridges be widened. The existing vertical clearances are 15.90, 16.30, and 16.10 feet respectively.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. They are ramp bridges that have the required lane widths. Reconstructing these bridges would be expensive and require extensive maintenance of traffic, involving detours and lane closures.
x		Vertical Clearance	Alternative 2B I-4 interchange 9, 16, 17, and 18 (Bridge Nos. 100398, 100426, 100432, and 100430)	PPM, Volume 1, Table 2.10.1; Minimum bridge vertical clearance = 16.5 feet	The interim improvement proposes that these bridges be widened. The existing vertical clearances are 15.90, 16.07, 16.30, and 16.10 feet, respectively.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. They are ramp bridges that have the required lane widths. Reconstructing these bridges would be expensive and require extensive maintenance of traffic, involving detours and lane closures.
	x	Horizontal Alignment	Alternative 2B Southbound mainline outside edge of pavement (Sta. 1768+00)	PPM, Volume 1, Table 2.8.2a; Minimum length of horizontal curves = 400 feet	The length of the proposed curve is 268 feet. It is located at the gore of the transition of two lanes into the SB C-D road.	It was necessary to use a curve to transition the C-D lanes away from the SB mainline lanes without pulling the SB C-D road farther from the mainline than necessary. The angles preclude longer curves from being feasible. The curve creates a smooth transition, despite its length.
x		Vertical Alignment	Alternative 1A Vertical curve from Sta. 1466+00 to Sta. 1476+00	PPM, Volume 1, Table 2.8.5; Minimum vertical crest curve length =1800 feet	The existing crest vertical curve is 1000'. The curve is on the south side of the bridge over SR 60. The interim design proposed to widen the mainline, therefore the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.

Table 4-8 (continued)
Potential Design Variations for Interim Improvements

Condition		Design Element	Location(s)	Standard not Met	How Standard is not Met	Comments
Existing	Proposed					
x		Vertical Alignment	Alternatives 2A and 2B Vertical curve from Sta. 1634+00 to Sta. 1642+00	PPM, Volume 1, Table 2.8.5; Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 800 feet. The curve is north of the MLK Boulevard interchange. The interim improvement proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Alternatives 2A and 2B Vertical curve from Sta. 1696+75 to Sta. 1709+75	PPM, Volume 1, Table 2.8.5; Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,300 feet. The curve is on the bridges over I-4 and Sligh Avenue. The interim improvement proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Alternative 3A Vertical curve from Sta. 1960+00 to Sta. 1976+00 (SB)	PPM, Volume 1, Table 2.8.5; Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,600 feet. The curve is on the north side of the bridges over Fletcher Avenue. The interim improvement proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
	x	Border Width	Alternatives 1A, 2A, 2B and 3A - Throughout the project limits	PPM, Volume 1, Tables 2.5.1 and 2.5.3; Minimum border width for freeway = 94 feet; Minimum border width for C-D road = 40 feet	The proposed interim improvement includes widening of the existing mainline and ramps of I-75. In order to reduce the need for right of way, the border width has been reduced in many areas.	The widths between the travel ways and the right of way line vary throughout the project limits and do not meet the minimum criteria at multiple locations. The intention was to limit the need for additional right of way acquisition, which would add to the cost of the project immensely.

Table 4-9
Potential Design Variations for Recommended Build Improvements

Condition		Design Element	Location(s)	Standard not Met	How Standard is not Met	Comments
Existing	Proposed					
	x	Shoulder Widths	Outside shoulder SUL and inside shoulder GUL	PPM, Volume 1, Table 2.3.1	Width between the SUL and GUL is 6 feet and proposed to be delineated with pavement markings and possibly plastic pylons.	There is no standard for special use lanes in the PPM. Using design criteria for HOV lanes, it appears that 6 feet is acceptable where there is no barrier.
	x	Shoulder Widths	SUL median shoulder	PPM, Volume 1, Table 2.3.1	Ultimate improvements propose a median inside shoulder adjacent to the SULs of 10 feet with barrier wall; Standard calls for 12-foot shoulders with barrier wall.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.
	x	Bridge Widths	Proposed new bridges - Mainline SULs and GULs over: CSX, Woodberry Rd., SR 60, CR 574, Harney Rd., US 301, Fowler Ave., and Fletcher Ave.	PPM, Volume 1, Figure 2.0.1 and Table 2.3.1	The 10-foot mainline median shoulders and the 6-foot separations between the SULs and GULs continue at the bridges. Widths do not meet criteria.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulders widths to 12 feet during the final design phase.
	x	Bridge Widths	Proposed new bridges - Mainline SUL over the GUL and SUL at the beginning and end of the SULs; seven bridges	PPM, Volume 1, Figure 2.0.1 and Table 2.3.1	The 10-foot mainline median shoulders. Widths do not meet criteria.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.
	x	Bridge Widths	Bridge widenings - Mainline over the Bypass Canal, US 301, Hillsborough River, 127th Ave., Cowhouse Creek, and I-4 Ramp A1	PPM, Volume 1, Figure 2.0.1 and Table 2.3.1	The 10-foot mainline median shoulders and the 6-foot separations between the SULs and GULs continue at the bridges. Widths do not meet criteria.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.

Table 4-9 (continued)
Potential Design Variations for Recommended Build Improvements

Condition		Design Element	Location(s)	Standard not Met	How Standard is not Met	Comments
Existing	Proposed					
	x	Bridge Widths	Proposed new bridges - Mainline SULs and GULs over: CSX, Woodberry Rd., SR 60, CR 574, Harney Rd, US 301, and Fowler Ave.	PPM, Volume 1, Figure 2.0.1 and Table 2.3.1	The 10-foot mainline median shoulders and the 6-foot separations between the SULs and GULs continue at the bridges to be widened. Widths do not meet criteria.	A decision was made to leave the inside shoulders 10 feet for the ultimate improvements during the PD&E Study phase. Consideration will be given to increasing the shoulder widths to 12 feet during the final design phase.
x		Vertical Clearance	US 301 Bridges over SB/NB Mainline and C-D Roads (Bridge Nos. 100483, 100484 and 100485)	PPM, Volume 1, Table 2.10.1 Minimum bridge clearance = 16.5 feet	The PD&E Study recommends widening these bridges to accommodate the additional lanes. The existing vertical clearances range between 15.70 and 16.19 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or to be widened. Reconstructing these bridges would be prohibitively expensive.
x		Vertical Clearance	Selmon Expressway Ramp C over I-75 mainline and C-D roads (Bridge No. 100488)	PPM, Volume 1, Table 2.10.1 Minimum bridge clearance = 16.5 feet	The PD&E Study recommends that this bridge remain as is. The existing vertical clearance is 16.40 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. Reconstructing these bridges would be prohibitively expensive.
x		Vertical Clearance	I-4 interchange Bridge Nos. 4, 9, 12, 16, 17, 18 (Bridge Nos. 100416, 100398, 100423, 100426, 100432, 100430)	PPM, Volume 1, Table 2.10.1 Minimum bridge clearance = 16.5 feet	The PD&E Study recommends that these bridges remain as are. The existing vertical clearances range between 15.90 and 16.30 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. These are ramp bridges that have the required number of lanes widths and provide the required lane widths. Reconstructing these bridges would be expensive and require extensive maintenance of traffic involving detours and lane closures.
x		Vertical Clearance	SB/NB I-75 mainline over 127th Ave. (Bridge Nos. 100400 and 100401)	PPM, Volume 1, Table 2.10.1 Minimum bridge clearance = 16.5 feet	The PD&E Study recommends widening these bridges to accommodate the additional lanes. The existing vertical clearance is 16.40 feet.	AASHTO calls for a minimum of 14 feet vertical clearance over the entire roadway for bridges that are to remain or be widened. Reconstructing these bridges would be prohibitively expensive.
	x	Horizontal Alignment	Diamond ramp from EB SR 60 to SB I-75 GUL	PPM, Volume 1, Table 2.8.3 Maximum curvature for 45 mph design speed is 10.25°	The proposed curve is 11.00° and will require maximum superelevation for a design speed of 40 mph. According to the design criteria shown in the PDER, diamond ramps have a design speed of 45 mph.	Recommend flattening the curve when this project advances to the final design phase to eliminate the need for a variation.
	x	Horizontal Alignment	Diamond ramp from the proposed SB connector to an existing I-4 EB ramp	PPM, Volume 1, Table 2.8.3 Maximum curvature for 45 mph design speed is 10.25°	The proposed curve is 10.69° and will require maximum superelevation for a design speed of 40 mph. According to the design criteria shown in the PDER, diamond ramps have a design speed of 45 mph.	Recommend flattening the curve when this project advances to the final design phase to eliminate the need for a variation. This may cause a slight increase in the portion of the ramp to be reconstructed.
	x	Horizontal Alignment	Proposed NB GUL/SUL divergence for slip ramps (Station 1515+00)	PPM, Volume 1, Table 2.8.2a Minimum length of horizontal curves = 1,050 feet (15V)	The length of the proposed curve is 1,026 feet.	Recommend flattening the curve when this project advances to the final design phase to eliminate the need for a variation.
	x	Horizontal Alignment	MLK Blvd. interchange (SPUI)	PPM, Volume 1, Table 2.8.2a Minimum length of horizontal curves = 400 feet	The length of five of the proposed ramp curves is below the minimum standard. The converging (left-turn) ramps are 316 feet long and two of the right-turn ramps are 243 feet and 231 feet long.	Typically curves inside SPUIs are shorter than the minimum 400 feet because they are placed in urban settings with limited right of way. However, there are no right of way limitations at this interchange. Recommend flattening the curves when this project advances to the final design phase to eliminate the need for a variation.
	x	Horizontal Alignment	I-4 interchange; NB GUL to the NB connector	PPM, Volume 1, Table 2.8.2a Minimum length of horizontal curves = 400 feet	The proposed ramp curve is 221 feet long at the gore of the ramp.	This curve is right at the gore and clearances are very tight with other ramps and bridges.
	x	Horizontal Alignment	Fletcher Ave. interchange; SB connector to WB Fletcher Ave. ramp	PPM, Volume 1, Table 2.8.2a Minimum length of horizontal curves = 400 feet	The proposed ramp curve is 319 feet long at the right-turn onto WB Fletcher Ave.	Recommend slightly flattening the curve when this project advances to the final design phase to eliminate the need for a variation.

Table 4-9 (continued)
Potential Design Variations for Recommended Build Improvements

Condition		Design Element	Location(s)	Standard not Met	How Standard is not Met	Comments
Existing	Proposed					
x		Vertical Alignment	Sta. 1402+00 to 1412+00 (NB)	PPM, Volume 1, Table 2.8.5 Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,000 feet long. The curve is on the bridge over Causeway Blvd. near the Selmon Expressway interchange. The PD&E Study proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Sta. 1405+00 to 1415+00 (SB)	PPM, Volume 1, Table 2.8.5 Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,000 feet long. The curve is on the bridge over Causeway Blvd. near the Selmon Expressway interchange. The PD&E Study proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Sta. 1466+00 to 1476+00	PPM, Volume 1, Table 2.8.5 Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,000 feet long. The curve is on the south side of the bridge over SR 60. The PD&E Study proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Sta. 1634+00 to 1642+00	PPM, Volume 1, Table 2.8.5 Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 800 feet long. The curve is north of the MLK Blvd. interchange. The PD&E Study proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Sta. 1696+75 to 1709+75	PPM, Volume 1, Table 2.8.5 Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,300 feet long. The curve is on the bridges over I-4 and Sligh Ave. The PD&E Study proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Sta. 1960+00 to 1976+00 (NB)	PPM, Volume 1, Table 2.8.5 Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,600 feet long. The curve is on the north side of the bridges over Fletcher Ave. The PD&E Study proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
x		Vertical Alignment	Sta. 1960+00 to 1976+00 (SB)	PPM, Volume 1, Table 2.8.5 Minimum vertical crest curve length = 1,800 feet	The existing crest vertical curve is 1,600 feet long. The curve is on the north side of the bridges over Fletcher Ave. The PD&E Study proposes to widen the mainline. Therefore, the existing profile remains.	Reconstruction of the roadway approach to the bridge to lengthen the curve would be very costly.
	x	Border Width	Throughout the project limits	PPM, Volume 1, Tables 2.5.1 and 2.5.3; Minimum border width for freeway = 94 feet; Minimum border width for CD road = 40 feet	To reduce the need for right of way acquisition, the recommended border width was reduced to 85 feet in most areas and even less in areas of limited right of way and where C-D roads are proposed.	The width between the travel ways and the right of way line varies throughout the project limits and does not meet the minimum design criteria at many locations. The intention was to limit the need for right of way acquisitions, which would add to the cost of the project immensely.

Table 4-10
Project Effects and Cost Estimates Summary

Evaluation Criteria	No-Build Alternative	Recommended Build Alternative			Total Recommended Build Alternative
		Segment 1	Segment 2	Segment 3	
Potential Business Impacts					
Number of business relocations	0	22	4	1	27
Potential Residential Impacts					
Number of residential relocations	0	28	30	4	62
Potential Right of Way (ROW) Impacts					
Roadway: Area of ROW to be acquired (Acres)	0.0	24.0	70.6	15.3	109.9
Drainage: Off-site ponds necessary (Yes/No)	No	No	Yes	Yes	Yes
Potential Environmental Effects					
Archaeological/Historical sites [1]	NONE	3	18	30	51
Section 4(f) sites [2]	NONE	0	2	3	5
Noise-sensitive sites [3]	NONE	797	28	119	944
Wetlands (acres)	0.0	11.1	44.6	4.6	60.3
Floodplains (acres) [4]	0.0	6.1	10.8	0.0	16.9
Surface waters (acres)	0.0	7.5	3.1	0.00	10.6
Threatened and endangered species	NONE	Minimal	Minimal	Minimal	Minimal
Petroleum contamination & hazardous material sites	NONE	6	6	6	18
Estimated Costs [5]					
Right of Way Costs [5]					
- Roadway	$0.00	$80.23	$32.52	$41.34	$154.09
- Ponds and Floodplain Compensation Sites	$0.00	$11.03	$5.69	$2.03	$18.75
- **Total Right of Way Costs**	**$0.00**	**$91.26**	**$38.21**	**$43.37**	**$172.84**
Construction Costs [5,6]					
- Roadway and Bridges	$0.00	$347.82	$1,037.29	$290.72	$1,675.83
- Ponds and Floodplain Compensation Sites	$0.00	$13.07	$8.26	$2.13	$23.46
- **Total Construction Costs**	**$0.00**	**$360.89**	**$1,045.55**	**$292.85**	**$1,699.29**
Engineering Design [5,7]	**$0.00**	**$54.13**	**$156.83**	**$43.93**	**$254.89**
Construction Engineering & Inspection [5,7]	**$0.00**	**$54.13**	**$156.83**	**$43.93**	**$254.89**
Potential Noise Barriers [5,8]	**$0.00**	**$8.40**	**$0.00**	**$3.66**	**$12.06**
Wetlands mitigation [5]	**$0.00**	**$1.10**	**$4.44**	**$0.46**	**$6.00**
Preliminary Estimate of Total Costs [5]	**$0.00**	**$569.91**	**$1,401.86**	**$428.20**	**$2,399.97**

Notes:
[1] Historic resources or archaeological sites associated with the study corridor. None are considered significant as contained within the project's area of potential effect (APE).
[2] Includes 4(f) sites that will be directly affected or will experience indirect impacts.
[3] Sites located within 66dBA isopleth.
[4] Impact areas do not include interchanges.
[5] Present day costs in millions of dollars.
[6] Based on February 2010 Long Range Estimate with 25% contingencies added.
[7] Estimated as 15% of the total construction costs.
[8] Costs calculated at $30.00 per square foot.

5.0 SUMMARY OF ENVIRONMENTAL EFFECTS

This section documents the environmental effects of the project. The project was evaluated through the FDOT's ETDM process. This project is designated as ETDM Project #8002. An *ETDM Programming Summary Report* was published in March 29, 2007, containing comments from the ETAT on the project's effects on the various natural, cultural, and social (community) resources.

Table 5-1 provides definitions of the various degrees of effect that could be assigned on a specific environmental resource, depending on the extent of a project's effects to that resource. **Table 5-2** summarizes the results of the ETAT's evaluation on the effects of this project on various environmental resources. It presents the FDOT's overall evaluation (based on the comments received from the ETAT members) and the individual ETAT member's evaluation of the project's effects on each environmental resource. Based on the ETAT comments, the FHWA has determined that the project qualifies as a Type 2 Categorical Exclusion.

In addition, an Advance Notification (AN) package was mailed on June 4, 2008, to all responsible environmental agencies – as well as federal, state, and local officials – soliciting comments on this project. A copy of the AN is provided in **Appendix C**.

5.1 Natural Environment

5.1.1 Air Quality

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Minimum/None
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: The USEPA commented that Hillsborough County and the Tampa area have not been designated non attainment or maintenance for ozone, carbon monoxide (CO), or particulate matter in accordance with the Clean Air Act and that there are no violations of National Ambient Air Quality Standards (NAAQS). USEPA recommended that the PD&E Study include an air impact analysis that documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, air quality trend analyses, comparison between the four alternatives (corridors) and a hot spot analysis at the point in time and place where congestion is expected to be greatest during the design life of the project.

Table 5-1
Degrees of Effect – Programming Screen

Color Code	Degree of Effect	Definition	
		Natural and Cultural Resources	Community Resources
N/A	Not Applicable/No Involvement	There is no presence of the issue in relationship to the project or the issue is irrelevant in relation to the proposed transportation action	There is no presence of the issue in relationship to the project or the issue is irrelevant in relation to the proposed transportation action.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Project has positive effect on community. Affected community supports the proposed project.
2	Minimum/None	Project has little adverse effect on ETAT resource. Permit issuance or consultation involves routine interaction with the agency. Low-cost options are available to address concerns.	Project has minimum adverse effect on elements of the affected community. Minimum community concern about the planned project. Little or no mitigation is needed.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during the Project Development phase with a moderate amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community involvement is required during the Project Development phase.
4	Substantial	The project has substantial adverse effects, but ETAT understands the project need and will seek avoidance and minimization or mitigation options during the Project Development phase. Substantial interaction is required during Project Development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement is required during the Project Development phase to address community concerns.
5	Dispute Resolution	Project is contrary to a state or federal resource agency's program, appears non permittable, has significant environmental issues or purpose and need is disputable.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.

Table 5-2
ETAT Evaluation on Project Effects – Summary of Degrees of Effect

Agency	Evaluation of Direct Effects [1]																				
	Natural Resources											Cultural Resources			Community Resources						
Legend N/A Not Applicable/No Involvement 1 Enhanced 2 Minimum 3 Moderate 4 Substantial 5 Dispute Resolution	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
Overall FDOT Summary of Effect	2	2	2	2	3	2	2	3	3	3	2	4	2	3	2	2	2	2	2	2	2
US Environmental Protection Agency	2		2		3			3	3	3			2							3	
National Marine Fisheries Service		2								2											
Southwest Florida Water Management District		2	4		4	4	2	4	4	4	4	3	3	3							4
US Army Corps of Engineers							N/A			2											2
US Fish and Wildlife Service										2	2										
Florida Department of Environmental Protection										3			2								
Florida Fish and Wildlife Conservation Commission											2										2
Miccosukee Tribe of Indians of Florida												4									
FL Department of State												4									
Federal Highway Administration												3					3				
Florida Department of Community Affairs																	3				

[1] Source: ETDM Project No. 8002; ETDM Programming Summary Report published in March 29, 2007

FDOT Response and Analyses Completed: A *Draft Air Quality Technical Memorandum (AQTM)* is currently being prepared as part of this project. The project was analyzed using a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's screening model, CO Florida 2004 (released September 7, 2004) uses the US EPA-approved software (Mobile 6 and CAL3QHC) to produce estimates of 1-hour and 8-hour CO emissions at default air quality receptor locations. The 1-hour and 8-hour estimates can be directly compared to the 1-and 8-hour NAAQS for CO that are 35 and 9 parts per million, respectively.

The project is located in an area that has been designated attainment for all of the NAAQS under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply.

5.1.2 Coastal and Marine

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
National Marine Fisheries Service (NMFS)	Minimum/None
Southwest Florida Water Management District (SWFWMD)	Minimum/None
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: NMFS commented that it does not appear that the project will directly impact any NMFS trust resources. However, the roadway crosses over the Tampa Bypass Canal, which drains to Six Mile Creek and eventually the Palm River. The Palm River drains to Hillsborough Bay. Increased use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats within the Palm River and Hillsborough Bay that are utilized by marine fishery resources. Therefore, NMFS recommended that the stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the Palm River and Hillsborough Bay. In addition, NMFS recommended that *Best Management Practices (BMP)* be employed during road construction to prevent siltation of these habitats.

SWFWMD commented that the project area ultimately drains to Tampa Bay. However, the distances between the project and the Bay along the streams draining the project area are such that little or no impact is expected on the Bay or other coastal resources.

FDOT Response and Analyses Completed: An *Essential Fish Habitats (EFH)* effects evaluation was conducted as part of the *Draft Wetlands Evaluation and Biological Assessment Report (WEBAR)*, which is being prepared for this project. The evaluation concluded that this project would not affect any essential fish habitats.

This project will implement stormwater treatment systems in accordance with SWFWMD criteria and requirements. Information regarding the proposed stormwater treatment systems can be found in **Section 4.4** and **Section 5.1.5**. The FDOT's *Standard Specifications for Road and Bridge Construction* and BMP will also be employed during project construction.

Responding to the AN, the FDEP has commented that *"Based on the information contained in the advance notification and enclosed agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage."*

5.1.3 Contaminated Sites

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Minimum/None
Southwest Florida Water Management District (SWFWMD)	Substantial
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: Both agencies identified the presence of a number of petroleum tanks and no hazardous waste sites within the 1.0-mile buffer from the project corridor. SWFWMD also identified that 13 hazardous waste sites, six solid waste disposal facilities, two Superfund hazardous waste sites, and five toxic release sites also exist within the 1.0-mile buffer. The two Superfund sites are located on MLK Boulevard, approximately 0.7 miles from I-75. An old Eureka Springs Landfill is located northwest of the I-75/I-4 interchange within 1.0 mile. One sinkhole is located within 500 feet of the project and nine more sinkholes are reported within 1.0 mile of the project. SWFWMD indicated that an Environmental Resource Permit will be required for this project.

FDOT Response and Analyses Completed: A *Draft Contamination Screening Evaluation Report (CSER)* has been prepared for this project, in accordance with FDOT policy and FHWA requirements. 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 the CSER through an environmental database search performed by Environmental Data Management, Inc. The resulting Environmental Data Report (EDR)

identified potential hazardous materials and petroleum contamination sites that were listed in the USEPA and the FDEP databases. The EDR identified sites within 0.5 miles of the study area. Potential contamination sites were eliminated from further consideration if they were not within 0.25 miles of the I-75 mainline centerline or within 0.5 miles of the interchanges. Other sites were eliminated from further consideration if the only potential contamination concern was that the site previously had a National Pollutant Discharge Elimination System (NPDES) permit. An expired NPDES permit indicates that the permit was likely obtained for discharges associated with construction activities and expired at construction completion. The study area of this evaluation did not include the stormwater management facility sites.

Eighty-seven sites were identified as having the potential for contamination that could potentially affect the project. Of these sites, 4 sites were rated "No" risk, 65 sites were rated "Low" risk, and 18 sites were rated "Medium" risk. There were no "High" risk sites.

Table 5-3 summarizes the "Medium" risk contaminated sites in the study area. With the exception of two sites, the sites that were rated "Medium" risk are related to spill incidents that occurred within the I-75 right of way. For the two other sites rated "Medium" risk, additional environmental assessment activities are recommended to determine the potential impact from these sites on construction. The additional assessment activities, consisting of soil and groundwater testing, should occur during the final design phase of the project.

5.1.4 Farmlands

There were no comments provided by the ETAT in the ETDM Programming Summary Report. The FDOT assigned a Degree of Effect of *Minimum/None*.

Agency	Degree of Effect
No review comments were provided	
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: There were no comments provided.

FDOT Response and Analyses Completed: As **Table 4-10** (**Section 4.16**) shows, implementation of the recommended Build Alternative improvements would require the acquisition of an estimated 109.9 acres of additional right of way. This additional right of way will be needed mostly in the vicinity of the SR 60, I-4, and Fletcher Avenue interchanges and along sections of I-75 from north of SR 60 to north of I-4 and from north of Fowler Avenue to north of Fletcher Avenue.

A Geographical Information System (GIS) analysis indicates 235.52 acres of land is within a 100-foot buffer of the project. Of this total, 68.39 acres are classified as Pasture Land by the Department of Revenue. No other agricultural designations occur within this buffer area.

Table 5-3
Summary of "Medium" Risk Contaminated Sites

Site No.	EDR No.	Facility Name / Address / Permit or ID Numbers	Regulatory List	Contamination Concern [1] / Storage Tank(s)	Distance from Right of way (feet)	FDEP Oculus Information [2]
3	3	Petro-Chemical Transport (Citgo) Spill / US 301 entrance ramp to I-75 Tampa, FL 33569 / 570193, 9801476, 9130	ERNS, TANKS, LUST, BER [4]	Gasoline spill (approximately 1,000 gallons)	within	Groundwater and soil cleanup target levels were met; SRCO issued in March 2004
4	N/A [3]	Diesel Fuel Spill/I-75 SB, near US 301 (mile marker 256) at the Riverview exit / 6786	BER	Diesel fuel spill (approximately 70 gallons); removed 42 tons of contaminated soil	within	N/A
15	25	Worsley Spill Site / I-75 and SR 60, Brandon, FL 33619 / 9801030	TANKS, LUST	Accident involving a fuel transport truck; approximately 1,200 gallons of gasoline, 6,100 gallons of diesel fuel, and 1,100 gallons of kerosene spilled	within	Approximately 3,000 tons of petroleum-contaminated soil was excavated; SRCO issued in March 2004
16	N/A	Diesel Fuel Spill / SB entrance ramp to I-75 at SR 60 / 9246	BER	Diesel fuel spill (approximately 1,000 gallons)	within	N/A
19	N/A	Diesel Fuel Spill / I-75 NB, north of SR 60 overpass / 26948	BER	Diesel fuel spill; approximately 45 tons of contaminated soil removed	within	N/A
38	N/A	Diesel Fuel Spill / I-75 SB, about 150 feet south of SR 574 / 13642	BER	100 gallon diesel fuel spill	within	N/A
40	N/A	Diesel Fuel Spill / I-75 SB at MLK Boulevard / 0612	BER	Diesel fuel spill (approximately 80 gallons)	within	N/A
50	96	Jernigan Trucking, Inc. / 10614 US 92 East, Seffner, FL 33584 / 8625599, FLD064665573	TANKS, LUST, NONTSD, STRCRA, HWDMS, FRS	Trucking company; 4 USTs removed (12/1992); one AST removed (unknown when); no tanks in service; one incident of contamination	adjacent	Excessively contaminated soil was associated with the diesel tank area; elevated levels of petroleum compounds were detected in the groundwater near the former gasoline UST; SRCO issued in January 2008
55	N/A	Diesel Fuel Spill / I-75 NB onto EB I-4 exit ramp / 4526	BER	Diesel fuel spill (approximately 20 gallons)	within	N/A
56	N/A	Petroleum Spill / I-75 SB (mile marker 262) north of I-4 / 14760	BER	Petroleum spill (approximately 200 gallons)	within	N/A
57	N/A	Motor Oil and Antifreeze Spill / I-75 NB north of the I-4 interchange / 14214	BER	Motor oil spill (approximately 1,000 gallons); antifreeze spill (approximately 1,000 gallons)	within	N/A
59	N/A	Fuel Oil Spill / I-75 1 mile north of I-4 / 12241	BER	Fuel oil spill (approximately 100 gallons)	within	N/A
62	113 and 114	The Outsider Pool Tables (formerly Price Rite Motors/Worthington Property) / 9204 US 301 North, Temple Terrace, FL 33637 / 9200313 (9101532 historical entry)	TANKS, LUST	4 USTs removed (10/1991); no tanks in service; two incidents of discharge	400	June 2008, this site was given a priority score of 51; a cleanup contractor needs to be selected
72	124	Butler Trucking, Inc. / I-75 NB north of the Fowler Avenue Interchange, Temple Terrace, FL 33637 / 9806444	TANKS, LUST BER	One incident of discharge	within	SRCO issued February 2006
84	N/A	Diesel Fuel Spill / I-75 NB north of the Fletcher Avenue exit in the median / 39056	BER	Diesel fuel spill; 4 55-gallon drums of contaminated soil removed	within	N/A
85	N/A	Diesel Fuel Spill / I-75 NB near Fletcher Avenue (between mile markers 265 and 266) / 0591	BER	Diesel fuel spill (approximately 100 gallons); 64 tons of contaminated soil removed	within	N/A
86	N/A	Diesel Fuel Spill / I-75 NB south of Fletcher Avenue / 5422	BER	Diesel fuel spill (approximately 15 gallons); 8 tons of contaminated soil removed	within	N/A
87	N/A	Diesel Fuel Spill / I-75 NB at mile marker 266 / 38431	BER	Diesel fuel spill (approximately 50 gallons); 59 tons of contaminated soil removed	within	N/A

Notes:
[1] Potential contamination concerns as identified in the databases searched for this project and during field site assessments.
[2] Information available in the Oculus Document Management System includes documents from the Division of Waste Management Program Areas for storage tanks, hazardous waste, solid waste, and waste cleanup.
[3] N/A= Not Available; site is not included in the Oculus Data Management System because it does not fall into one of the Division of Waste Management Program Areas.
[4] For an explanation of all acronyms used in this table, please refer to the **List of Acronyms** section (page xiii) of the report

The buffered area does not contain any soils listed as Prime and Unique Farmland Soils as identified by the National Resources Conservation Service (NRCS) and there is no agricultural land use adjacent to the project corridor. As **Figure 5-1** indicates, the project's study area is entirely located within the FHWA-approved urbanized area of Tampa-St. Petersburg and does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project. Should future project phases require acquisition of right of way for SMF and FPC siting and/or should there are future design changes, a reevaluation of the Farmland Assessment would be conducted at that time.

5.1.5 Floodplains

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Moderate
Southwest Florida Water Management District (SWFWMD)	Substantial
FDOT Summary Degree of Effect	Moderate

Agency Comments: The USEPA and SWFWMD indicated that Special Flood Hazard Zones A and AE occur within the study area of the project. Approximately 23.0 percent of the project area within the 500-foot buffer is occupied by floodplain. Approximately 265 acres of 100-year floodplain are identified within the 100-foot buffer, 363 acres of 100-year floodplain are identified within the 200-foot buffer, and 679 acres of 100-year floodplain are identified within the 500-foot buffer of the proposed roadway alignment.

The construction of the new SULs and the surface water management systems serving the project will result in encroachment of the 100-year floodplain at several locations. The project may reduce storage capacity and alter conveyance characteristics in the affected drainage basin. Surface water management systems that encroach within the Special Flood Hazard Zones will require dedicated floodplain compensation sites to be effectively constructed nearby in the affected drainage basin.

SWFWMD indicated that an Environmental Resource Permit will be required for this project. The final determination of the type of permit will depend upon the final design configuration.

FDOT Response and Analyses Completed: An LHR has been prepared as part of this project to address base floodplain encroachments and to evaluate the impacts of the proposed improvements on each floodplain in accordance with Chapter 24 of the FDOT PD&E Manual.

FDOT drainage maps, SWFWMD topographic maps, and FEMA Flood Insurance Rate Maps (FIRM) were used to identify flood-prone areas within the study area. The FIRMs for Hillsborough County (dated August 28, 2008) were used in preparing the LHR. Field inspections were conducted in June 2008 to identify any obvious drainage problems. Additionally, local

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

FHWA Urban Area Classification Map

Figure 5-1

maintenance offices and asset management contractors were contacted to determine any history of flooding problems within the study area. As a result of this evaluation and coordination, no flooding problems associated with existing drainage conditions have been identified within the study limits.

Figure 4-3 in **Section 4.4.3** of this report depicts the locations of the 100-year floodplain. **Table 5-4** provides the general location of each floodplain where encroachments may occur (locations F-1 through F-24), the estimated elevation, and the floodplain area within the project right of way.

For the ultimate-design typical section (assuming use of entire right of way), the flood hazard areas were evaluated to determine the potential maximum floodplain encroachments. The existing roadway is above the 100-year floodplain elevations and is not included as an encroachment. The existing roadside and median swales within the 100-year floodplain elevation limits, as shown on the FIRMs, are included as potential areas where floodplain encroachments may occur. The floodplain encroachments resulting from the proposed project are expected to be minimal because the proposed alignment would follow the same general alignment as the existing roadway. The majority of the 100-year floodplain encroachments would be longitudinal. However, locations F-1, F-4, F-8, F-11, F-12, F-23, and F-24 are areas where transverse encroachments may occur.

FPC sites will provide volume compensation (cup for cup) for all floodplain impacts resulting from floodplain encroachments. **Table 4-2** in **Section 4.4.3** of this report provides the estimates of the sizes for the FPC sites.

The 100-year floodplain encroachment areas will be refined during the final design phase when more detailed survey and stormwater management facility sizing information is available.

A regulated floodway is the floodplain area that is reserved in an unconfined or unobstructed and horizontal or vertical manner, to provide for the discharge of the base flood so that the cumulative increase in water surface elevation is no more than the FEMA designated maximum rise of 1 foot. According to the Floodway Boundary Maps and coordination with the FEMA representatives for Hillsborough County, the project crosses two regulatory floodways: Delaney Creek, which crosses I-75 at Station 1439+60 and Cow House Slough, which crosses I-75 at Station 1925+00.

It is anticipated that the floodways will not be adversely affected for the following reasons:

- Hydrologic and hydraulic analysis will be performed using standard engineering practice to demonstrate there will not be an increase in flood levels.
- The project's drainage design will be consistent with FEMA, FDOT, and SWFWMD's Stormwater Management Master Plan design guidelines. Therefore, no significant changes in base flood elevations or limits will occur.
- Encroachments into the floodplain will be mitigated for by providing compensation within the same floodplain.

Table 5-4
Floodplain Areas Located within the Existing I-75 Right of Way

Location	Station Range	Location	Estimated 100-Year Floodplain Elevation (feet) [1]	Potential Floodplain Area within Right of way (acres)
F-24	1977+70 to 1980+70	Ramp from EB Morris Bridge Road to NB I-75	35.0	0.27
F-23	1916+90 to 1926+40		27.0 to 28.0	4.47
F-22	1774+20 to 1787+70		16.3	0.73
F-21	1742+40 to 1773+30		16.0 to 20.0	2.23
F-20	1712+00 to 1720+50	Ramp from WB I-4 to NB I-75	18.7	0.68
F-19	1708+30 to 1722+90	Ramp from SB I-75 to I-4	19.0	1.12
F-18	1698+00 to 1698+40	Ramp from WB I-4 to NB I-75	18.5	0.04
F-17	1693+40 to 1694+30	Ramp from NB I-75 to EB I-4	26.0	0.10
F-16	1683+70 to 1688+20	Ramp from NB I-75 to EB I-4	23.4	0.32
F-15	1665+30 to 1775+50		35.3	1.25
F-14	1623+90 to 1627+00	Ramp from EB MLK to NB I-75	36.3	0.17
F-13	1620+00 to 1621+00	Ramp from EB MLK to NB I-75	36.3	0.16
F-12	1591+00 to 1594+60		27.0	0.61
F-11	1587+40 to 1589+10		33.2	0.28
F-10	1579+80 to 1581+70		33.2	0.04
F-9	1563+00 to 1569+30		37.8	0.06
F-8	1539+60 to 1593+00		43.2	2.02
F-7	1478+30 to 1480+50	Ramp from EB SR 60 to NB I-75	38.0 to 39.0	0.27
F-6	1455+90 to 1462+90		29.0	1.17
F-5	1490+20 to 1455+80		29.0	1.19
F-4	1452+70 to 1440+20		24.0 to 28.0	1.99
F-3	1417+10 to 1419+10		27.3	0.15
F-2	1293+30 to 1314+50	Ramp from NB I-75 to SB US 301	24.0 to 28.0	1.38
F-1	1291+20 to 1292+80		22.7	0.19
			TOTAL	**20.89**

Note: [1] The estimated 100-year floodplain elevations were taken from the Revised Preliminary FIRMs for Hillsborough County. It is anticipated that the Revised Preliminary FIRMs will supersede the Current Effective FIRMs on August 28, 2008.

A No-Rise Certification and a conveyance analysis will be required, during the subsequent final design phase, at all regulated floodway crossings to ensure there is no net loss of historic storage or other impacts to offsite properties due to the proposed improvements.

Based on the FDOT's floodplain categories, this project falls under Category 4: "Projects on Existing Alignment Involving Replacement of Existing Drainage Structures with No Record of Drainage Problems". Floodplain encroachments do not vary significantly with any of the alternatives and FPC sites will be provided for volume compensation for all floodplain impacts as a result of the floodplain encroachments.

The proposed structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

5.1.6 Infrastructure

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
Southwest Florida Water Management District (SWFWMD)	Substantial
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: The SWFWMD noted that there are 30 hydrologic gaging stations within 1.0 mile of the project. Of these 30, 18 are monitoring wells penetrating the surficial and the Floridan Aquifers; nine stations are streamflow gages measuring flow at Cow House Creek, the Hillsborough River, the Tampa Bypass Canal, and the Lettuce Lake Spring; two stations are rainfall gages located at two points on the Tampa Bypass Canal; and one station is a staff gage located at the Hidden River facility just west of the I-75/Fletcher Avenue interchange. The project has the potential to destroy or impair the information value of these facilities.

FDOT Response and Analyses Completed: The FDOT acknowledges the existence of the SWFWMD monitoring facilities near the corridor. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these stations throughout the duration of the project development process.

The I-75 corridor crosses over the CSX Railroad at two locations. Key information for these railroad grade separated crossings is provided in **Table 5-5**.

Table 5-5
Summary of Railroad Crossings in Study Area

NGCN [1]	FDOT Milepost	Railroad Milepost	Bridge Numbers
627922-B	23.48	S-837.28	100470 100471
621453-G	25.05	A-874.10	100435 100436

Note: [1] NGCN= National Grade Crossing Number

The proposed improvements will not affect these railroad crossings. The horizontal and vertical clearances of the bridge structures will be maintained or increased. Construction activities will be closely coordinated with CSX Transportation to avoid and/or minimize disruptions to the railroad operations.

Additional information regarding utilities within the corridor can be found in **Section 4.11** of this report.

5.1.7 Navigation

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
Southwest Florida Water Management District (SWFWMD)	Minimum/None
US Army Corps of Engineers (USACOE)	No Involvement
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: The SWFWMD noted that while none of the waterways in the project area are included in the Bureau of Transportation Statistics, the Hillsborough River, and the Tampa Bypass Canal are frequented by recreational boats, including canoes, kayaks, and other small boats. The effect on navigation will be temporary, lasting only during the construction phase of the project. Recreational interests will be affected. The USACOE indicated that none of the waterways in the study area involves navigation issues.

FDOT Response and Analyses Completed: The study area includes the Tampa Bypass Canal and Hillsborough River which are being used for recreational boating by small boats, kayaks, and canoes. The recommended alternative would maintain and/or increase the existing low member elevations at the existing bridges crossing over these waterways. Also, precautions will be taken to minimize disruption of these activities during construction.

5.1.8 Special Designations

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Moderate
Southwest Florida Water Management District (SWFWMD)	Substantial
FDOT Summary Degree of Effect	Moderate

Agency Comments: SWFWMD noted that stormwater runoff from the project has a high potential to affect a downstream Outstanding Florida Water (OFW), the Hillsborough River. The project may also allow the entry of pollutants and excessive sediment loads to these waters and to Tampa Bay, a federally designated estuary of national significance and a SWFWMD designated Surface Water Improvement and Management (SWIM) Program water body. The project has the potential to degrade water quality in Class I Waters, Cow House Creek, and the Hillsborough River. There are several locations where Sovereign Submerged Lands may be involved with this project. Research of project land title records and information, and specific coordination with FDEP Division of State Lands, are needed to determine the location and extent of any such lands.

USEPA noted special designations concerns in relation to project effects on floodplains and recreation areas.

FDOT Response and Analyses Completed: The FDOT recognizes the existence of the above noted resources. The design of stormwater management systems will incorporate the most current rules of SWFWMD and FDEP's TMDL nutrient loading requirements for these resources. Additional information regarding considerations for stormwater management systems can be found in **Section 4.4** of this report.

Anticipated project impacts to floodplains are discussed in **Section 5.1.3**, while potential impacts to public and recreation lands are discussed in **Sections 5.2.2** and **5.2.3** of this report.

5.1.9 Water Quality and Quantity

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Moderate
Southwest Florida Water Management District (SWFWMD)	Substantial
FDOT Summary Degree of Effect	Moderate

Agency Comments: The USEPA and SWFWMD noted that the study area includes Archie Creek, Cow House Creek, Delaney Creek, Hillsborough River, Mango Drain, Tampa Bypass Canal, and an unnamed canal. Several of these waters are listed on the 303(d) list of impaired waters and are scheduled for TMDL development within the next five years. This project also has the potential to impact Tampa Bay, which is covered under the National Estuary Program (NEP), whose main goal is to identify, restore, and protect nationally significant estuaries of the United States.

SWFWMD also noted that the City of Tampa's Morris Bridge Road Wellfield is located 1.2 miles to the northeast of the I-75/Fletcher Avenue interchange ramps. The extreme southern portion of the project area from the south terminus to the Port Sutton area (does not include Delaney Creek) is included in the SWFWMD's Eastern Tampa Bay Water Use Caution Area (ETBWUCA), which is one of the regions included in the District-designated Southern Water Use Caution Area (SWUCA). The project area occupies an area within the ETBWUCA that is a District-designated Most Impacted Area (MIA), making it a focus of District water use permitting activity.

FDOT Response and Analyses Completed: A *Water Quality Impact Evaluation (WQIE)* checklist, completed as part of this project, is available in the project files. In addition, a PSTM is also being prepared. The proposed stormwater facility design will include, at a minimum, the requirements for stormwater treatment as required by SWFWMD in Chapter 40E-4 FAC. This includes additional treatment for discharges to OFWs and impaired waters.

The FDEP's TMDL nutrient loading criteria are expected to supersede the current water quality criteria at the time permits will be applied for. Additional information regarding the methodology utilized and the results of the drainage analysis can be found in **Section 4.4** of this report.

5.1.10 Wetlands

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Moderate
National Marine Fisheries Service (NMFS)	Minimum/None
Southwest Florida Water Management District (SWFWMD)	Substantial
US Army Corps of Engineers (USACOE)	Minimum/None
US Fish and Wildlife Service (USFWS)	Minimum/None
Florida Department of Environmental Protection (FDEP)	Moderate
FDOT Summary Degree of Effect	Moderate

Agency Comments: All agencies noted the presence of a limited amount of wetlands within the study area. According to the National Wetlands Inventory (NWI) GIS Report, there are 4.9 acres

of lacustrine wetlands and 58.0 acres of palustrine wetlands within the 100-foot buffer zone, and 8.2 acres of lacustrine wetlands and 100.3 acres of palustrine wetlands within the 200-foot buffer zone. Impacts avoidance measures were recommended. Where impacts are unavoidable, measures to minimize project impacts and proper mitigation must be implemented.

The NMFS indicated that it does not appear that the project will directly impact any NMFS trust resources. However, the roadway crosses over the Tampa Bypass Canal which, in turn, drains to Six Mile Creek and eventually to the Palm River. The Palm River drains to Hillsborough Bay. Increased use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats within the Palm River and Hillsborough Bay that are utilized by marine fishery resources. Therefore, NMFS recommended that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the Palm River and Hillsborough Bay. In addition, BMP were recommended to be employed during road construction to prevent siltation of these habitats.

The SWFWMD noted that project has the potential to eliminate and/or adversely affect 357.0 acres of wetlands within the 500-foot buffer area. Impacts to wetlands include elimination of the wetland system and loss of all wetland function relating to wildlife habitat, water quality improvement, and flood storage/attenuation; and the reduction of wetland acreage in the areas that contribute to Tampa Bay. The result of wetland acreage reduction and elimination will be a loss of wetland-dependent wildlife, a decrease in wildlife diversity, potential loss of listed species, deterioration of water quality, damage to remaining wetland vegetation, and a loss of the hydrologic benefits now provided by wetlands.

FDOT Response and Analyses Completed: In accordance with Executive Order 11990, *Protection of Wetlands*, dated May 23, 1977, and U.S. Department of Transportation Order 56601.A, *Preservation of the Nation's Wetlands*, dated August 24, 1978, a WEBAR is being prepared as part of this project. Wetlands and surface waters were visually approximated using the USACOE *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual*, *Atlantic and Gulf Coastal Plain Region (2008)* and the FDEP's *Delineation of the Landward Extent of Wetlands and Surface Waters, 1995* (Chapter 62-340, FAC). Methodologies for identifying wetlands and surface waters included aerial interpretation and field reconnaissance in the spring and summer of 2008. Wetlands were evaluated for size, quality, contiguity with other wetlands and surface waters, community structure, adjacent land uses, hydrologic function, and ability to support wildlife.

Sixty-nine wetlands and 29 surface waters were observed, classified, and documented. Thirteen jurisdictional habitat types were also present within the right of way. The systems were classified according to the USFWS methodology (Cowardin et al., 1979) for NWI codes and the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT, 1999). The Uniform Mitigation Assessment Method (UMAM) was applied to evaluate preliminary wetland functions and values for representative wetlands for each type of wetland identified along the project corridor for the recommended alternative. UMAM values range from 0 to 1, with a

value of 0 reflecting the lowest quality wetland and a value of 1 representing the highest quality wetland.

A summary of the wetland impact assessments is shown in **Table 5-6**. The total areas of wetlands and jurisdictional surface waters within the existing right of way are approximately 85.85 acres and 45.77 acres, respectively. Most of the wetland impacts associated with the recommended alternative improvements will occur within the median of the existing facility and within the interchange areas. Wetlands that may be impacted are generally of low to moderate quality with existing disturbances from previous roadway construction, maintenance activities, and prevalence of nuisance and exotic species. The total potential wetland impact area is approximately 60.34 acres. An additional 10.60 acres of impacts is also possible to other surface waters. UMAM scores ranged from 0.27 to 0.80. The total potential functional loss for impacts associated with the recommended alternative was calculated to be approximately 27.16.

It should be noted that pond siting has not been conducted as part of this PD&E Study. Future pond siting efforts will include elimination and/or minimization measures for additional wetland impacts to the extent practicable. The ultimate future construction plans, to be produced during the final design phase of this project, may require additional impacts within the existing right of way.

Table 5-6
Estimated Wetland Impacts for Recommended Alternative

NWI Code	FLUCFCS Description	Representative UMAM Scores	Potential Impact Acreage	Functional Loss Values
PEM 1	Freshwater Herbaceous Wetlands	0.37	1.89	0.70
PEM1x	Freshwater Herbaceous Wetlands excavated	0.40	6.06	2.42
PSS1	Shrubby Wetlands	0.40	2.71	1.08
PSS1x	Shrubby Wetlands excavated	0.30	0.99	0.30
PSS1/3	Shrubby Wetlands	0.33	15.12	4.99
PSS3	Shrubby Wetlands	0.27	0.23	0.06
PFO1, PFO1, PFO1/3, PFO2	Forested Wetlands	0.50	28.65	14.33
R2AB4	Riverine	0.40	0.36	0.14
R2EM4	Riverine	0.30	0.66	0.20
R2AB3/PFO1	Riverine/Forested	0.80	0.92	0.74
R2UB2/PFO1	Riverine/Forested	0.80	2.75	2.20
		Total	**60.34**	**27.16**

Wetland impacts due to the construction of this project are anticipated to be mitigated pursuant to §373.4137, FS, or by the creation, enhancement, or preservation of wetlands within the project's watershed.

5.1.11 Wildlife and Habitat

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
Southwest Florida Water Management District (SWFWMD)	Substantial
US Fish and Wildlife Service (USFWS)	Minimum/None
Florida Fish and Wildlife Conservation Commission (FFWCC)	Minimum/None
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: SWFWMD noted that much of the remaining habitat in the study area is in a highly disturbed condition due to physical disturbance, fragmentation, and invasion by exotic plant species. However, there are some areas of intact native habitat, particularly in the area north of the I-75/Fowler Avenue interchange and the Harney Flats area. All agencies commented on the probable presence of federal- and state-protected plant and animal species including the American alligator, gopher tortoise, eastern indigo snake, Florida scrub jay, little blue heron, snowy egret, tricolored heron, wood stork, Florida sandhill crane, Southern bald eagle, and Sherman's fox squirrel, many wading birds that utilize wetland areas along the corridor. SWFWMD noted that a total of eight eagles' nests are reported within 5.0 miles of the project corridor. Five nests were active in 2003.

FDOT Response and Analyses Completed: In accordance with 50 CFR Part 402 of the Endangered Species Act of 1973, as amended, Chapters 5B-40 and 68A-27 FAC, and Part 2, Chapter 27 of the FDOT's PD&E Manual: *Wildlife and Habitat Impacts*, a *WEBAR* is being prepared as part of this project which included an evaluation of potentially affected species.

Literature reviews, agency database searches and coordination, and preliminary field reviews of potential habitat were conducted to identify state and federally protected species occurring or potentially occurring within the project corridor. Information sources and databases include USFWS, Florida Natural Areas Inventory (FNAI), and FFWCC.

Federally protected species that may be affected by the project include the Florida scrub-jay, wood stork, and eastern indigo snake. State protected species that may be affected by the project include the above mentioned species and the American Alligator, wading birds (including the limpkin, white ibis, little blue heron, snowy egret, tricolored heron, and roseate spoonbill), the gopher tortoise and its commensal species, the gopher frog, the Florida mouse, the bald eagle; the Florida sandhill crane, the southeastern American kestrel, the least tern, and Sherman's fox squirrel.

No listed plant species were observed within the project area. This project proposes minimal impacts to undisturbed natural habitats and the FDOT is committed to coordination with the Florida Department of Agriculture and Consumer Services (FDACS), if protected plant species

are observed within the proposed impact areas during the final design phase. Therefore, the project is not anticipated to adversely affect protected plant species.

Multiple measures will be employed to negate and minimize any potential affects to all protected species occurring or potentially to occur in the study area. Some of the measures employed will include BMP during construction, adherence to FDOT's *Standard Specifications for Road and Bridge Construction*, and utilization of special provisions for the eastern indigo snake. Additional commitments are noted in **Section 2.1** of this report.

The proposed project improvements are not likely to adversely affect the existence of any federally and/or state-listed threatened or endangered species, even though some are known and/or expected to occur in the study area. In addition, the project is not near, and will not affect, any areas designated as critical habitat by the USFWS.

Pond siting has not been conducted as part of this PD&E Study. Future pond siting efforts will include elimination and/or minimization measures for additional protected species impacts to the extent practicable.

5.2 Cultural Resources

5.2.1 Historic and Archaeological Sites

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
Southwest Florida Water Management District (SWFWMD)	Moderate
Miccosukee Tribe of Indians of Florida	Substantial
Florida Department of State (FDS)	Substantial
Federal Highway Administration (FHWA)	Moderate
FDOT Summary Degree of Effect	Substantial

Agency Comments: All commenting agencies identified the existence of cultural resources in the study area. The Florida Department of State identified two historic structures and 23 historic or archaeological sites that are located within the 100-foot buffer zone for this project. Eight of these sites (HI472-473, HI476 (A&B), HI485, HI507, HI510, and HI2143) have been determined potentially eligible for listing in the NRHP. Within the 500-foot buffer zone, an additional two sites (HI450 and HI509) have been determined potentially eligible for listing in the NRHP.

FDOT Response and Analyses Completed: A CRAS has been prepared for this project in accordance with Part 2, Chapter 12 – Archaeological and Historic Resources – of the FDOT's *PD&E Manual* and the standards contained in the Florida Division of Historical Resources'

(FDHR) *Cultural Resource Management Standards and Operations Manual* (FDHR 2003; FDOT 1999), and the requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, FS. In addition, the CRAS meets the specifications set forth in Chapter 1A-46, FAC.

The purpose of this effort was to locate and identify cultural resources within the project's area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the NRHP. Research methods included preliminary background research; the preparation of a research design for the review and approval by the FHWA, SHPO, and Native American tribes; archaeological and historical/architectural field surveys; and artifact analysis. The fieldwork was conducted between June and November 2008. A probability analysis for proposed stormwater management facility sites was not a part of this effort and will be conducted at a later time.

Background research resulted in the identification of 29 archaeological sites located within or adjacent to the revised project APE. Of these, 12 sites (8HI99, 8HI450, 8HI472, 8HI473, 8HI476A, 8HI476B, 8HI483, 8HI485, 8HI507, 8HI509, 8HI510, and 8HI11479) were evaluated by the SHPO as eligible for listing in the NRHP. As a result of the field survey, cultural materials associated with 10 of the previously recorded sites were recovered and two archaeological occurrences (AOs) were newly discovered. Three of the 10 sites (8HI476A, 8HI476B, and 8HI510), plus AO #1 are located within Segment 2 (from north of SR 60 to north of I-4), and seven sites (8HI99, 8HI472, 8HI507, 8HI5431, 8HI5432, 8HI5434, and 8HI5926), plus AO #2, are located within Segment 3 (from north of I-4 to north of Fletcher Avenue). No archaeological sites are associated with Segment 1 (south of US 301 to north of SR 60). No evidence of the other 19 previously recorded sites was found.

Of the 10 previously recorded sites discovered within the I-75 project APE, six sites (8HI99, 8HI472, 8HI476A, 8HI476B, 8HI507, 8HI510) were determined NRHP-eligible. However, based on the limited cultural materials recovered, the lack of additional information of significance to our understanding of regional prehistory, and the extensive amount of disturbance to most of these sites within the project APE, the portion of each NRHP-eligible site located within the I-75 project APE is not considered contributing to the significance of the resource. Thus, project development will have no involvement with any archaeological sites that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further archaeological survey is recommended.

Background research and historical/architectural field survey of the project APE resulted in the identification of eight previously recorded historic resources (8HI5085, 8HI5086, 8HI6900, 8HI6901, 8HI7839, 8HI7840, 8HI8742, and 8HI8743) and 15 (8HI11460-11472, and 8HI11481-11482) newly identified resources, including two resource groups (historic railroad corridors). The APE for historic resources was defined as the property extending 300 feet from the edges of the existing right of way. With one exception (8HI7840), all the previously recorded historic resources were evaluated by the SHPO as ineligible for the NRHP; 8HI7840 was not evaluated. None of the 15 newly recorded historic resources is considered potentially eligible for the

NRHP, either individually or as part of a historic district. The 13 Frame and Masonry Vernacular style residential and commercial buildings, constructed between 1930 and 1959, represent unexceptional examples of their respective kind; the integrity of most has been compromised by unsympathetic alterations and additions.

Two newly recorded railroad corridors (8HI11481 and 8HI11482) – once historically part of the Seaboard Air Line and Atlantic Coast Line, respectively – have been altered by modern upgrades. While insufficient information exists to assess the significance of each railroad corridor, as located within the I-75 project APE, both 8HI11481 and 8HI11482 are considered ineligible for listing in the NRHP.

Originally recorded and evaluated in 2003 as ineligible for listing in the NRHP, updated historical research, including informant information, suggests that 8HI8742, a Frame Vernacular style residence located at 10426 Tanner Road, is potentially NRHP-eligible. Constructed ca. 1891, the Tanner Residence is considered significant at the local level under Criterion A for its association with the early settlement of this portion of Hillsborough County, and under Criterion C as a fine example of early 20th century rural vernacular architecture. In addition to the residence, the boundary of this historic resource includes the surrounding 1.28-acre parcel and the adjacent 1.42-acre property which contain a barn structure and historic orange grove, respectively. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, a *Draft Section 106 Consultation Case Study Report* is being prepared to evaluate the effects of the proposed undertaking (recommended alternative) on the potentially eligible property.

With the exception of 8HI8742, project development will have no involvement with any other archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

In a letter dated January 19, 2010, SHPO has concurred with the findings and recommendations of the CRAS report.

5.2.2 Recreation Areas

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Minimum/None
Southwest Florida Water Management District (SWFWMD)	Moderate
Florida Department of Environmental Protection (FDEP)	Minimum/None
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: All agencies identified the Lower Hillsborough Flood Detention Area – a SWFWMD owned conservation land – as a resource to be potentially impacted by the project.

SWFWMD also identified several other resources used for recreational purposes - such as boating, fishing, canoeing, hiking, nature study, and birding – within the 1.0-mile buffer zone, including the Tampa Bypass Canal, Bolding Tract, the Temple Terrace Sports Complex, Eureka Springs Park, and the Lettuce Lake Regional Park, the Hillsborough River State Recreational Trail, the Jefferson Rd Equestrian Area Trails, and the Trout Creek Trails. There are two walk-through facilities provided for hikers, birders, and bank fishermen at the intersection of the Tampa Bypass Canal with Fowler Avenue.

FDOT Response and Analyses Completed: As part of this PD&E Study, the effects of the project on the above noted resources as well as several other resources, identified through review of local land use maps and GIS records, were fully evaluated. **Figure 5-2** depicts the location of these resources. The potential impacts to these resources are discussed in **Section 5.2.3**.

5.2.3 Section 4(f) Potential

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

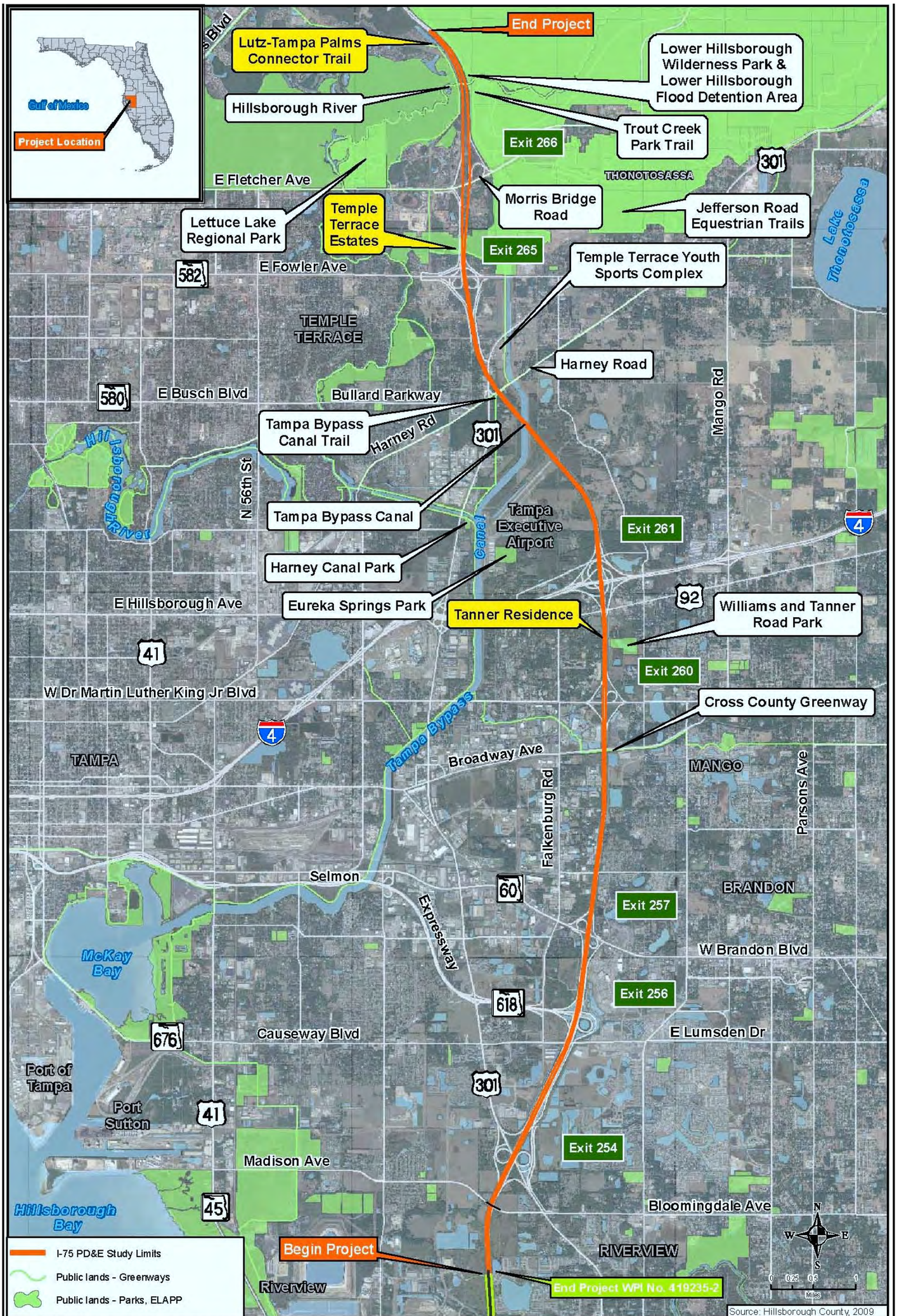
Agency	Degree of Effect
Southwest Florida Water Management District (SWFWMD)	Moderate
FDOT Summary Degree of Effect	Moderate

Agency Comments: The SWFWMD noted the same resources as referenced in **Section 5.2.2** as potential Section 4(f) resources.

FDOT Response and Analyses Completed: This PD&E Study included an evaluation of the recommended alternative's potential impacts to all resources noted in **Section 5.2.2** and depicted in **Figure 5-2**. The recommended alternative proposes to widen the existing I-75 mainline facility within the median and, therefore, none of the resources are anticipated to be directly or indirectly impacted by the proposed improvements of I-75. The FDOT is currently coordinating with the agencies in charge of managing these resources to obtain letters of significance for inclusion in the project files.

Construction impacts to these resources will be avoided through application of BMP and adherence to FDOT's *Standard Specifications for Road and Bridge Construction*.

It should be noted that pond siting has not been conducted as part of this PD&E Study. Future placement of stormwater management facilities will avoid, where possible, the use of land belonging to Section 4(f) resources. Where use of land from Section 4(f) resources cannot be avoided, Section 4(f) evaluation will be conducted.



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

Potential Section 4(f) Resources Map

Figure 5-2

5.3 Community Effects

5.3.1 Aesthetics

There were no comments provided by the ETAT in the ETDM Programming Summary Report. The FDOT assigned a Degree of Effect of *Minimum/None*.

Agency	Degree of Effect
No review comments were provided	
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: There were no comments provided.

FDOT Response and Analyses Completed: Since the recommended alternative proposes to widen I-75 mainly within the existing median, encroachment of the highway closer to the existing residential areas will be prevented and project effects to the local communities will be minimized. Additionally, where noise walls will be considered applicable to mitigate noise impacts (see **Section 5.4.1**), input will be solicited from the local residents prior to their construction to ensure that these walls are their preferred choice.

5.3.2 Economic

There were no comments provided by the ETAT in the ETDM Programming Summary Report. The FDOT assigned a Degree of Effect of *Minimum/None*.

Agency	Degree of Effect
No review comments were provided	
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: There were no comments provided.

FDOT Response and Analyses Completed: This project was developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968 along with Executive Order 12898 (Environmental Justice).

The project will not disproportionately impact minority and/or low-income households. The project should benefit local businesses as a result of increased highway capacity and mobility. The facility is designed to carry regional traffic and thus creates a market for businesses located near the corridor, which could translate to increased tax revenues and greater employment opportunities.

5.3.3 Land Use

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
Federal Highway Administration (FHWA)	Moderate
Florida Department of Community Affairs (FDCA)	Moderate
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: The FDCA noted that portions of the project are not addressed within the local governments' comprehensive plan. Therefore at this time, the project should not be advanced into the FDOT's five year work program until the comprehensive plan is amended to reflect the proposed roadway modification. FHWA noted that there are heavy social activities within the study area.

FDOT Response and Analyses Completed: Figure 5-3 depicts the existing land uses along the I-75 corridor in the study area. As shown, land uses are predominantly transportation, commercial, and low density residential. Some agricultural, recreational/open space, and institutional land uses are interspersed throughout the corridor. At the northern end of the study area, a large portion of the study area is either forested or occupied by wetlands.

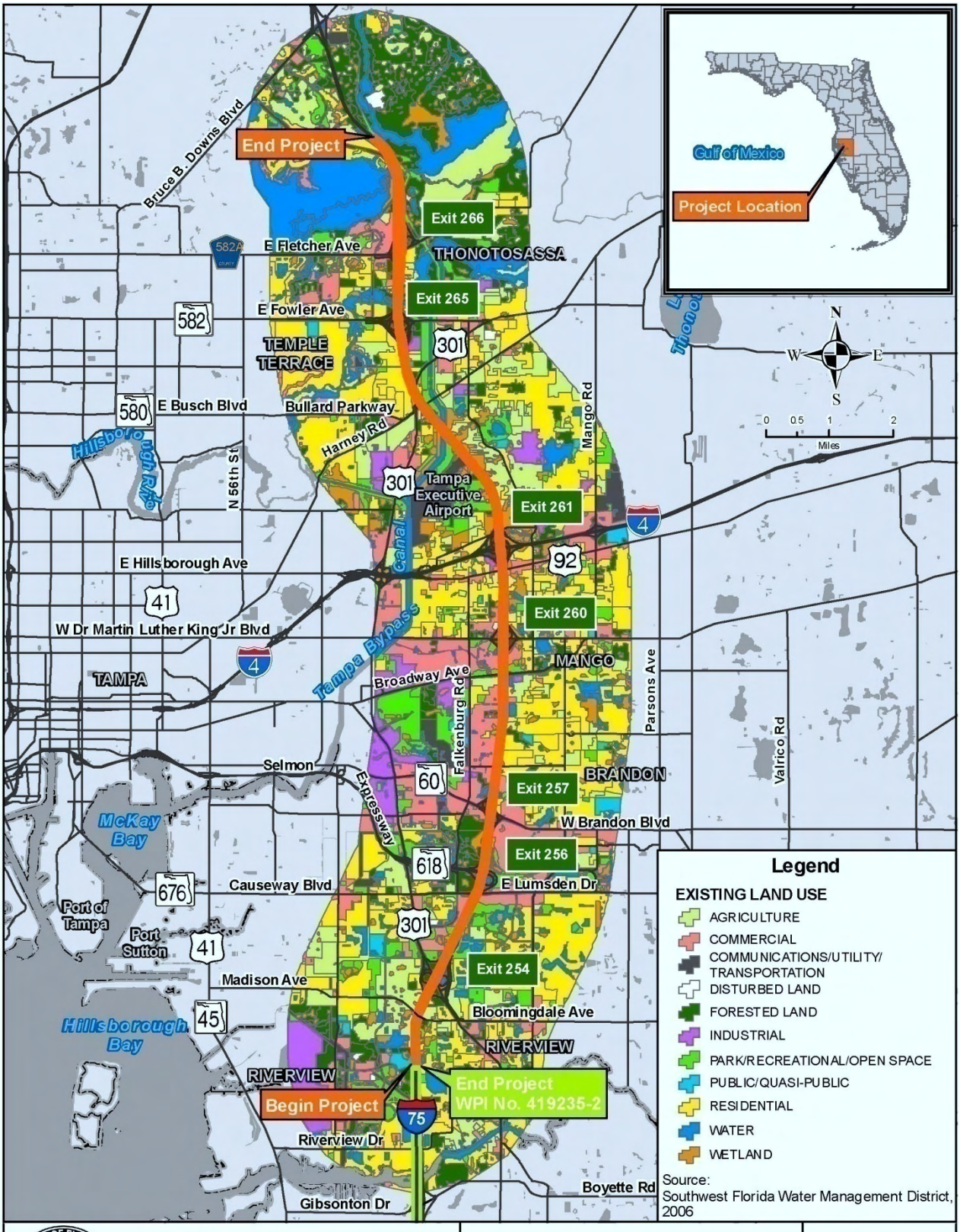
Figure 5-4 illustrates the future land uses along the I-75 corridor in the study area. As shown, land uses will continue to be primarily residential and mixed use/transitional areas. Continuous development will eliminate agricultural uses. The northern end of the study area will continue to be occupied by wetlands and forested lands.

The proposed project is not expected to require significant additional right of way. Some residential and commercial relocations are anticipated to occur due to the interchange improvements (see **Section 5.3.5**). However, these relocations will not affect the future land use patterns in the study area.

The *Year 2035 Highway Needs Assessment* map, prepared by the Hillsborough County MPO as part of the *Year 2035 LRTP*, adopted in December 9, 2009, identifies the I-75 corridor as a facility needed to provide a minimum of 12 travel lanes – including managed lanes – from Gibsonton Drive (south this project's southern terminus) to I-4 and a minimum of 10 travel lanes – including managed lanes – from I-4 to the Pasco County Line (north of this project's northern terminus). The *Year 2035 Highway Cost Affordable* map of the LRTP includes only the widening of I-75 from Fowler Avenue to the Pasco County Line.

5.3.4 Mobility

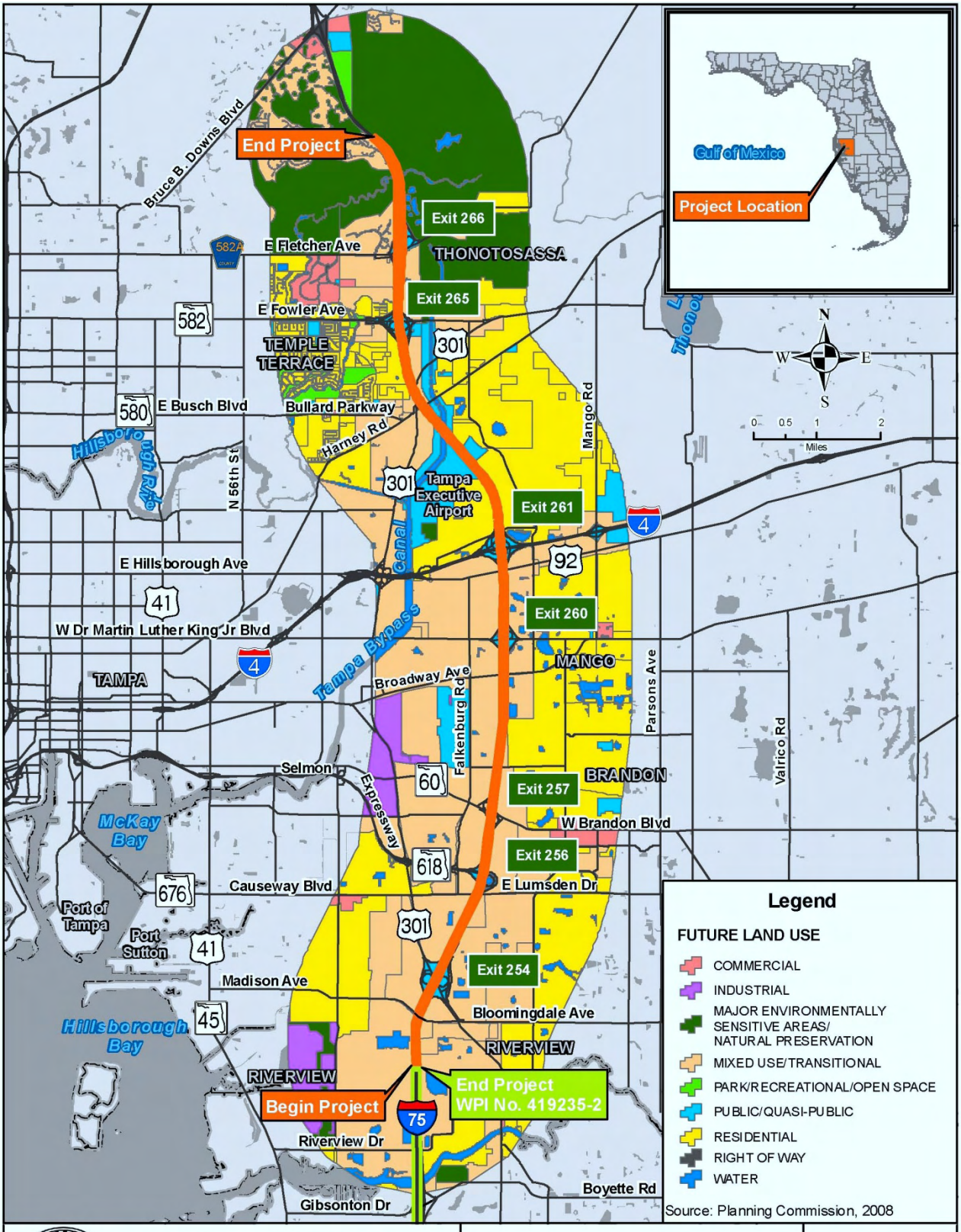
There were no comments provided by the ETAT in the ETDM Programming Summary Report. The FDOT assigned a Degree of Effect of *Minimum/None*.



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

Existing Land Use Map

Figure 5-3



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

Future Land Use Map

Figure 5-4

Agency	Degree of Effect
No review comments were provided	
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: There were no comments provided.

FDOT Response and Analyses Completed: The addition of six SULs to the existing I-75 facility is anticipated to greatly enhance mobility within the region. The project's effect on other modes of transportation such as pedestrian, bicycle, and transit will be dependent on the design of the interchanges as well as the existing overpasses that may need to be reconfigured during project implementation. Inclusion of such treatments will be considered during the final design phase. Additionally, there are proposed recreational trails within the project area that may require consideration during the final design phase.

The recommended alternative retains the existing outside right of way for future use as a potential multimodal envelope. This may include future rail or high speed bus and will be coordinated during future project phases, if required.

5.3.5 Relocation

There were no comments provided by the ETAT in the ETDM Programming Summary Report. The FDOT assigned a Degree of Effect of *Minimum/None*.

Agency	Degree of Effect
No review comments were provided	
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: There were no comments provided.

FDOT Response and Analyses Completed: As shown in **Table 4-10** (**Section 4.16**), the recommended alternative could potentially require approximately 62 residential and 27 business relocations. The majority of these relocations are due to right of way acquisitions needed for interchange improvements. Pond siting was not completed as part of this PD&E Study and, therefore, the potential relocations associated with stormwater retention ponds and/or floodplain compensation ponds were not evaluated. A *Draft Conceptual Stage Relocation Plan (CSRP)* will be prepared as part of this project.

In order to minimize the unavoidable effects of right of way acquisition and displacement of people, the FDOT will carry out a right of way and relocation program in accordance with FS 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

5.3.6 Social and Community Services

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
US Environmental Protection Agency (USEPA)	Moderate
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: The USEPA recognized that capacity improvements to the I-75 interstate system in the Hillsborough County area are greatly needed due to the significant increase in growth and population expected to occur in the next 25 years. The USEPA also noted that with an increase in capacity of a major interstate such as I-75, there will be a significant increase in noise and vibration, therefore noise studies may be necessary to assess the impact to surrounding areas and populations. Property owners who abut the interstate should be an active part of the public involvement process and should be encouraged to provide recommendations on minimizing impacts such as noise and vibration.

FDOT Response and Analyses Completed: An NSR is currently being prepared to evaluate the project's noise effects on adjacent sites. In addition, a comprehensive *Public Involvement Plan* (PIP) is being implemented as part of this PD&E Study to engage the local residents and gather input for decision making. **Section 7.0** of this report discusses the public involvement activities performed for this project.

Since the recommended improvements will mostly affect the mainline of I-75 and the interchanges, there will be no access interruption or other impacts on any community services.

5.4 Other Effects

5.4.1 Noise

There were no comments provided by the ETAT in the ETDM Programming Summary Report. The FDOT assigned a Degree of Effect of *Minimum/None*.

Agency	Degree of Effect
No review comments were provided	
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: Noise was not a screening element for this project in the ETDM process and, therefore, there were no agency comments provided.

FDOT Response and Analyses Completed: An NSR is being prepared as part of this project. The objectives of the NSR are to identify noise-sensitive sites adjacent to the project corridor, to evaluate the significance of existing and future traffic noise levels related to the recommended

improvements at the noise-sensitive sites, and to evaluate the need for and effectiveness of noise abatement measures. Additional objectives include the evaluation of construction noise impacts and the identification of noise level "contours" adjacent to the corridor.

Noise sensitive sites are defined as properties where frequent human use occurs and where a lowered noise level would be of benefit. To evaluate traffic noise, the FHWA established Noise Abatement Criteria (NAC). The noise sensitive sites identified along the I-75 corridor fall into either NAC activity Category B, which includes exterior noise levels for residences and recreational areas, or activity Category E, which includes interior noise levels for churches, schools, and hotels (when no evidence of exterior use, such as a pool, can be identified). When predicted noise levels "approach" or exceed the NAC or when predicted noise levels substantially increase, the FHWA requires that noise abatement measures be considered. The FDOT defines the word "approach" to mean within 1 decibel (dBA) of the NAC and considers that a substantial increase will occur if traffic noise levels are predicted to increase by 15 or more dBA as a direct result of a transportation improvement project.

The analysis was performed following FDOT's procedures that comply with Title 23 CFR, Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise). The evaluation used methodologies established by the FDOT and documented in FDOT's *PD&E Manual, Part 2, Chapter 17 (2007)*. The prediction of future traffic noise levels with the proposed roadway improvements was performed using the FHWA's Traffic Noise Model (TNM), Version 2.5. The TNM propagates sound energy, in one-third octave bands, between highways and nearby receivers, taking into account the intervening ground's acoustical characteristics and topography, and rows of buildings.

Within the project limits, 2,617 noise sensitive sites have the potential to be affected by traffic noise with the proposed improvements. Of these sites, 2,570 sites are private residences (814 single-family residences and 1,756 multi-family residences). Also, there are 33 sites located at recreational areas, 7 sites are churches, 6 sites are located at hotels (interior), and the remaining site is a school (Hillsborough Community College).

The results of the analysis indicate that existing (2007) and future (2035) No Build Alternative traffic noise levels approach, meet, or exceed the FHWA's NAC at 467 of the evaluated noise-sensitive sites. Future (2035) Build Alternative traffic noise levels would approach, meet, or exceed the NAC at 944 of the evaluated sites. Notably, when compared to existing conditions, traffic noise levels are not predicted to increase greater than 10.5 dBA with the proposed improvements to I-75. As such, none of the sites would experience a substantial increase in traffic noise (15 dBA or more) as a result of the project. It should also be noted that some sites may experience a decrease in predicted traffic noise levels (up to 4.3 dBA) with the proposed improvements. This can be attributed to the sites being shielded from other roadways by portions of the proposed roadway that may be constructed on fill, acting as a barrier.

Noise abatement measures were evaluated for each of the 944 affected sites. The measures were traffic management, alternative roadway alignments, buffer zones, and noise barriers.

Based on the results of the analysis, traffic management and alternative roadway alignments would not be reasonable methods of reducing predicted traffic noise impacts at the affected sites. Further, providing a buffer between the highway and future noise-sensitive land uses can be implemented as part of the local land use planning process. Therefore, this measure is not considered a reasonable method of abating future traffic noise at existing noise-sensitive sites.

The results of the analysis indicate that construction of noise barriers is potentially both a feasible and reasonable abatement method to reduce predicted traffic noise levels at up to 594 of the 944 affected sites. There do not appear to be any feasible and reasonable methods to reduce predicted traffic noise at the remaining 350 affected sites. The subdivisions/complexes for which barriers were determined to be a potentially feasible and reasonable abatement measure in connection with the proposed improvements to I-75 are summarized in **Table 5-7**.

The FDOT will make a final determination of the feasibility and reasonableness of constructing these barriers during the final design phase of the project. Notably, during the final design phase, the length, height, and location of any of these noise barriers could change from what was presented in the NSR. As such, at this time and for the sites identified above, the FDOT is only committing to perform an NSR update during the final design phase of the project. Construction of these barriers is also contingent on the following:

- The property owners positively indicate their desire for a barrier (including type, height, length, and location).
- All safety and engineering aspects of the barriers, as they relate to the roadway users and to the adjacent property owners, have been reviewed and approved.

Table 5-7
Potential Feasible and Reasonable Noise Barrier Locations

Barrier Number / Name	Barrier Height Range (feet)	Barrier Length Range [1] (feet)	Range of Number of Benefited Sites [2]	Range of Estimated Barrier Cost [3] ($)
1 / Village of Bloomingdale	10-22	3,103 – 3,398	24 – 180	$815,520 - $2,047,980
2 / Tranquility Lake Apartments & Allegro Palms Condominiums	10-22	1,352 – 2,458	16 – 93	$405,600 - $1,622,280
4 / Courtney Trace Apartments	14-22	1,989 – 2,633	23 – 150	$868,560 - $1,444,080
8B / Area East of I-75 and North of SR 60	8-14	5,621 – 7,828	53 – 122	$1,349,040 - $3,287,760
18 / Area West of I-75, between Harney Road and Fowler Avenue	18-22	4,755 – 5,543	13 – 49	$2,567,700 - $3,658,380

Notes: [1] Barrier lengths are optimized at each height to benefit the maximum number of affected sites.
[2] Only includes those sites determined to be "affected" by the project (future Build condition traffic noise levels of 66.0 dBA or greater).
[3] Calculated at $30.00 per square foot.

5.4.2 Construction

There were no comments provided by the ETAT in the ETDM Programming Summary Report. The FDOT assigned a Degree of Effect of *Minimum/None*.

Agency	Degree of Effect
No review comments were provided	
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: Construction was not a screening element for this project in the ETDM process and, therefore, there were no agency comments provided.

FDOT Response and Analyses Completed: Construction activities for the proposed project will have temporary air, noise, water quality, traffic flow, and visual effects for the residents and travelers within the immediate vicinity of the project.

The air, noise, and vibration impacts will be minor and short-term and could be in the form of dust from earthwork and unpaved roads and from the use of heavy equipment and construction activities. These effects will be minimized through the application of the FDOT's *Standard Specifications for Road and Bridge Construction* and BMP.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction*, *"Prevention, Control and Abatement of Erosion and Water Pollution,"* and through the use of BMP.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. All provisions of the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction* will be followed.

For residents living along the project corridor, some of the materials stored for the project may be visually displeasing. However, this will be temporary and should not pose a substantial problem.

5.4.3 Secondary and Cumulative

The ETDM Programming Summary Report documented the following Degrees of Effect assigned by the ETAT along with a Summary Degree of Effect assigned by the FDOT:

Agency	Degree of Effect
Southwest Florida Water Management District (SWFWMD)	Substantial
US Army Corps of Engineers (USACOE)	Minimum/None
Florida Fish and Wildlife Conservation Commission (FFWCC)	Minimum/None
FDOT Summary Degree of Effect	Minimum/None

Agency Comments: The SWFWMD noted potential secondary and cumulative project effects on NRHP-eligible historic sites, wetlands and water quality, and protected species and habitats. The USACOE and the FFWCC indicated that the secondary and cumulative effects of this project to wetlands and wildlife should be expected to be minimal.

FDOT Response and Analyses Completed: The secondary and cumulative effects of this project will be addressed during processing of the Environmental Resource Permit (ERP) and the federal Dredge and Fill permitting. The FDOT anticipates that any unavoidable impacts will be mitigated using the Senate Bill or by creating, restoring, or enhancing habitats of similar type and quality within the same drainage basin. The FDOT will coordinate with the USEPA, SWFWMD, USACOE, and FFWCC during the final design phase, as necessary.

6.0 SUMMARY OF PERMITS AND MITIGATION

6.1 Permits

The following permits are expected to be required for this proposed project:

- ERP from SWFWMD
- Dredge and Fill Permit from USACOE
- NPDES Permit from FDEP

6.2 Avoidance/Minimization/Mitigation

Other than the No-Build Alternative, it is not possible to completely avoid impacts. All Build alternatives would result in impacts to jurisdictional wetlands and surface waters. The resulting impacts would be minimized during construction by the use of silt screens, rock bags, turbidity barriers, and other erosion prevention measures; thus resulting in minimal impacts outside of the footprint of the proposed roadway improvements. Additionally, stormwater runoff would also be treated prior to discharge into any existing wetlands and/or surface waters, reducing the pollutant load entering these wetlands and surface waters.

Opportunities to avoid and minimize impacts to jurisdictional waters, including wetlands, will continue to be evaluated during the project's final design phase. The FDOT will incorporate all practicable measures to further avoid or minimize jurisdictional impacts during final design. All unavoidable impacts will be appropriately mitigated. The use of off-site regional mitigation banks, or the transfer of the proper amount of funds for use by SWFWMD, as provided in FS 373.4137, are viable options for mitigation of wetland impacts for this project. Also, on-site mitigation, either by creation, enhancement, or conservation of wetlands, is another alternative, although the costs for acquisition of additional right of way may make this option less feasible.

7.0 SUMMARY OF PUBLIC INVOLVEMENT

A *Draft Comments and Coordination Report (CCR)*, which provides detailed information about the public involvement activities that have taken place throughout the duration of this project, will be prepared as part of this PD&E Study. The following sections provide a brief summary of the public involvement activities.

7.1 Public Involvement Program

A public involvement program was developed and a PIP has been prepared for the project in May 2008, in accordance with the FDOT's *PD&E Manual, Part 1, Chapter 8*, and FS Sections 120.525 and 399.155, and carried out as an integral part of the PD&E Study. The PIP identified federal, state, regional, and local agencies that have involvement with the project due to jurisdictional review or expressed interest. The PIP also included coordination with those on the ETDM's ETAT, the formal review committee.

7.2 ETDM Screening

A Programming Screen Summary Report was published as part of the FDOT's ETDM process on January 11, 2007. This project is designated as ETDM Project #8002. The FHWA has determined that the project qualifies as a Type 2 Categorical Exclusion.

The following information was included for review under the screening process:

- Project Description
- Purpose and Need Statement
- Alternative Description
- Class of Action Determination
- Segment Details
- Project Effects
- General Project Commitments
- Required Permits
- Required Technical Studies
- Dispute Resolution Activity Log
- Agency-Assigned Degrees of Effect and FDOT Feedback

The Final Programming Summary Report was published on March 29, 2007, and resulted in this Type 2 Categorical Exclusion class of action.

7.3 Advance Notification

An AN was forwarded to the Florida State Clearinghouse at the Florida Department of Environmental Protection on June 4, 2008 in accordance with Executive Order 95-359. The

package specified that the project had been screened through the ETDM process and that, based upon in-house environmental evaluations and comments received through coordination with other agencies, the Class of Action was determined by FHWA to be a Type 2 Categorical Exclusion. The AN consisted of:

- AN Transmittal Letter
- Mailing List
- Fact Sheet
- ETDM Final Programming Summary Report (via website)
- Project Location Map

The following agencies provided review comments:

- National Marine Fisheries Service
- Florida Department of Environmental Protection
- Florida Department of Community Affairs
- Florida Fish and Wildlife Conservation Commission
- Florida Department of State – Historical Resources/Historic Preservation
- Southwest Florida Water Management District
- Miccosukee Tribe of Indians of Florida
- Seminole Tribe of Florida
- Tampa Bay Regional Planning Council
- Hillsborough County Environmental Protection Commission
- Hillsborough County Transportation and Development Review Division

The FDEP has commented that *"Based on the information contained in the advance notification and enclosed agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage."*

7.4 Visioning Meetings

While many urban areas in Florida struggle with limited mobility and are constrained by past short-sighted planning, the Tampa Bay region has a unique opportunity to "get it right" by developing and implementing a long-term vision for its transportation network. Taking the opportunity of the two concurrent PD&E studies currently underway for I-75 in the FDOT's District 7, and realizing that this corridor is one of the most vital links in this region and the state as a whole, the FDOT's goal was to "kick-start" the process by developing a vision plan for I-75 within the Tampa Bay area for the year 2050 and beyond. The I-75 Corridor Vision will ensure that the FDOT accounts for Tampa Bay's ultimate needs, above and beyond the shorter

PD&E studies' timeframe of 2035, and that interim actions and improvements are consistent and collectively shape the Vision.

The FDOT will concentrate efforts and accommodate major changes in the transportation system to preserve and enhance Tampa Bay's – as well as Florida's – economic development, trade, tourism, viability, and sustainability. To that end, the Vision will be consistent with the comprehensive statewide transportation direction which recognizes the vital relationship between the transportation system (air, rail, marine, highway, and transit), the efficient movement of people, goods, and services, and the economic sustainability for the State of Florida.

Recognizing the importance of key stakeholder contributions to the Vision, the FDOT held a 2050 Vision Workshop to discuss and receive comments on the I-75 Vision. The Vision Workshop was held on Monday, February 9, 2009 from 6:00 p.m. to 8:30 p.m. at the River of Life Christian Center, 6605 Krycul Avenue in Riverview, Florida.

Stakeholders were invited to attend and participate in the Vision Workshop. Fifty-two individuals were invited to participate. Invited stakeholder groups included:

- Local and state elected officials
- Economic Development Councils
- Hillsborough and Manatee Counties Planning and Growth Departments
- Hillsborough County and Sarasota/Manatee Metropolitan Planning Organizations
- Chambers of Commerce
- Civic and Community Associations
- Tampa and Manatee Port Authorities
- Tampa Bay Regional Planning Council
- Tampa-Hillsborough Expressway Authority
- Hillsborough County Aviation Authority
- Tampa Bay Area Regional Transportation Authority
- Tampa Electric Company and Florida Power & Light
- Environmental Groups
- Hillsborough Youth Collaborative
- Florida Highway Patrol
- Tampa Bay Partnership
- Florida Trucking Association
- Transportation-related Agencies

After a brief overview of the workshop, breakout groups were formed where attendees provided input on three specific questions. Many of the responses to the questions were similar between groups. The comments have been grouped into categories and are provided below for each question.

Question 1: What activity centers and destinations should I-75 connect in 2050?

Responses:

- Regional Connectivity - connections to I-4, evacuation
- Regional Distribution of Goods - Port Manatee, Port Tampa
- Airports – Tampa, Tampa Executive (formerly Vandenberg Airport)
- Shopping Areas – Brandon Town Center, South Bend
- Residential – Lakewood Ranch, South Shores, Residential Hills, Sun City
- Employment – various industrial, commercial
- Education – University of South Florida
- Medical – Moffitt Cancer Center, various local hospitals

Question 2: What are today's I-75 primary trip patterns?

Responses:

- Local – exit hopping, interstate is overused for local trips
- Commuter – local, regional
- Long Distance/Tourist – beaches, Busch Gardens, south and southwest Florida, Orlando, seasonal
- Freight – port connections, I-4, local trips versus long distance trips

Question 3: What are the highest priority transportation improvements for I-75 you recommend to address 2050's needs?

Responses:

- Special Use Lanes – NJ Turnpike, Chicago, Detroit (tolls/managed, transit, express bus (shared, exclusive), truck only)
- Regional Transit
- New Interchanges
- Do not allow new interchanges
- System improvements, enhancements (interchange operations, park and ride, improved signing, emergency)
- Emergency response, intelligent transportation systems (ITS), safety, contra flow
- Utility corridor
- Changes in land use

In addition, some participants noted the need to coordinate with other agencies, such as TBARTA and Hillsborough and Manatee Counties.

At the end of the brainstorming exercise, each group was asked to rank the top three priorities – or challenges – from the list generated during the discussion of Question 3 (see 1). The FDOT will consider these challenges in developing long-range transportation solutions for the I-75 corridor.

A similar second Vision workshop will be held to discuss the I-75 Corridor Vision with stakeholders in the spring of 2010.

7.5 Newsletters and Website

The PIP included the distribution of four newsletters during the PD&E Study. The newsletters were joint newsletters with the I-75 PD&E Study on I-75 from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County (WPI Segment No. 419235-2).

Newsletters were mailed to those on the project mailing list and posted on the project web site. Newsletters were used to announce the Alternatives Public Workshop and the Public Hearing.

The first newsletter was distributed in August 2008. The purpose of this newsletter was to notify the public about the commencement of the PD&E Studies. It provided an overview of the project location, schedule, and the purpose of the studies. The newsletter described the overall transportation development and PD&E processes and included a *Frequently Asked Questions* section with answers to commonly asked questions. Contact information and the project website address were included.

The second newsletter was published in May 2009. The primary purpose of this newsletter was to promote the Alternatives Public Workshops and to invite readers to attend the workshops. The newsletter described the PD&E Study process, presented a project schedule, summarized the vision process, discussed the project purpose, and provided contact information and the project website address. The newsletter also presented the alternatives under consideration, including the alternative typical sections.

[To date only two newsletters have been published. This section will be updated as the PD&E Study progresses.]

An online website, www.fdotd7studies.com, was created to allow the public to access project information, send requests for information, provide comments, and be added to the mailing list. The website is updated on an approximate monthly basis.

7.6 Small Group Meetings

To date, there have been no small group meetings with residents or business associations. However, presentations have been given to the Hillsborough County MPO along with the Citizens Advisory Committee (CAC), and the Technical Advisory Committee (TAC). At these meetings, a shorter version of the PowerPoint presentation that was presented at the Alternatives Public Workshop was shown.

7.7 Public Workshop

Two Alternatives Public Workshops were held for this project. The workshops were held jointly with the PD&E Study which is being concurrently performed for the section of I-75 from Moccasin Wallow Road to south of US 301 (WPI Segment No. 419235-2). The first workshop was held on Monday, June 15, 2009 from 5:00 p.m. to 7:00 p.m. at the United Methodist Church of Sun City Center Creason Hall, 1210 Del Webb Boulevard, in Sun City Center. The second workshop was held on Wednesday, June 17, 2009 from 5:00 p.m. to 7:00 p.m. at the Florida State Fairgrounds, Florida Center Building, 4800 US Highway 301, in Tampa. The workshops were held to inform citizens about the project details and schedule, and afford them the opportunity to express their views concerning the proposed improvements. FDOT staff and its consultants were available to discuss the project. The workshops were conducted in an open house format with display boards for attendees to review. Both workshops showed the same information which consisted of:

- Aerial photographs depicting the concept plans of the alternatives for both the southern and northern studies.
- Design Year (2035) AADT Volumes
- Key Public Involvement Milestones
- Alternative typical sections
- Evaluation Matrix
- A PowerPoint presentation discussing the project and the alternatives ran continuously
- Kiosks with laptops with internet capabilities for attendees to view the project website and learn how to navigate within the site

Separate displays were provided for the two projects. Different colored balloons were used to signify the two project areas:

- Purple balloons were used to indicate the “southern” project (WPI Segment No. 419235-2) information.
- Three different colored balloons were used to match the three segments of the “northern” project (WPI Segment No. 419235-3):
    - Segment 1 was denoted with a pink balloon and included US301, the Selmon Expressway and the State Road 60 Interchanges.
    - Segment 2 was denoted with a yellow balloon and included the State Road 574/Martin Luther King Jr. Boulevard and I-4 Interchanges.
    - Segment 3 was denoted with a peach balloon and included the Fowler and Fletcher Interchanges.

Newsletters were used to announce the Alternatives Public Workshops. The newsletters were joint newsletters announcing the workshops for both I-75 PD&E Studies. Property owners within 500 feet of the project, current tenants, agencies, public officials and interested parties were notified of the workshops by newsletter. The workshops were also advertised in the Tampa Tribune on May 26, 2009 and in the Bradenton Herald and the Centro Tampa on May 29, 2009. The number of attendees at the workshops totaled 85 with 38 people attending the

first workshop and 47 in attendance at the second workshop. Attendees were given the opportunity to provide written comments either at the meeting or by mail. Thirty-two written comment forms were received, most commenting on which alternative they preferred over the other. Other comments related to noise barriers and cost/funding of the projects.

7.8 Public Hearing

[This section will be completed after the Public Hearing, which is scheduled for spring of 2010]

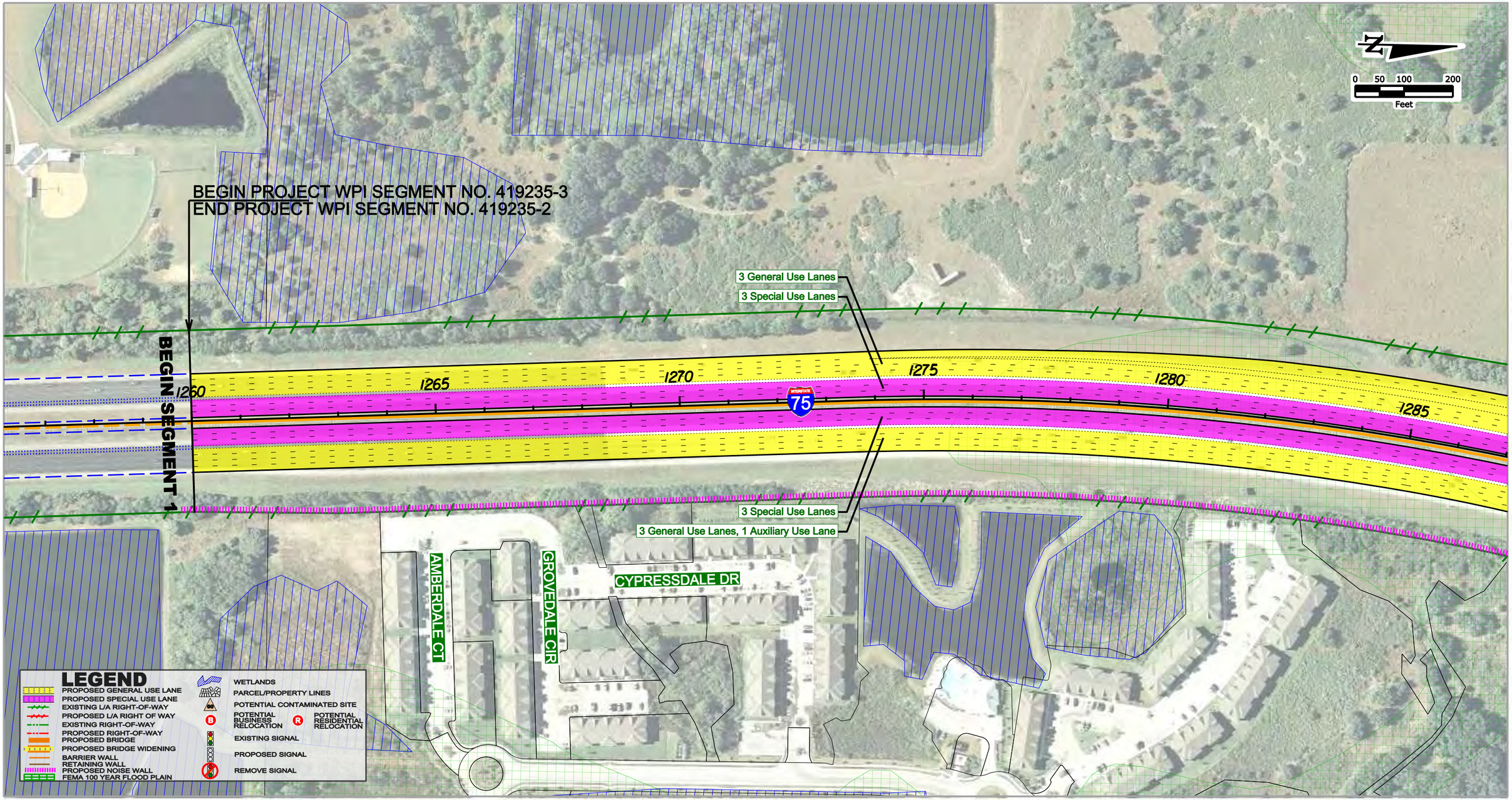
APPENDICES

APPENDIX A

Conceptual Design Plans for Recommended Alternative

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 1

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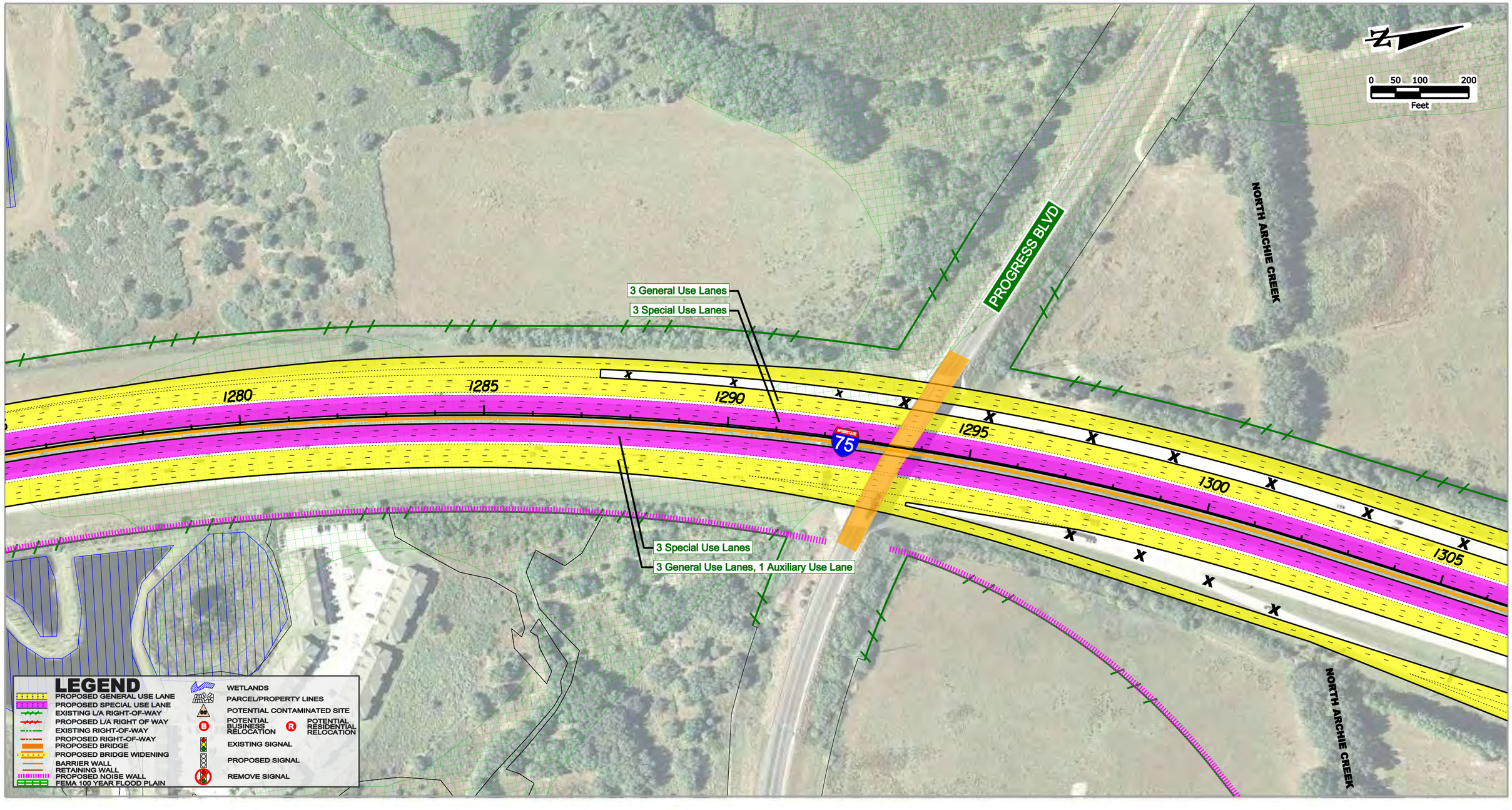

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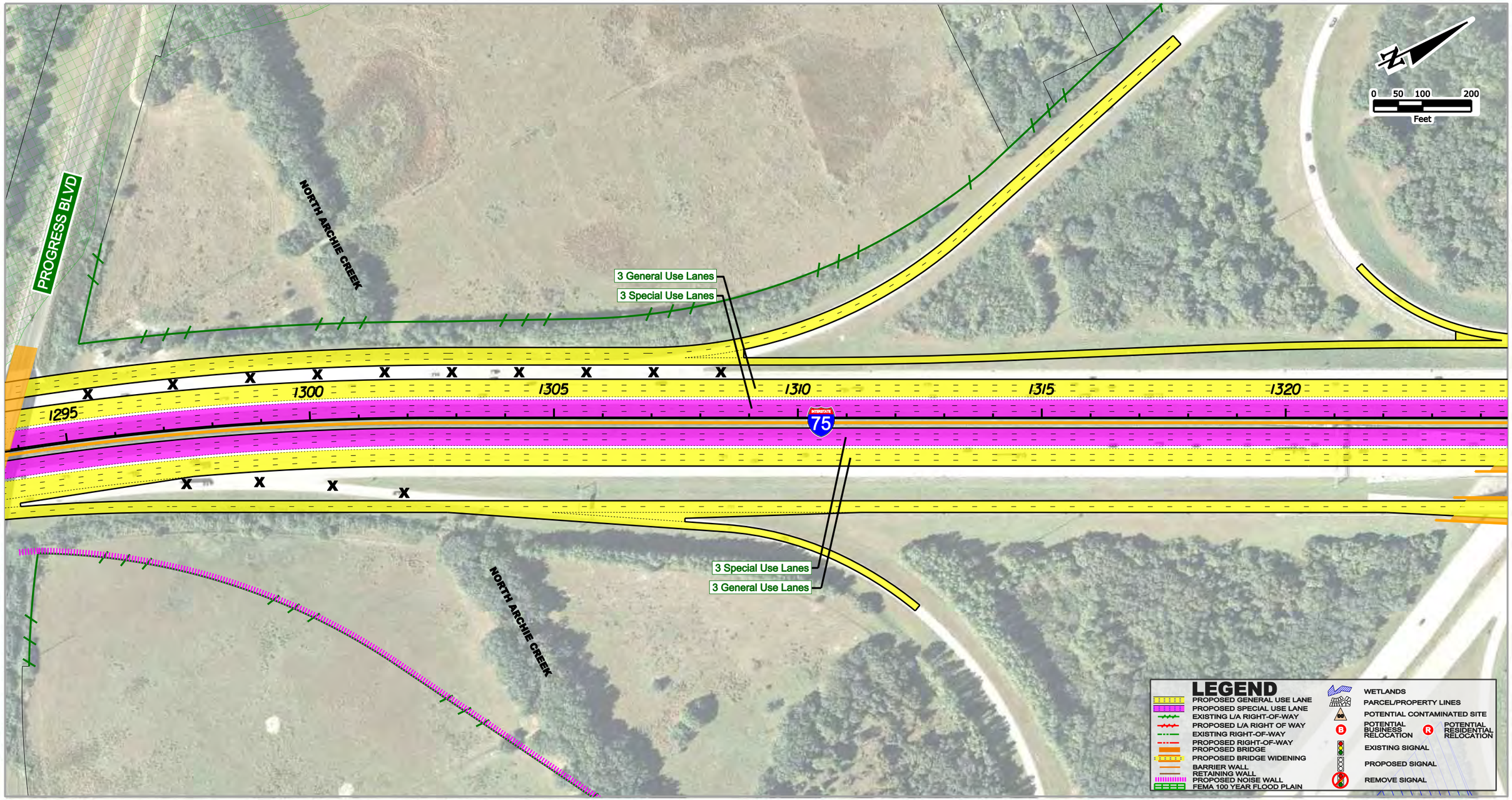

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Sheet No. 3

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Sheet No. 4

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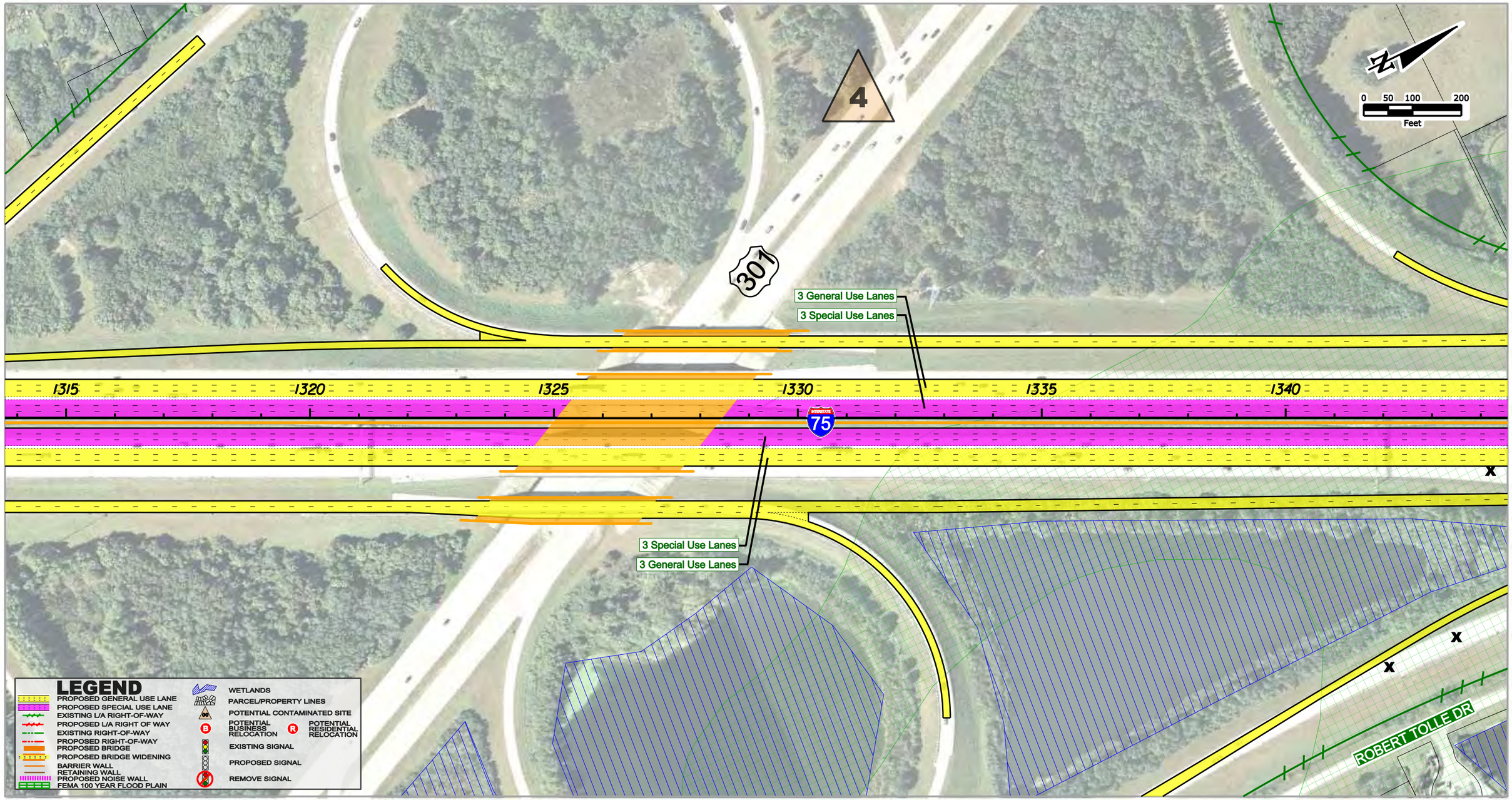

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Sheet No. 5

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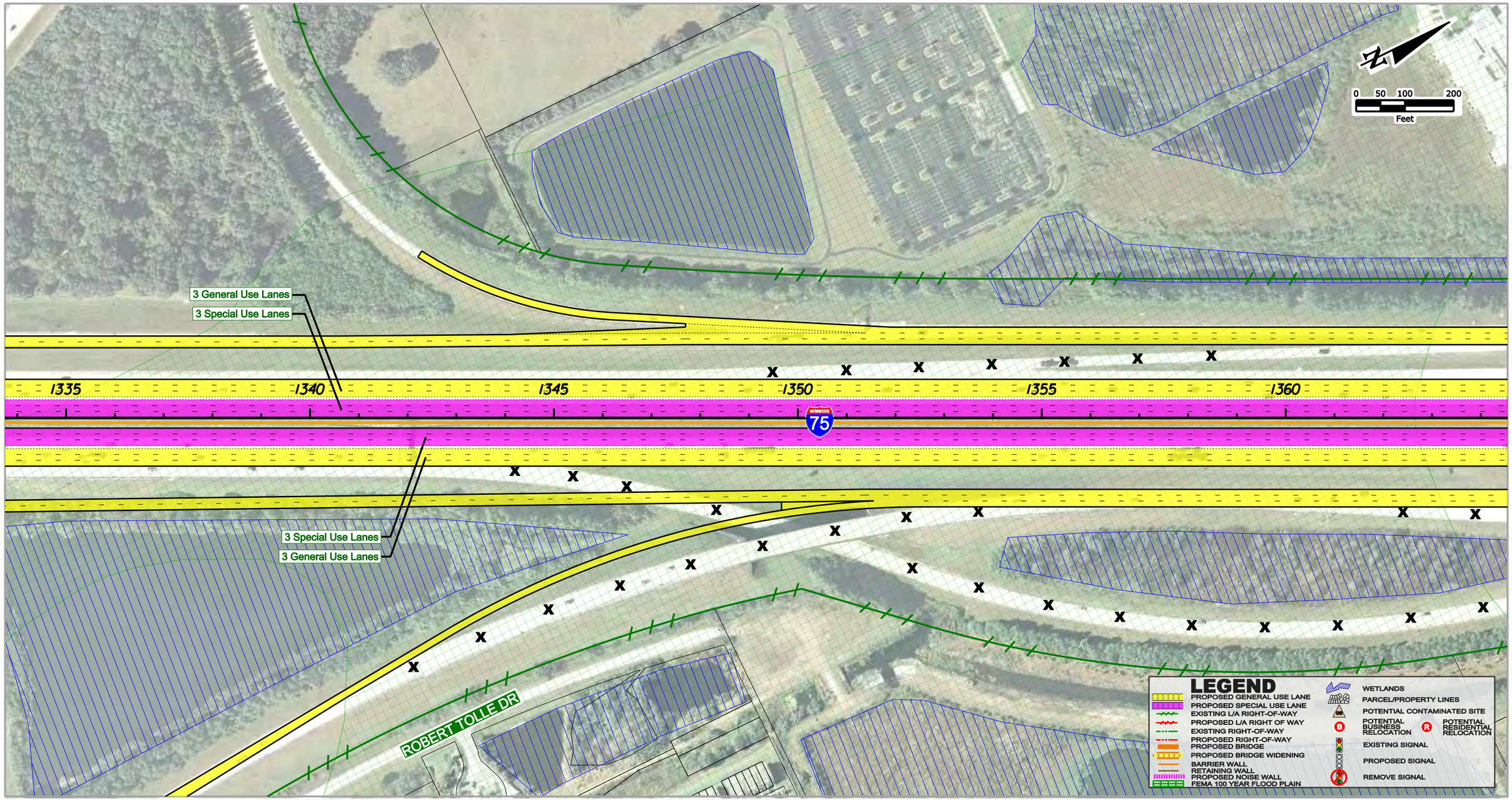

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AERIAL FLIGHT DATE: OCTOBER, 2008

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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ROBERT TOLLE DR
PONDRIDGE DR
BARNSTEAD DR
BESSEMER POND CT
HAVERHILL RIDGE DR
CHATHAM GATE DR
CHATHAM GATE DR
VALHALLA PHASE 3-4
VALHALLA PHASE 1-2

LEGEND

- PROPOSED GENERAL USE LANE
- PROPOSED SPECIAL USE LANE
- EXISTING L/A RIGHT-OF-WAY
- PROPOSED L/A RIGHT OF WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED BRIDGE
- PROPOSED BRIDGE WIDENING
- BARRIER WALL
- RETAINING WALL
- PROPOSED NOISE WALL
- FEMA 100 YEAR FLOOD PLAIN
- WETLANDS
- PARCEL/PROPERTY LINES
- POTENTIAL CONTAMINATED SITE
- POTENTIAL BUSINESS RELOCATION (B)
- POTENTIAL RESIDENTIAL RELOCATION (R)
- EXISTING SIGNAL
- PROPOSED SIGNAL
- REMOVE SIGNAL

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Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 7

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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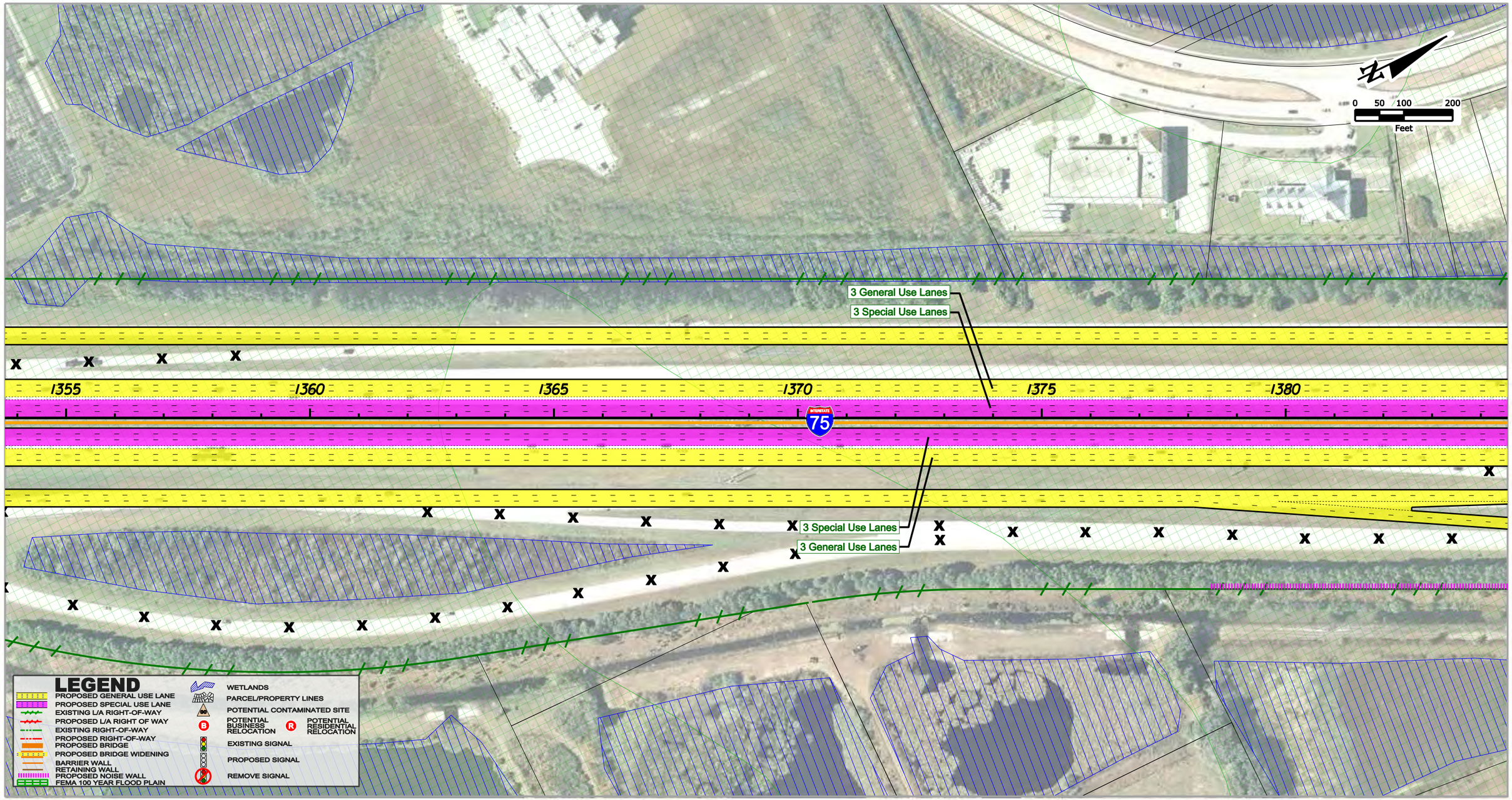

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Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 8

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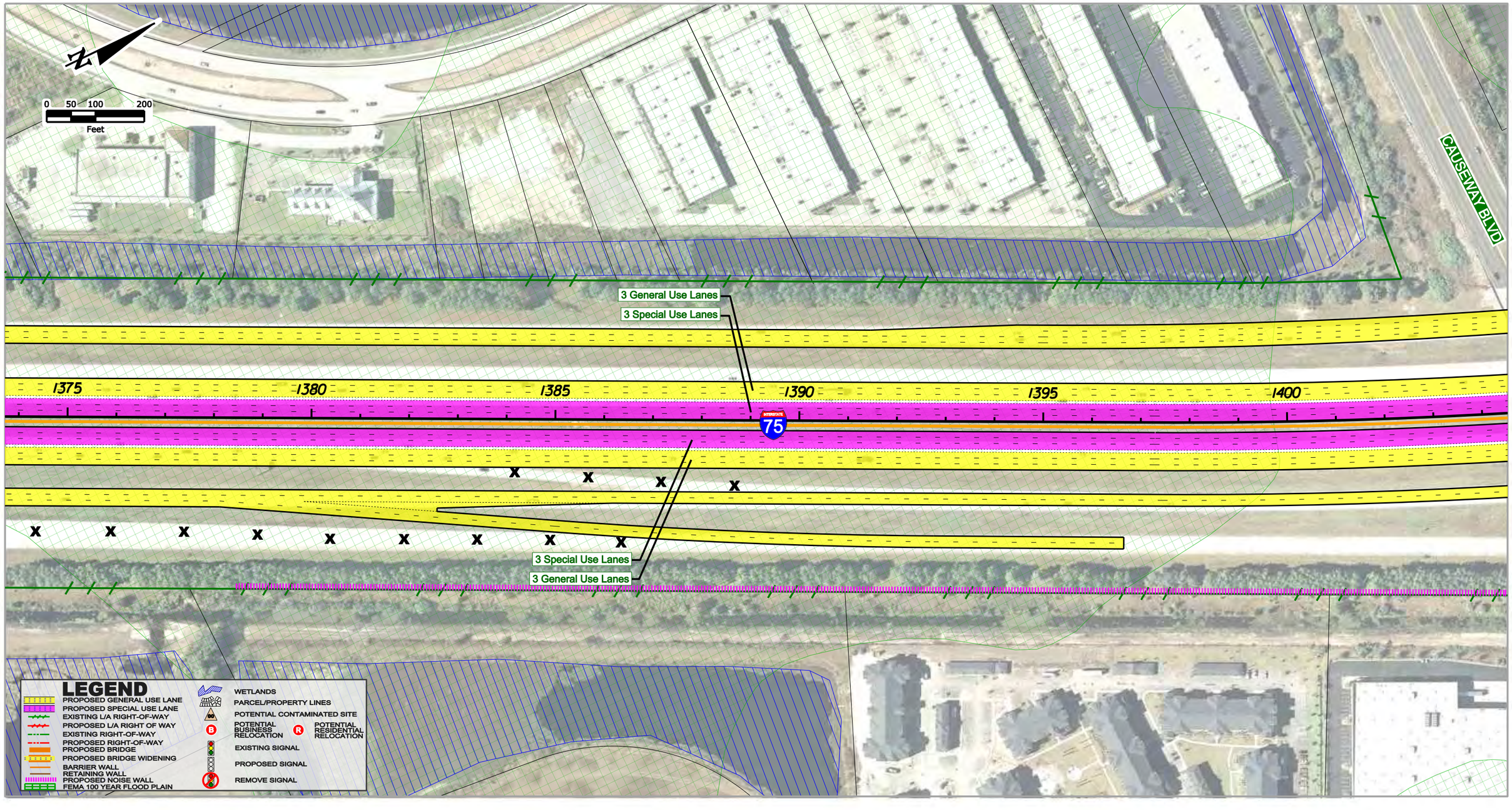

PB 100 YEARS
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Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 9

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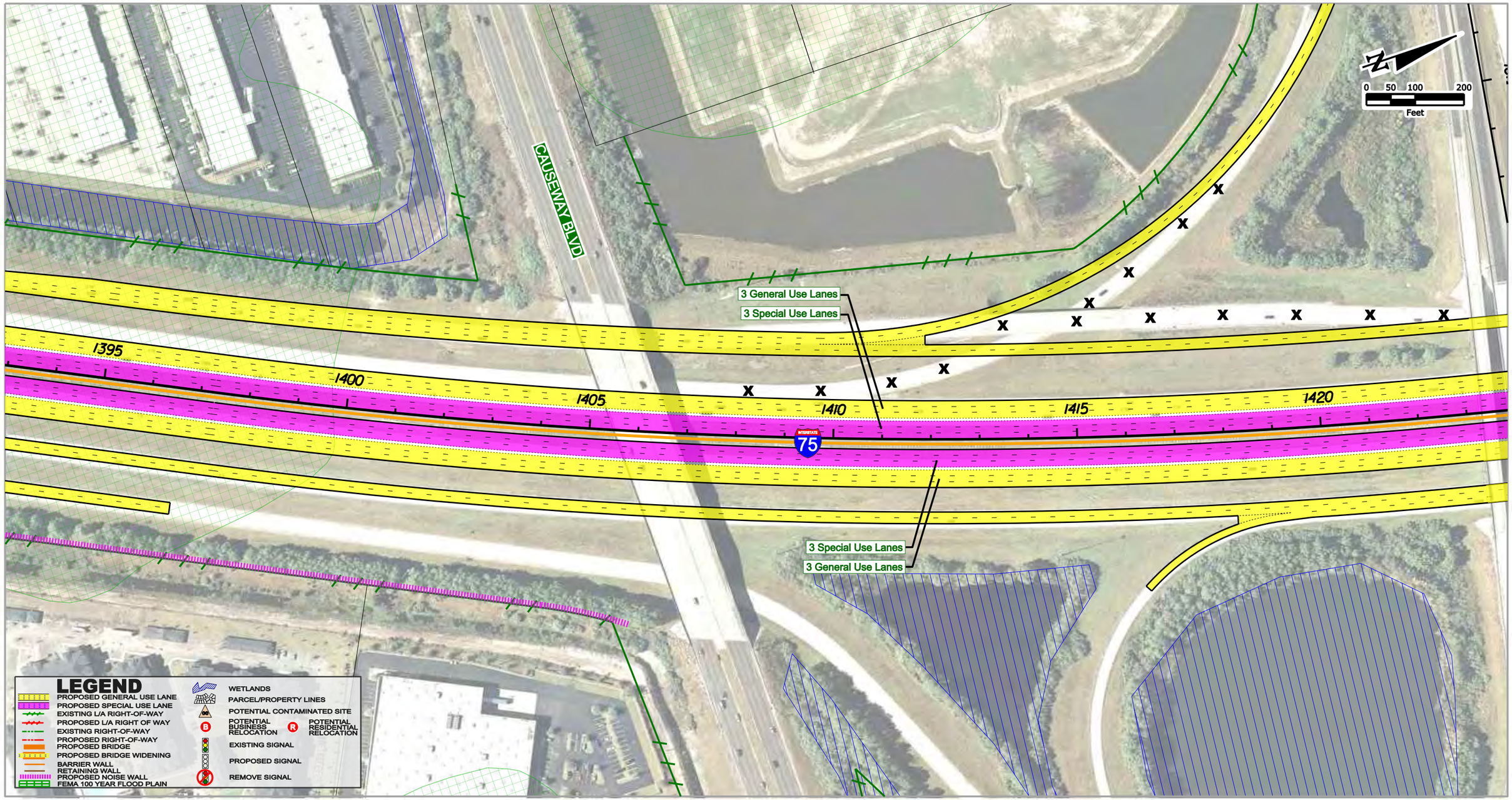

PB 100 YEARS JACOBS™

Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 10

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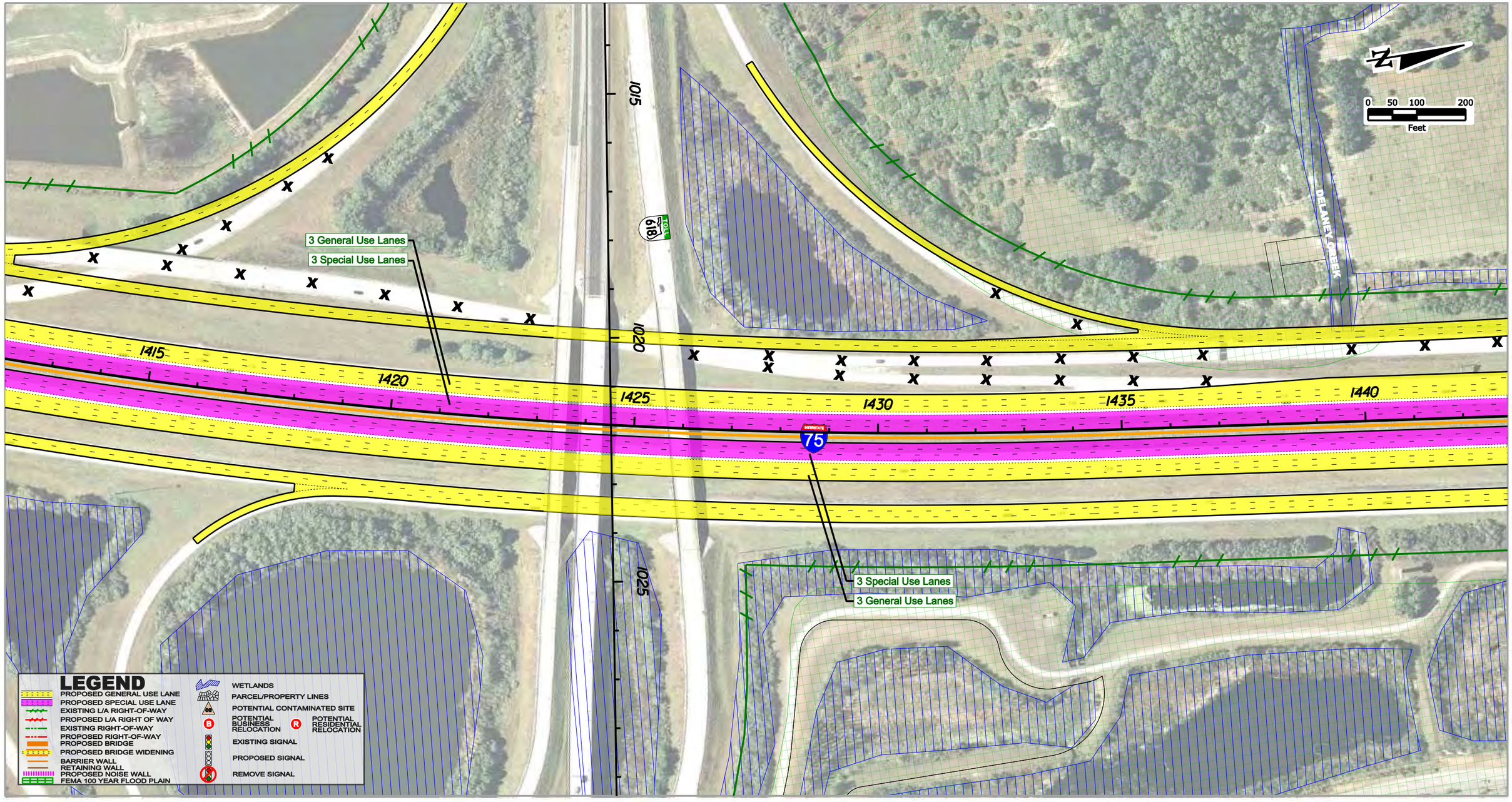

PB 100 YEARS JACOBS™

Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

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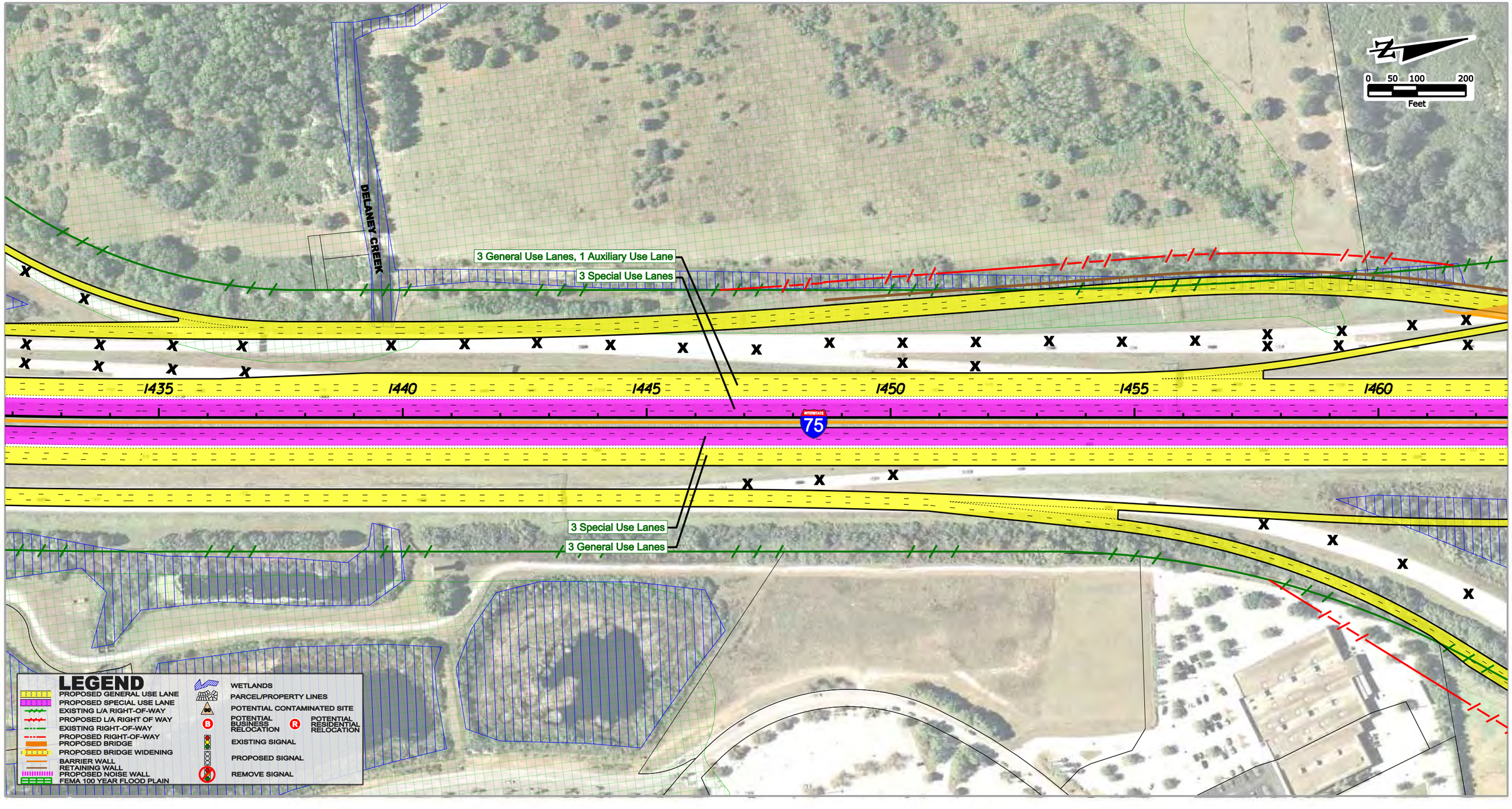

PB 100 YEARS JACOBS™

Segment One
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Sheet No. 12

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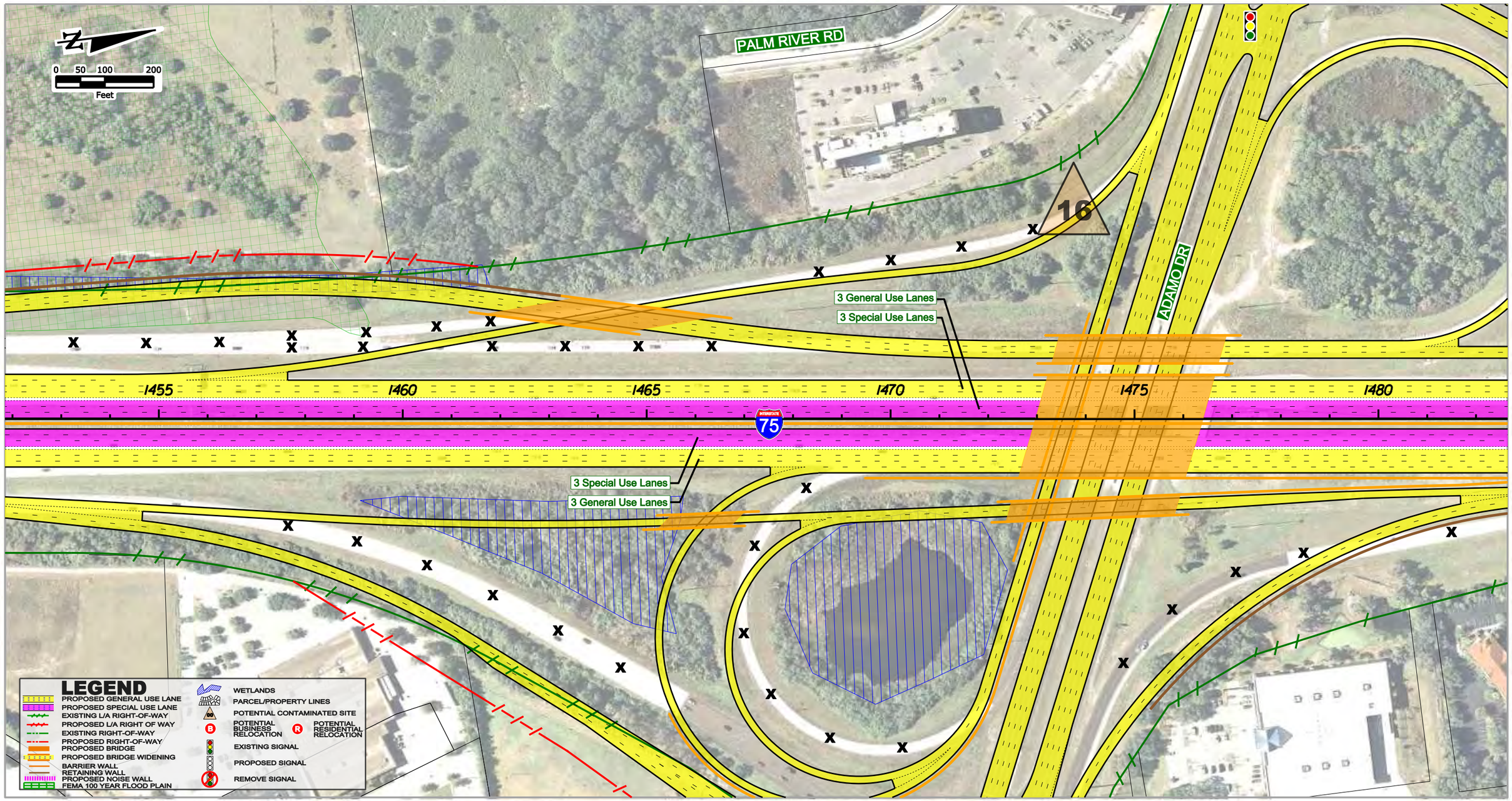

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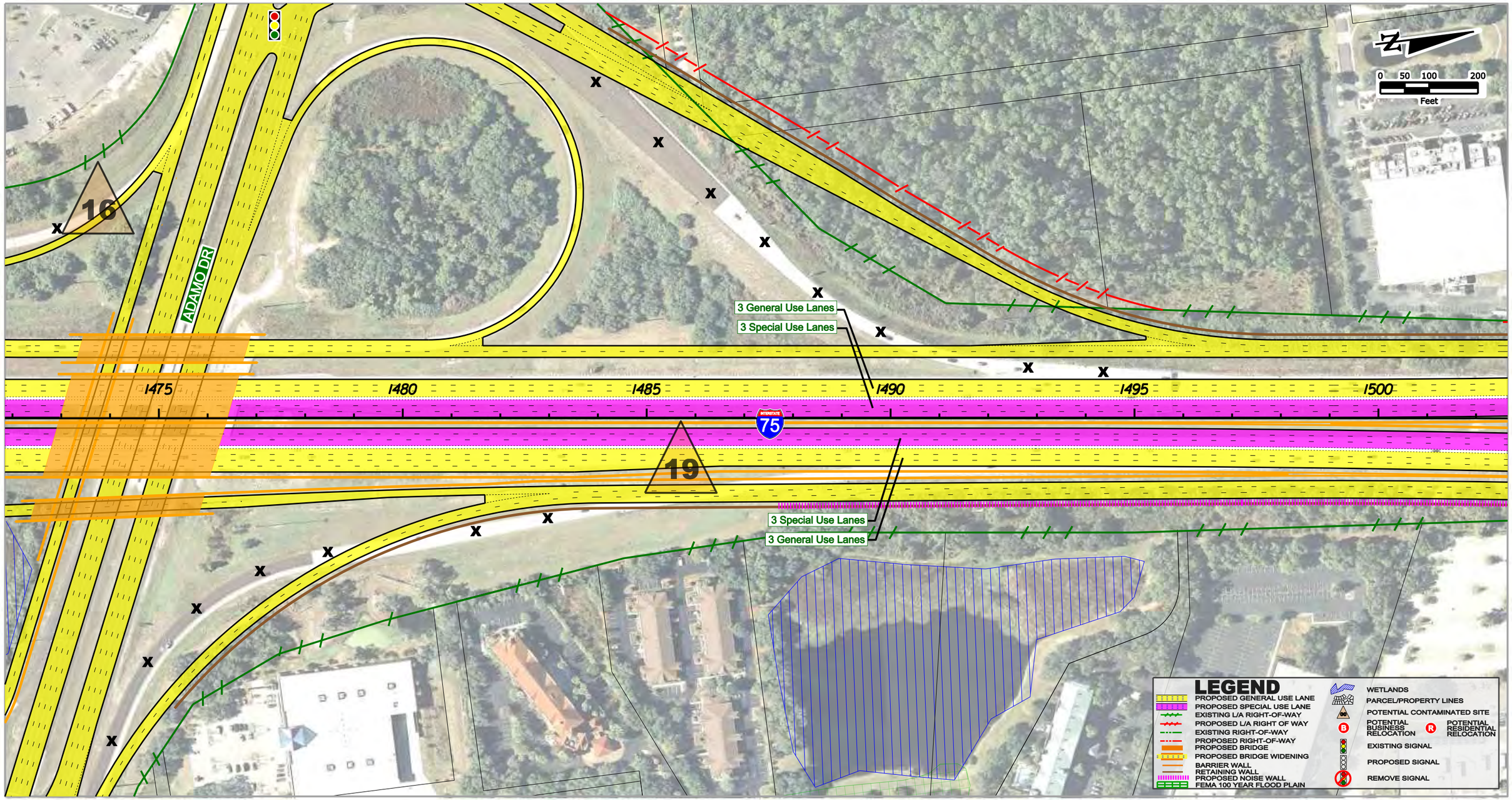
FPID
419235-3-22-01



PB 100 YEARS
JACOBS™

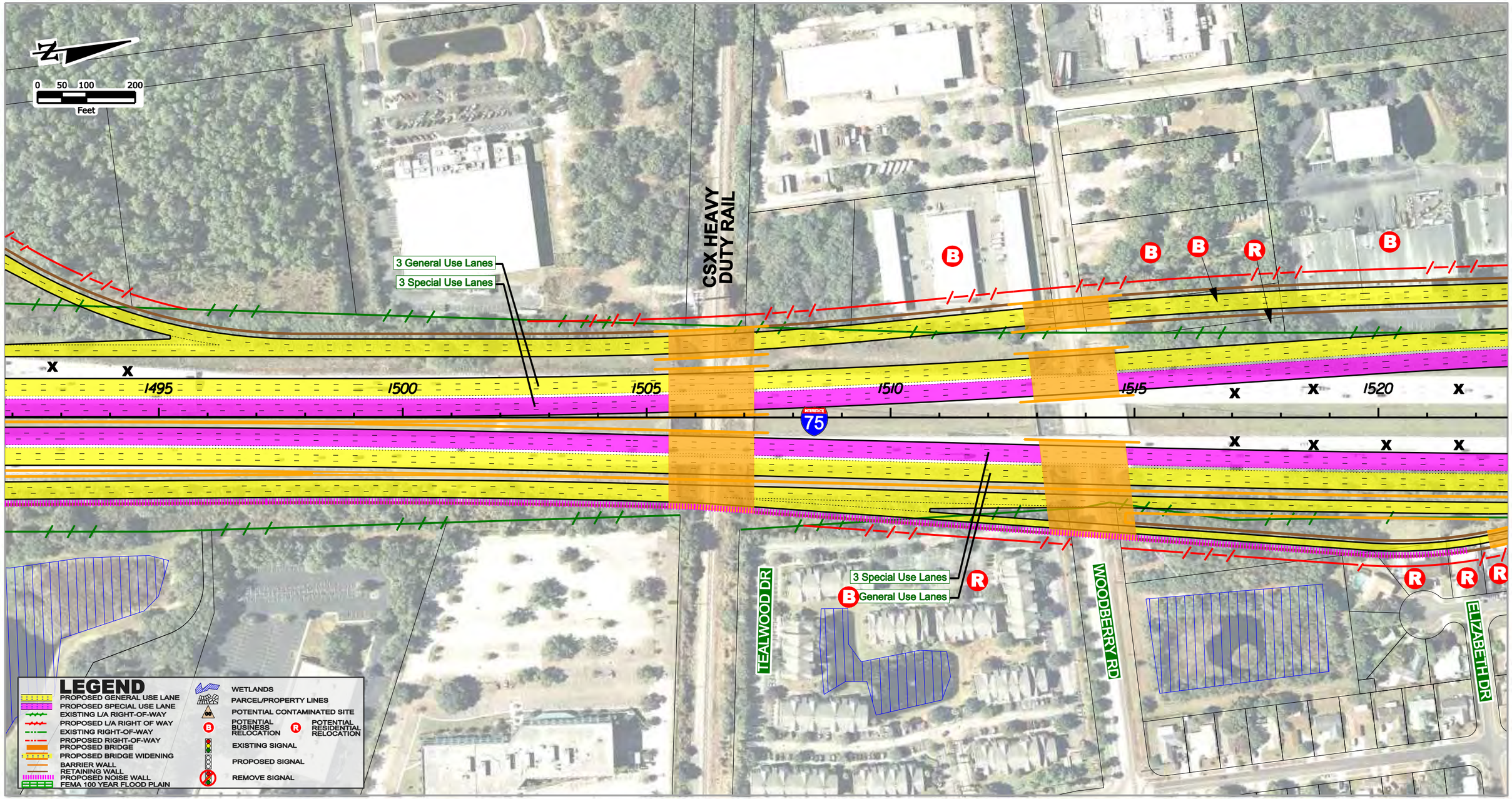
Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 14

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

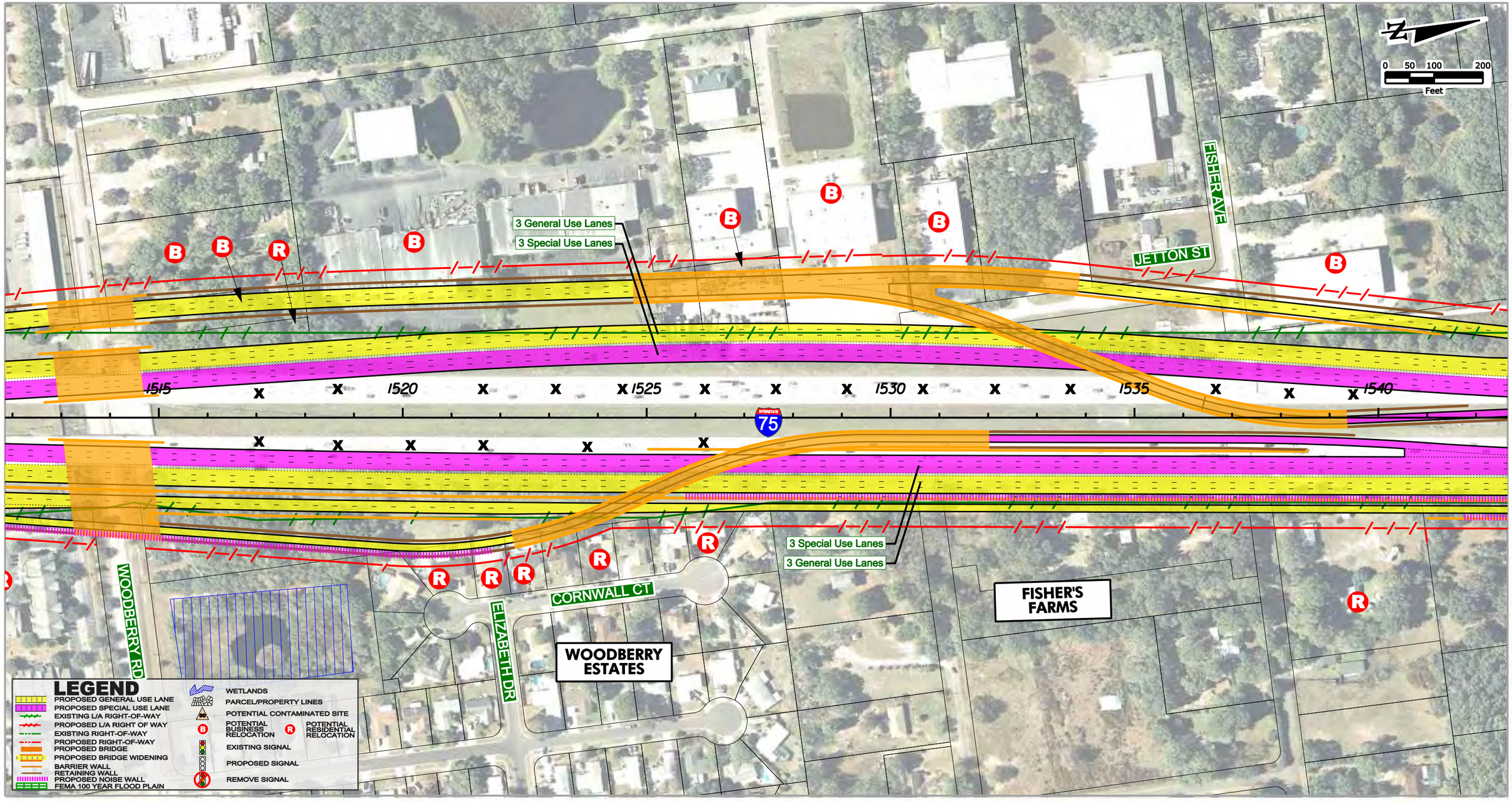
Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 15

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



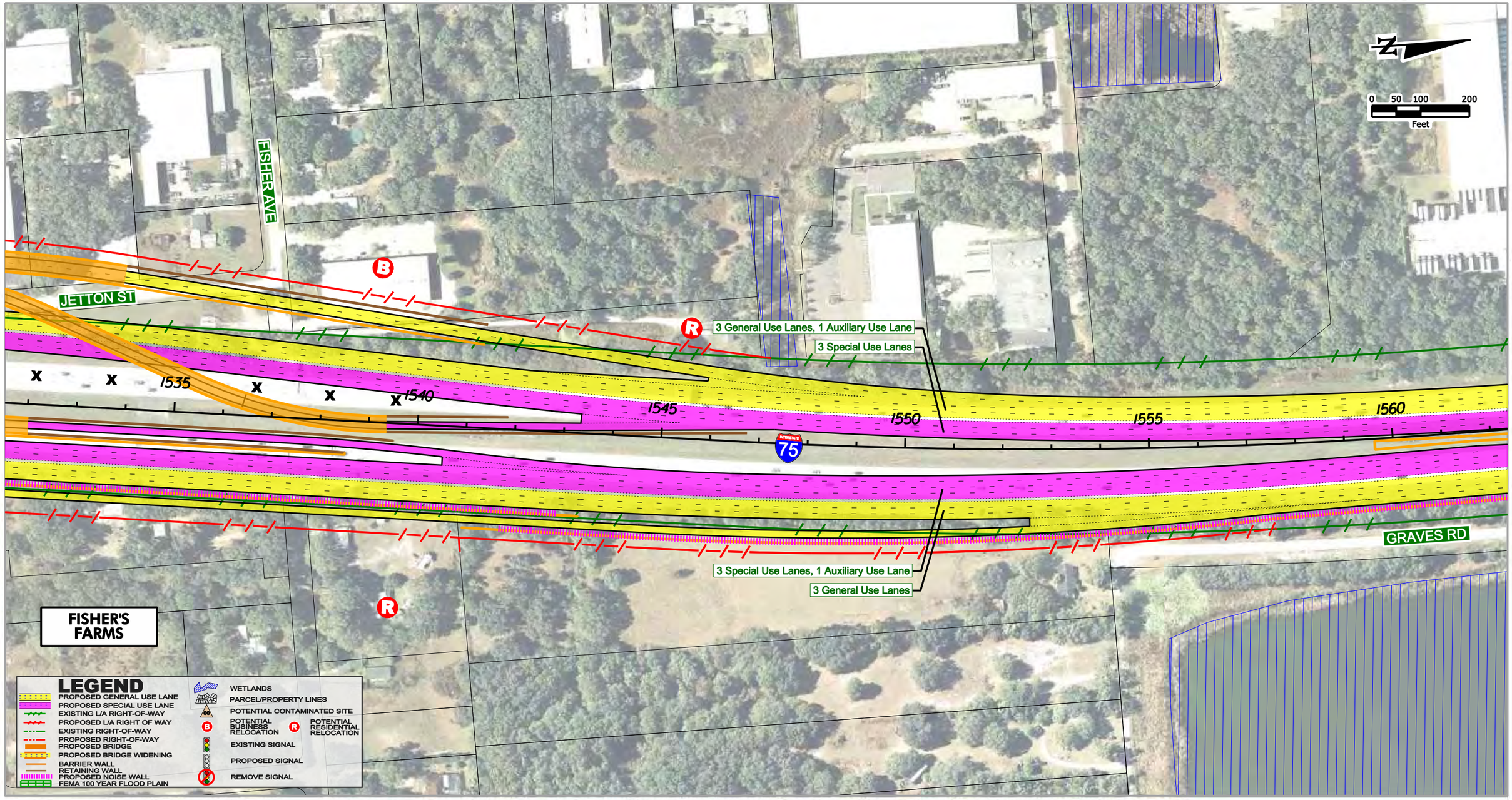
PB 100 YEARS JACOBS™

Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

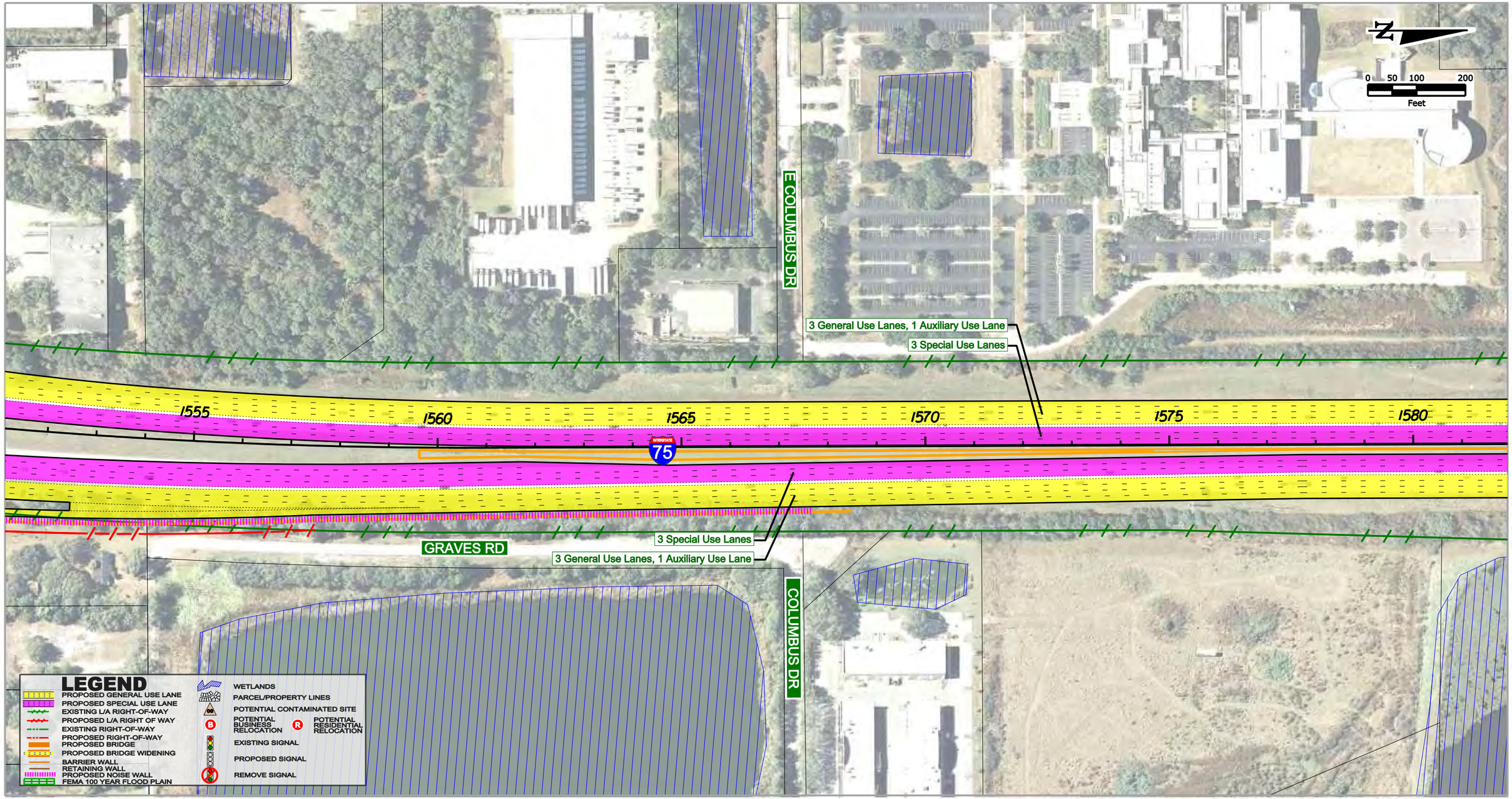
Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 17

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS

JACOBS™

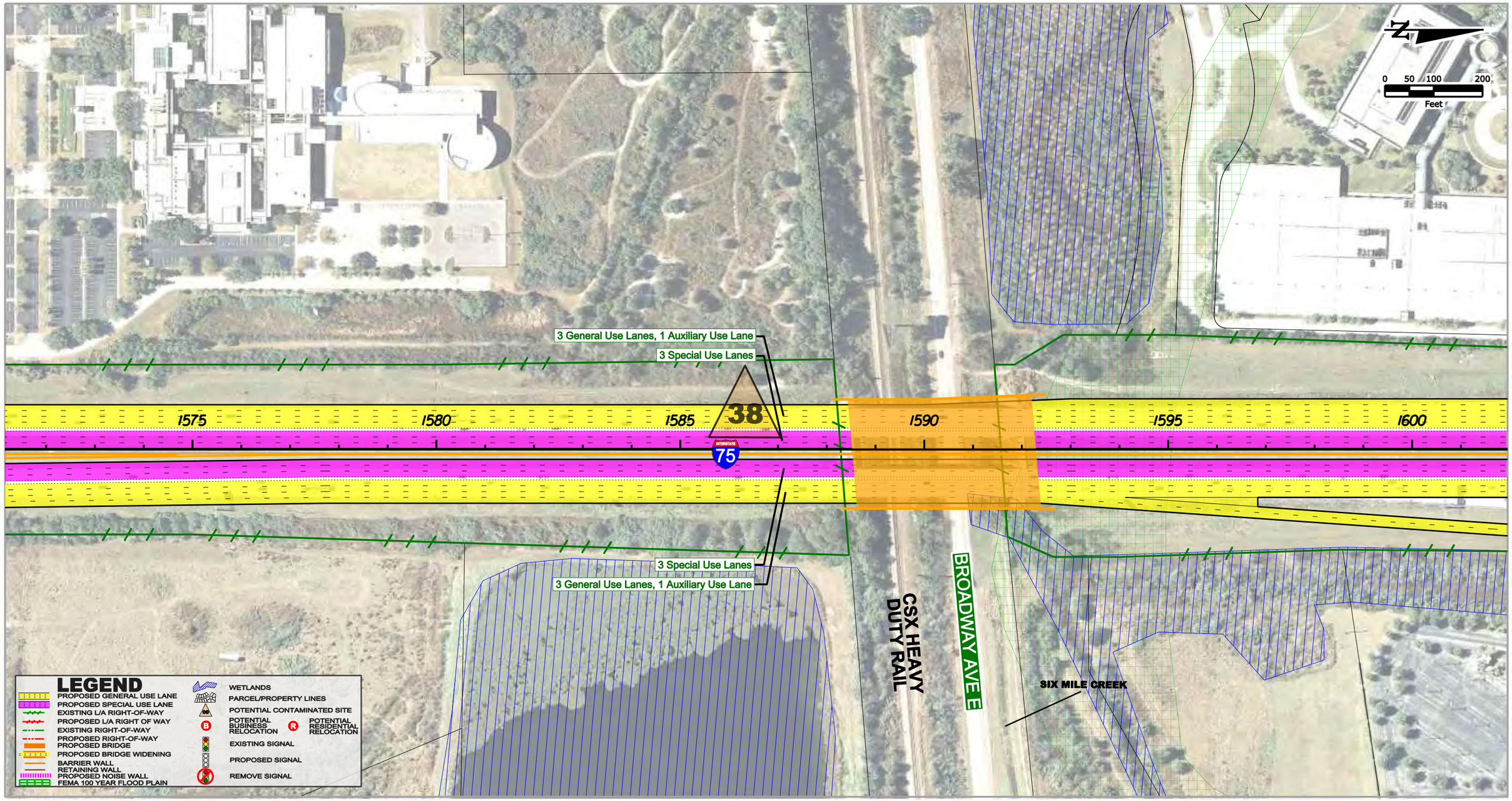
Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 18

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



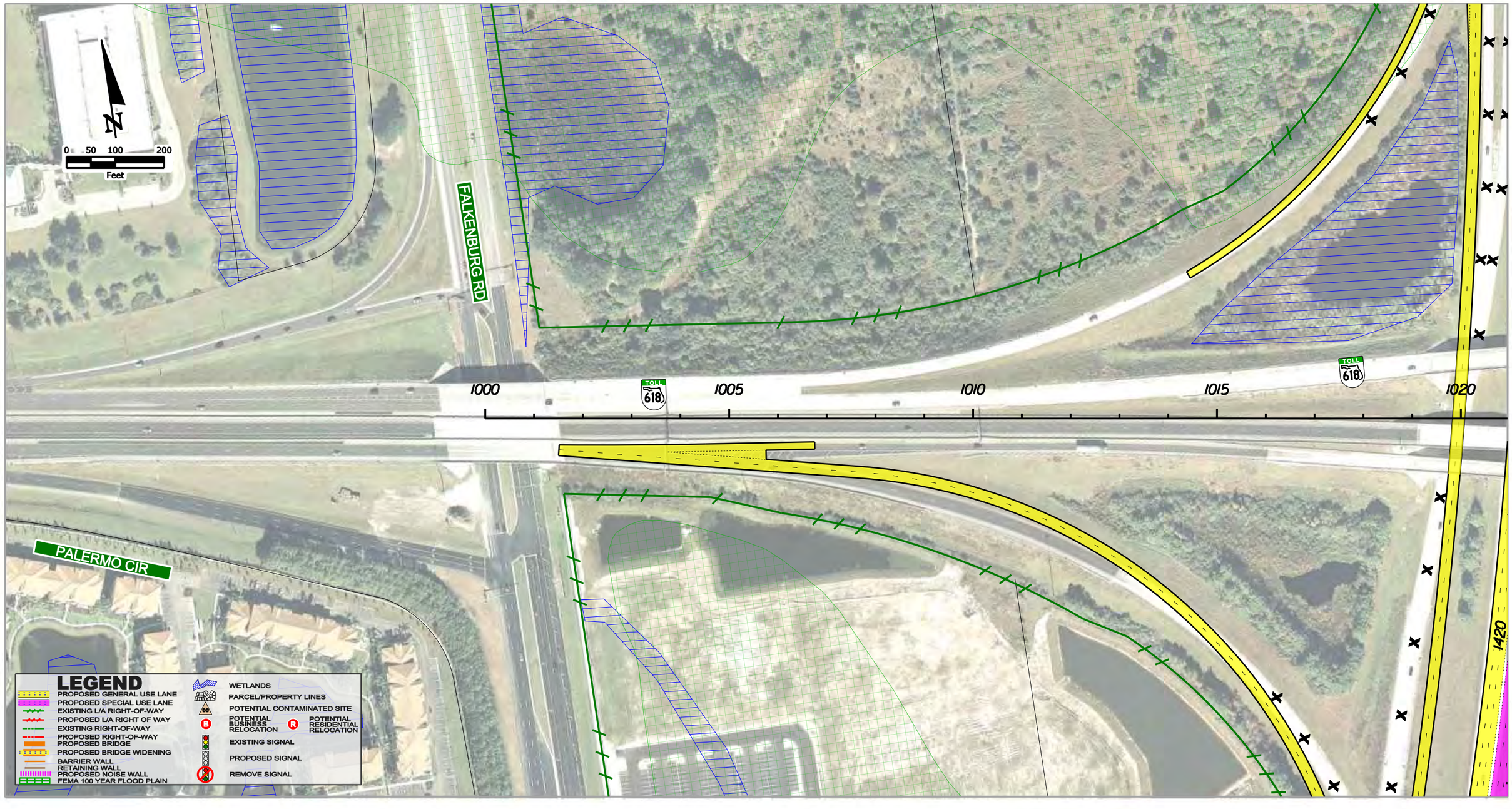
JACOBS™

Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



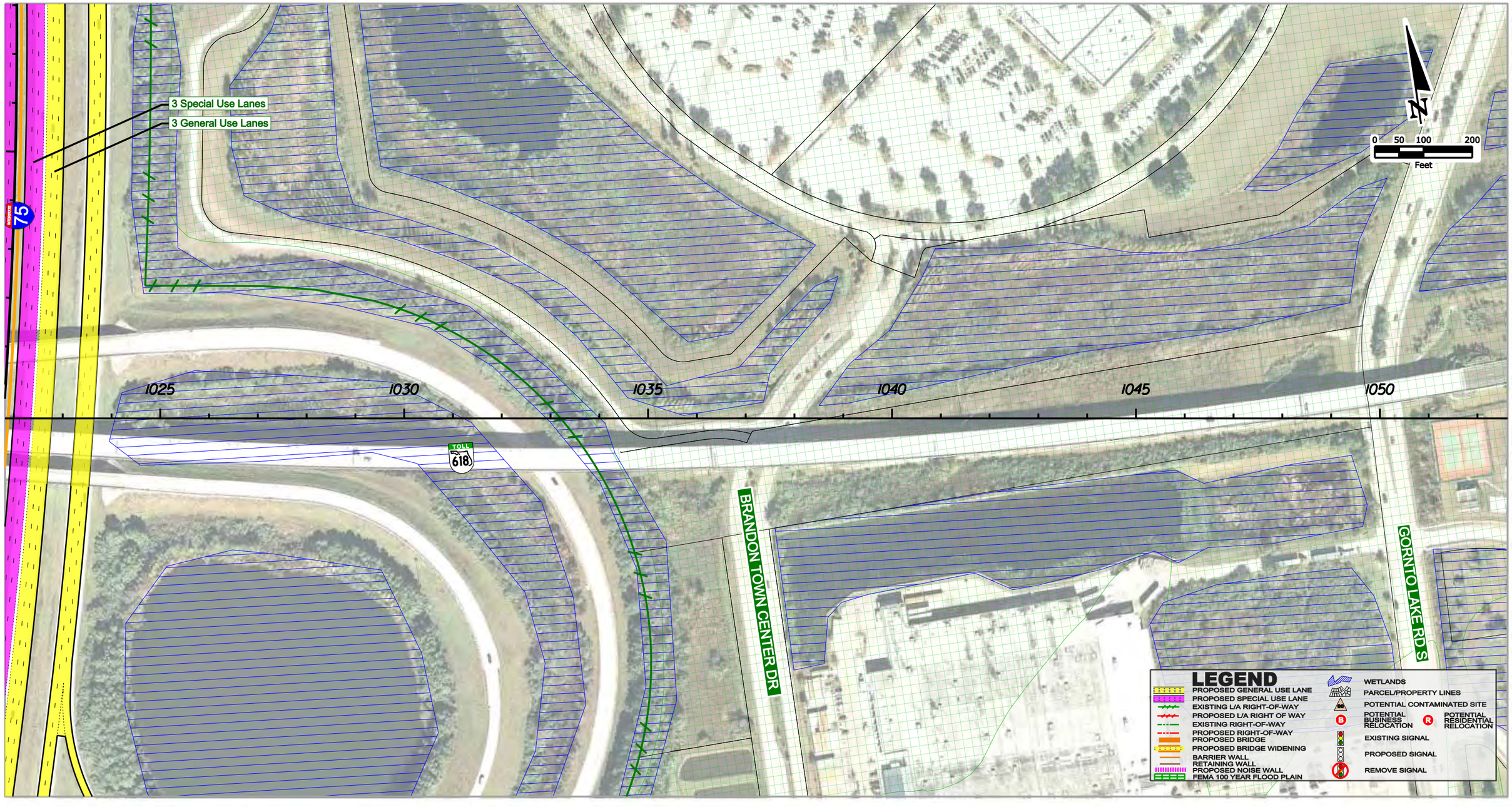
PB 100 YEARS

JACOBS™

Segment One
Recommended Alternative

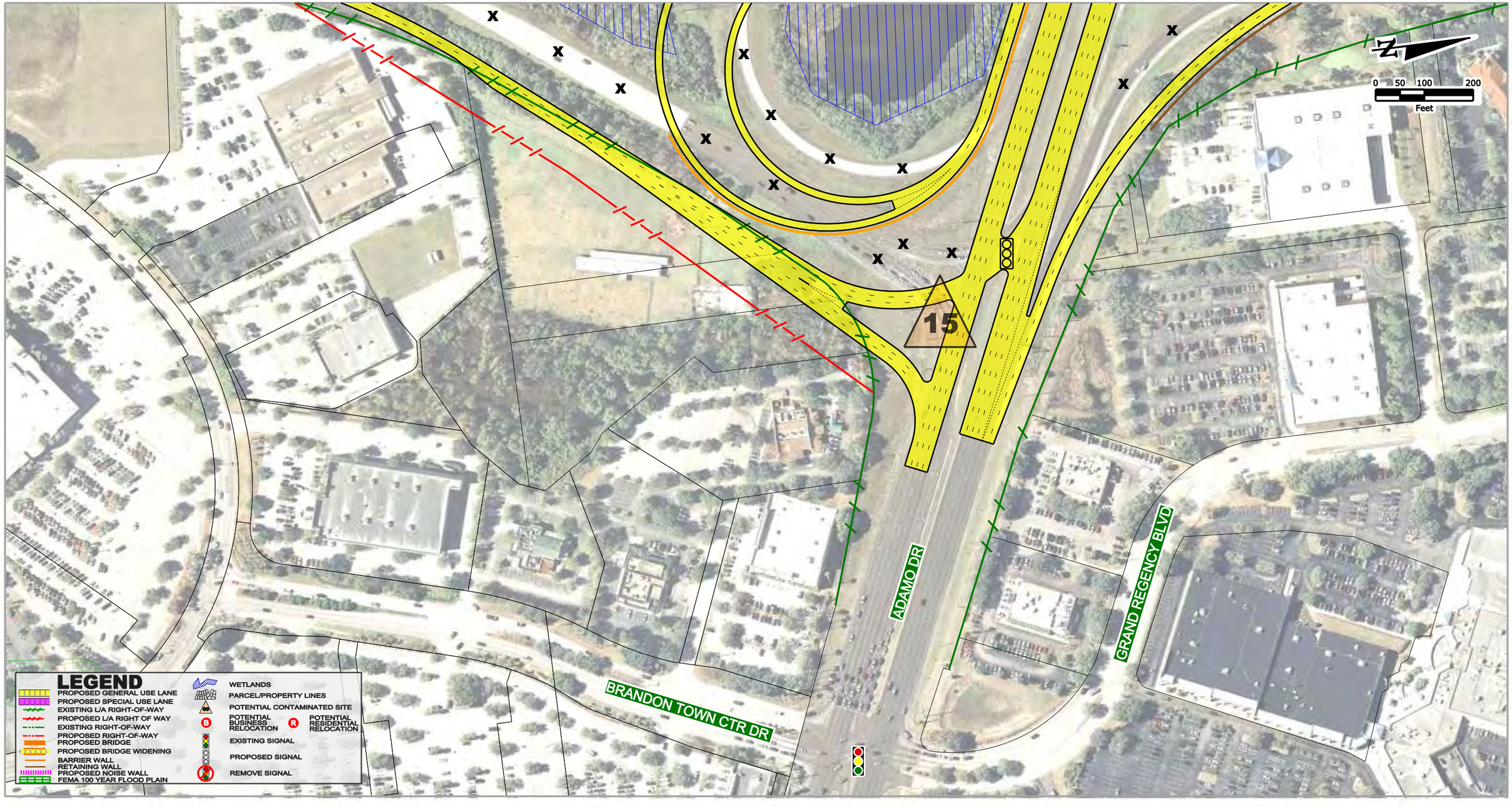
AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 20


3 Special Use Lanes
3 General Use Lanes
75
1025
1030
1035
1040
1045
1050
TOLL
618
BRANDON TOWN CENTER DR
GORNTO LAKE RD S
N
0 50 100 200
Feet
LEGEND
PROPOSED GENERAL USE LANE
PROPOSED SPECIAL USE LANE
EXISTING L/A RIGHT-OF-WAY
PROPOSED L/A RIGHT OF WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED BRIDGE
PROPOSED BRIDGE WIDENING
BARRIER WALL
RETAINING WALL
PROPOSED NOISE WALL
FEMA 100 YEAR FLOOD PLAIN
WETLANDS
PARCEL/PROPERTY LINES
POTENTIAL CONTAMINATED SITE
POTENTIAL BUSINESS RELOCATION
POTENTIAL RESIDENTIAL RELOCATION
EXISTING SIGNAL
PROPOSED SIGNAL
REMOVE SIGNAL

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS

JACOBS™

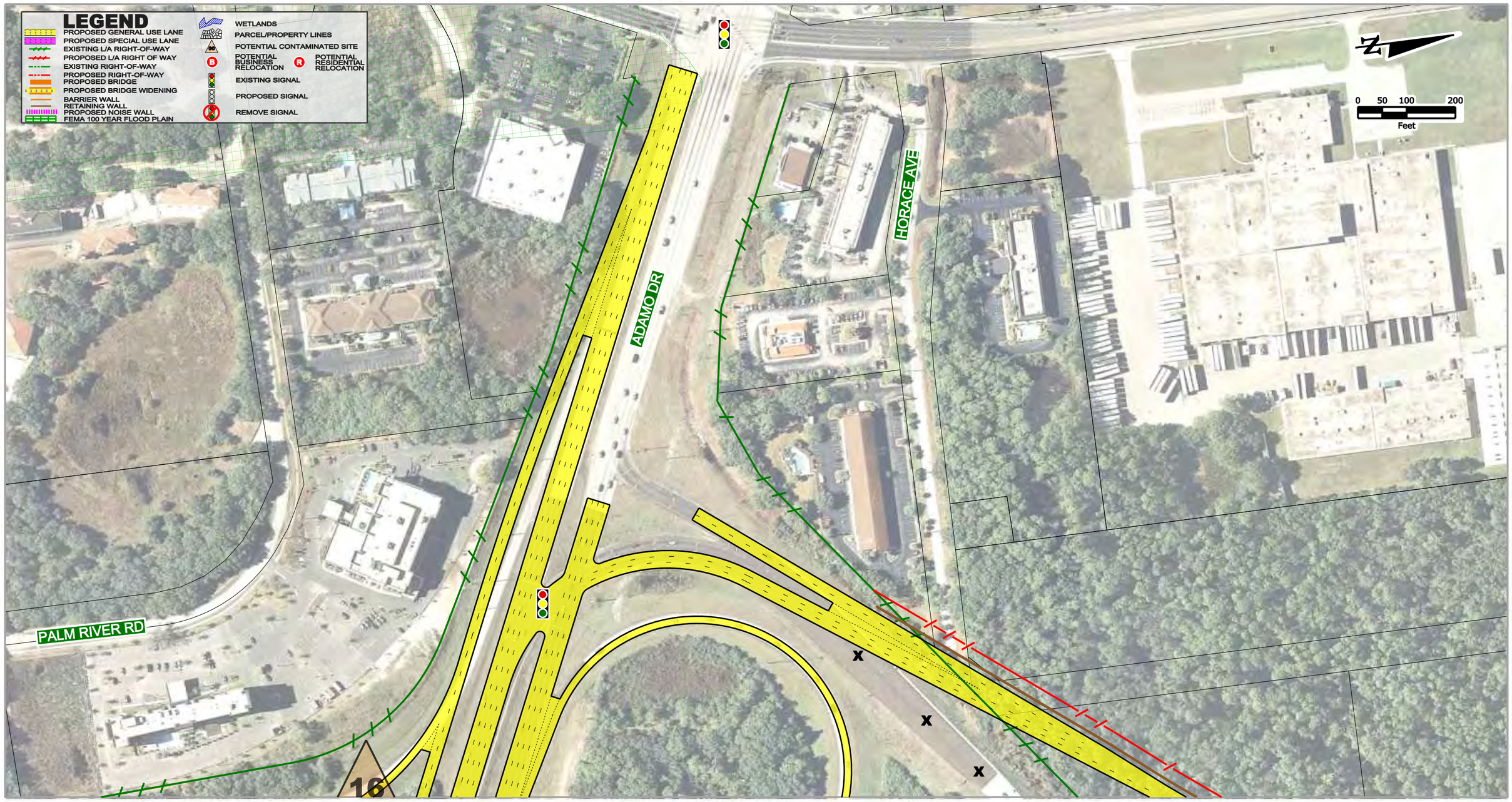
Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 22

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



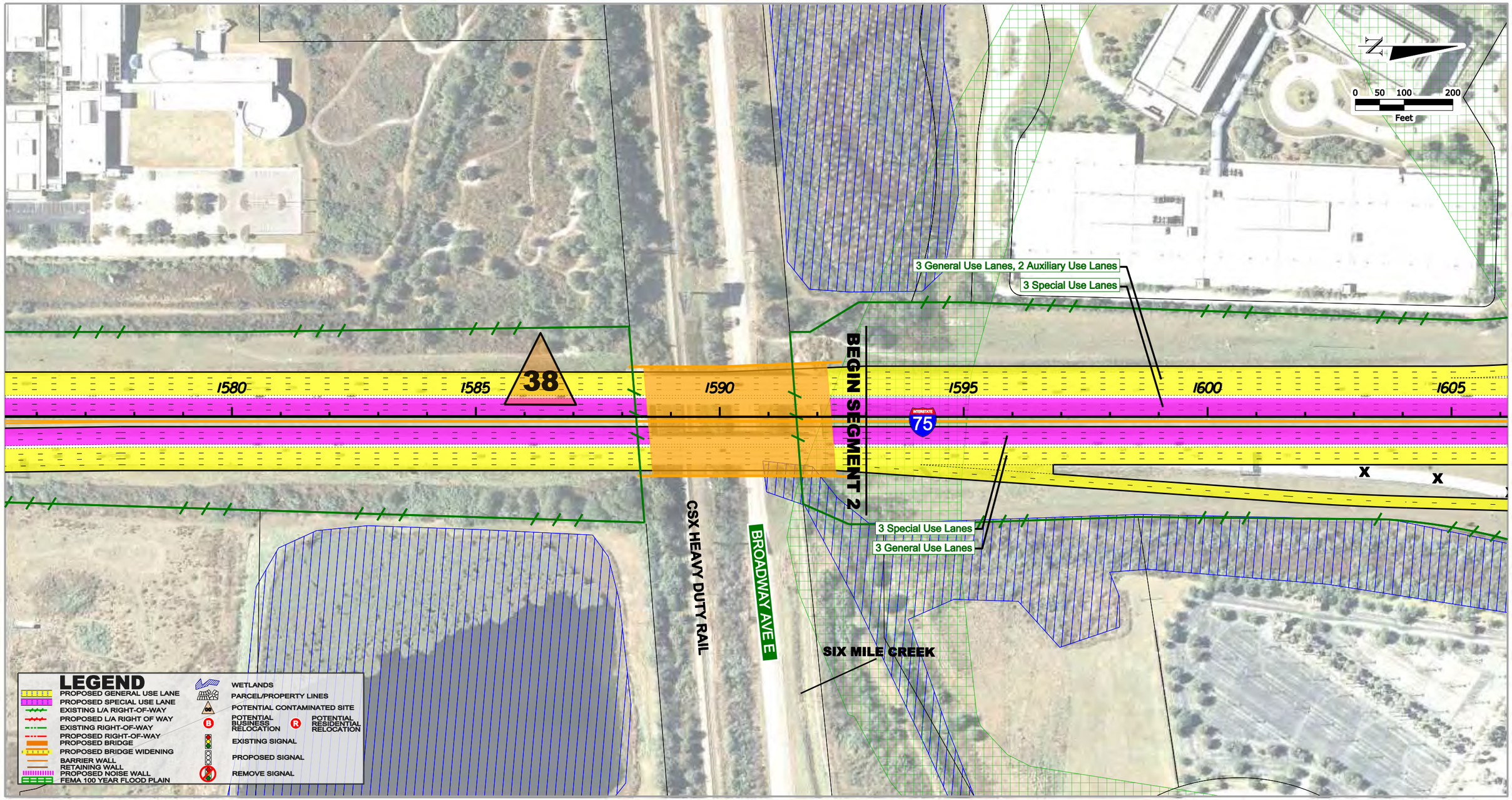
Segment One
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 23

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS
JACOBS™

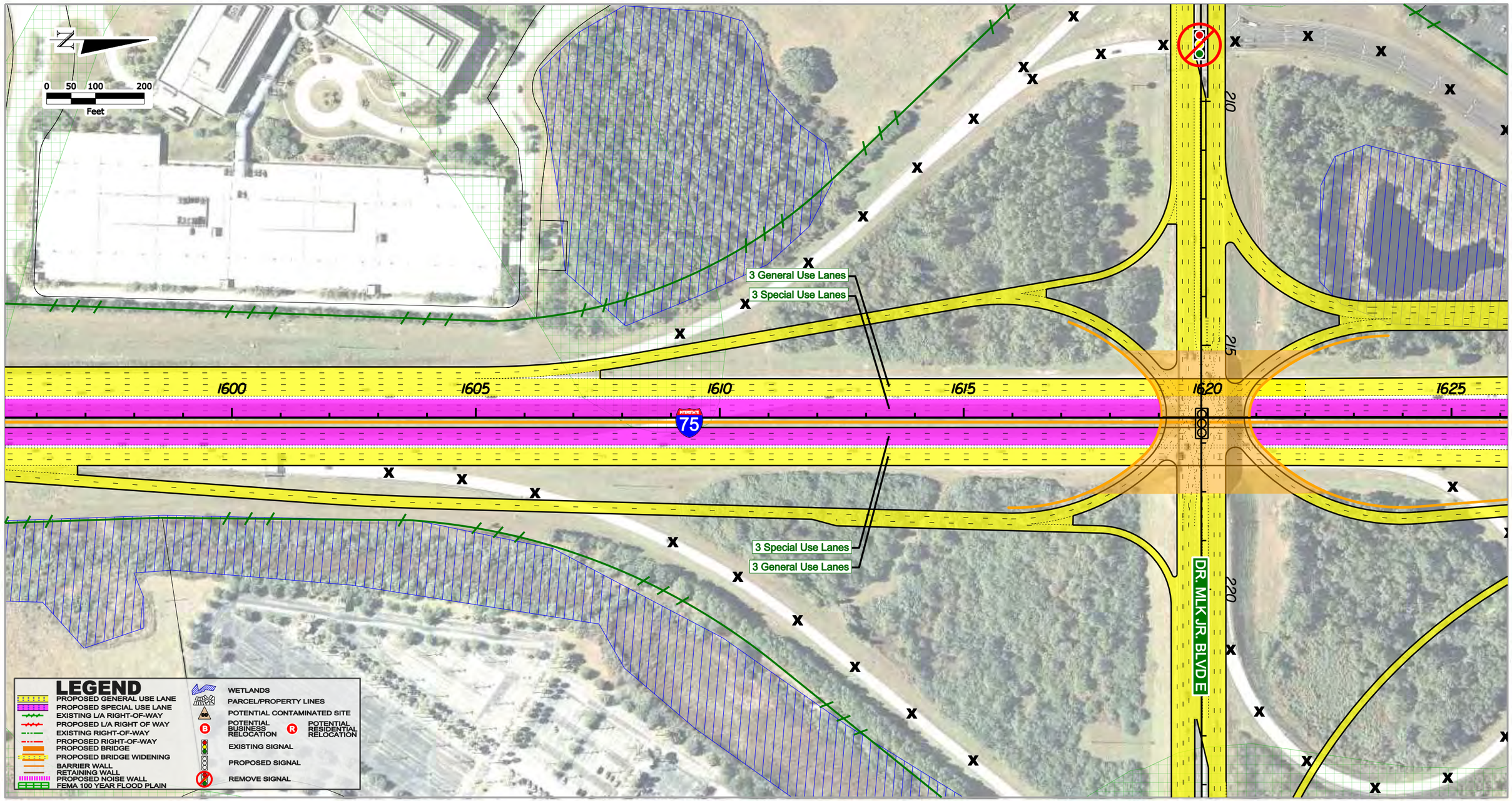
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 24

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

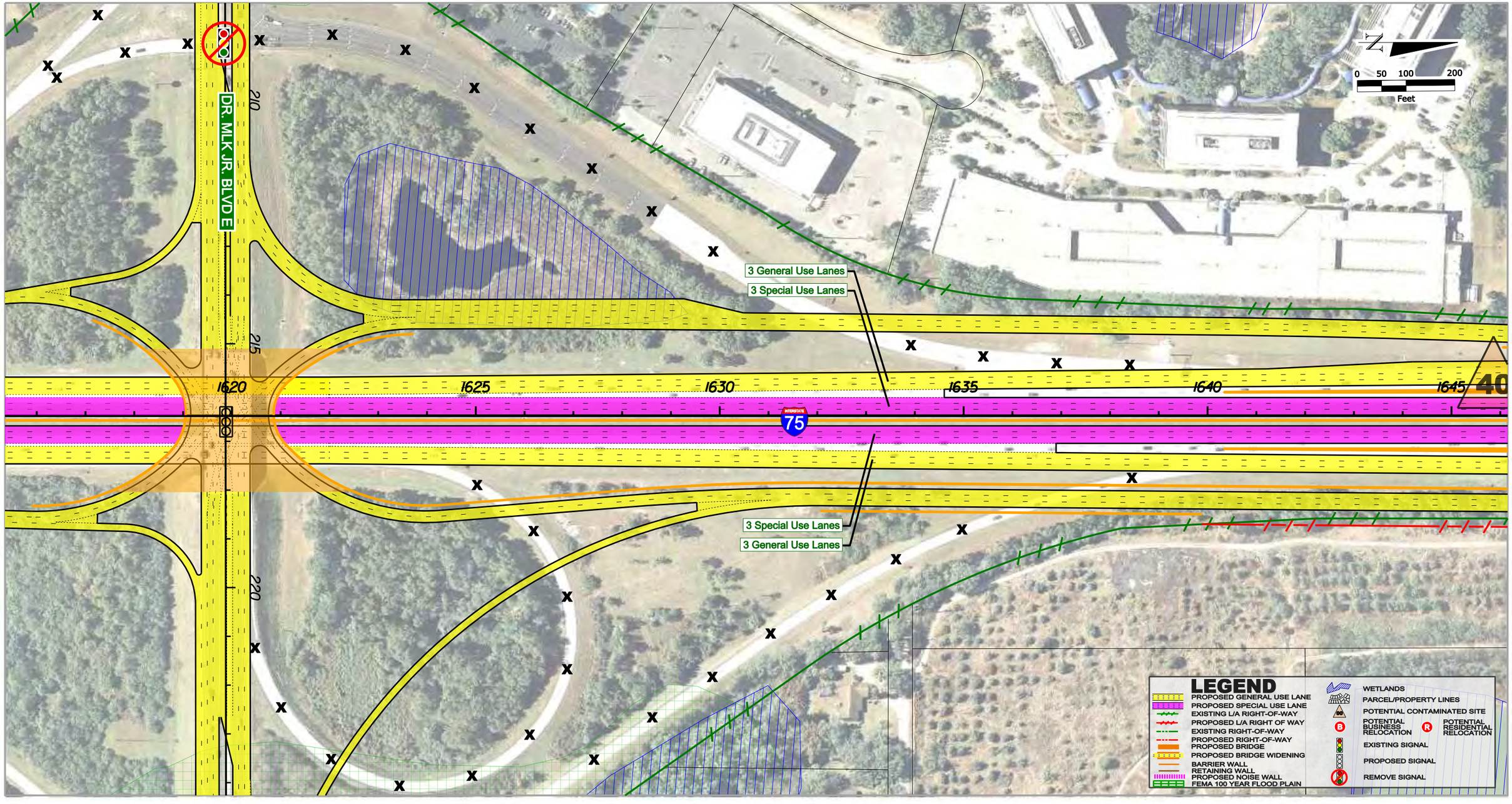
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 25

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

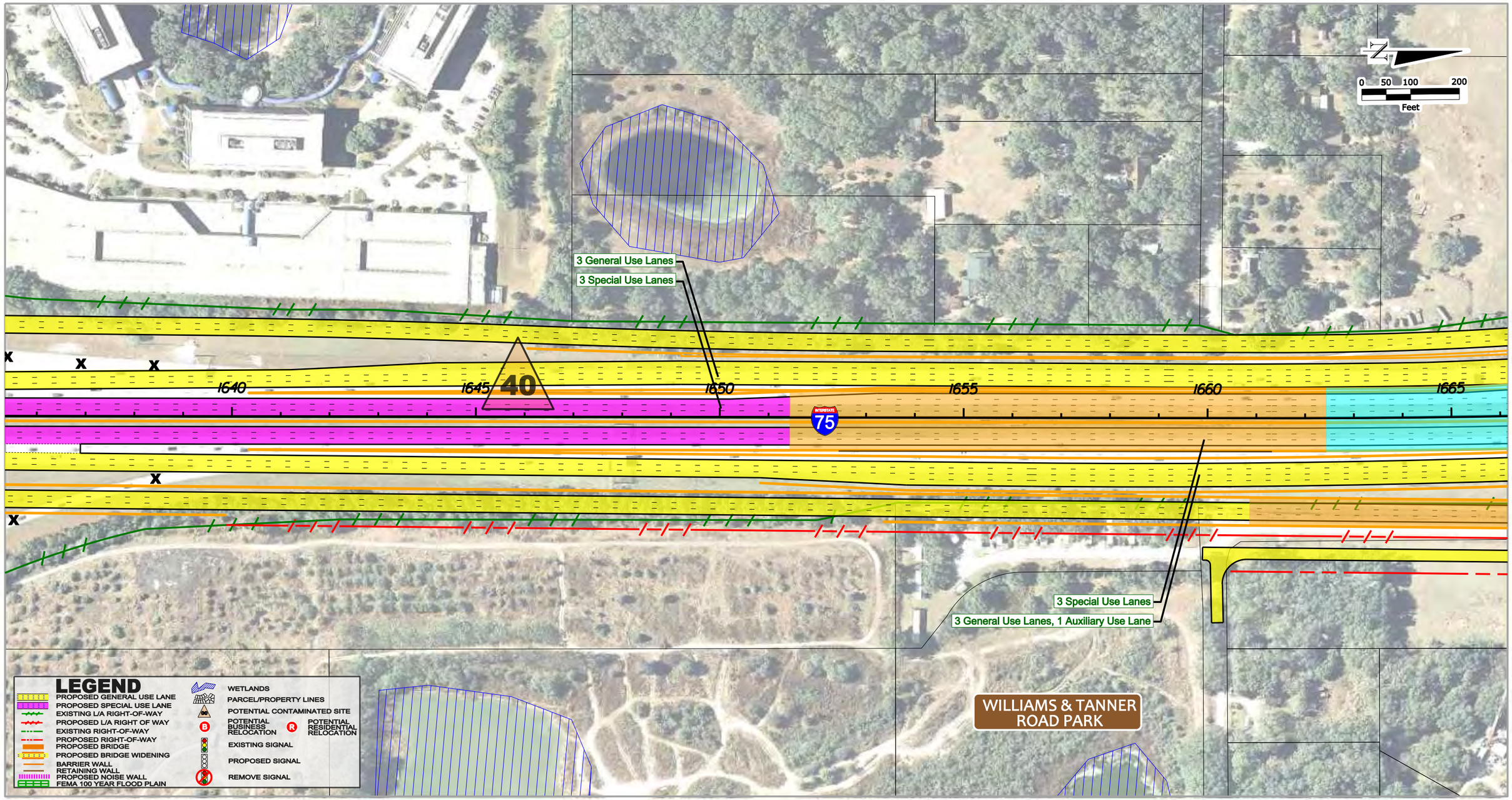
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 26

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



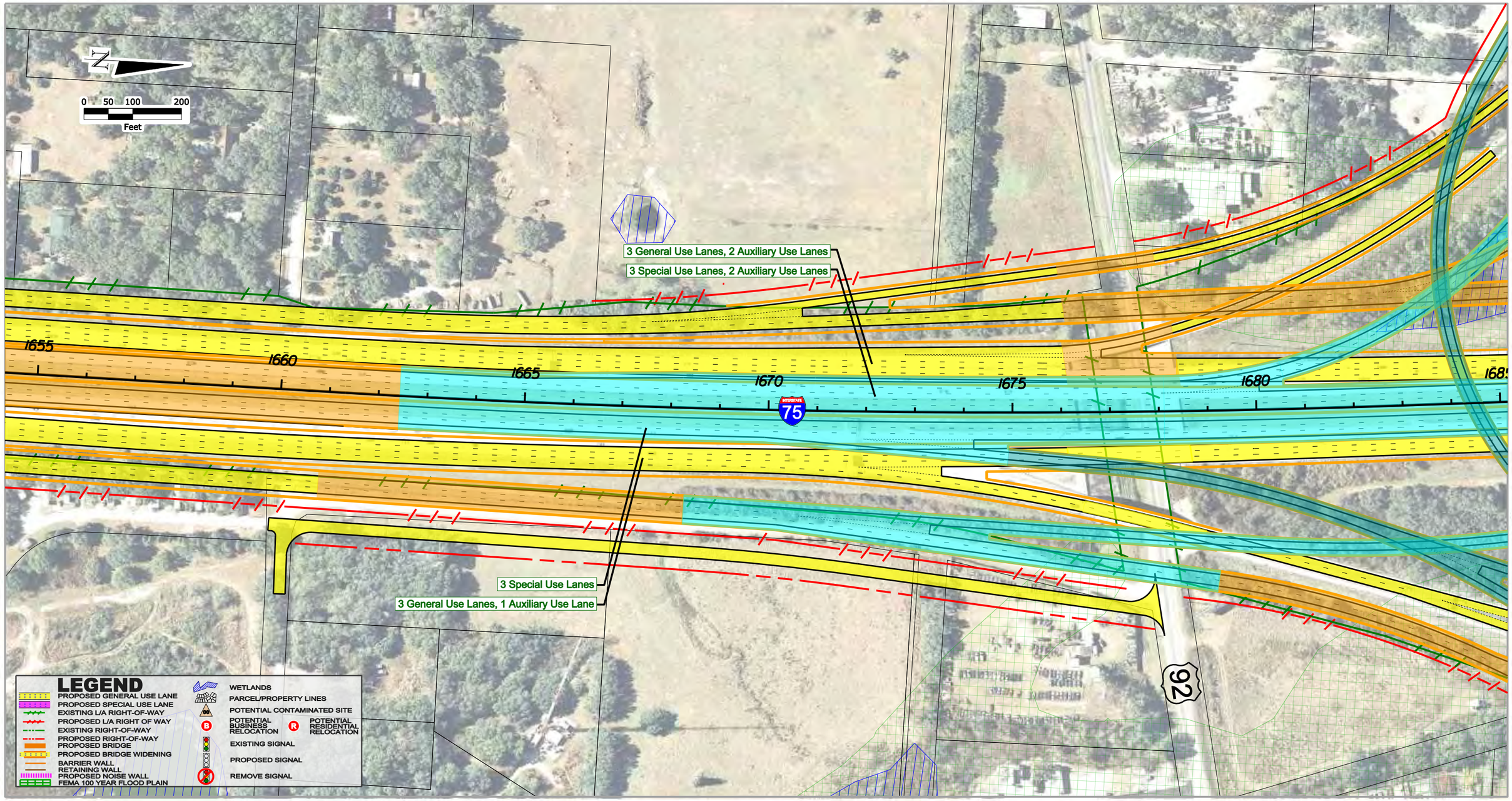
PB 100 YEARS JACOBS™

Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



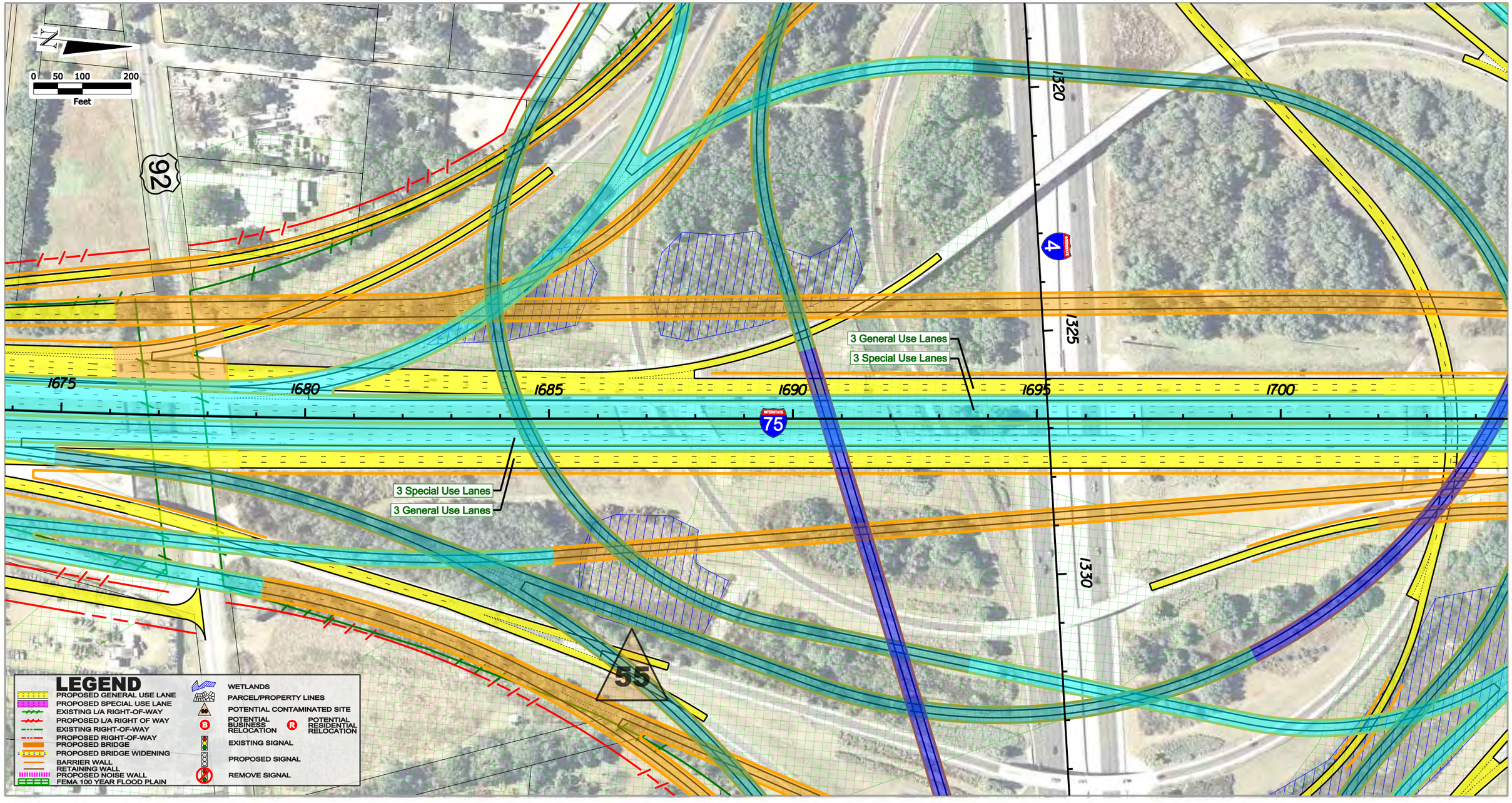
PB 100 YEARS

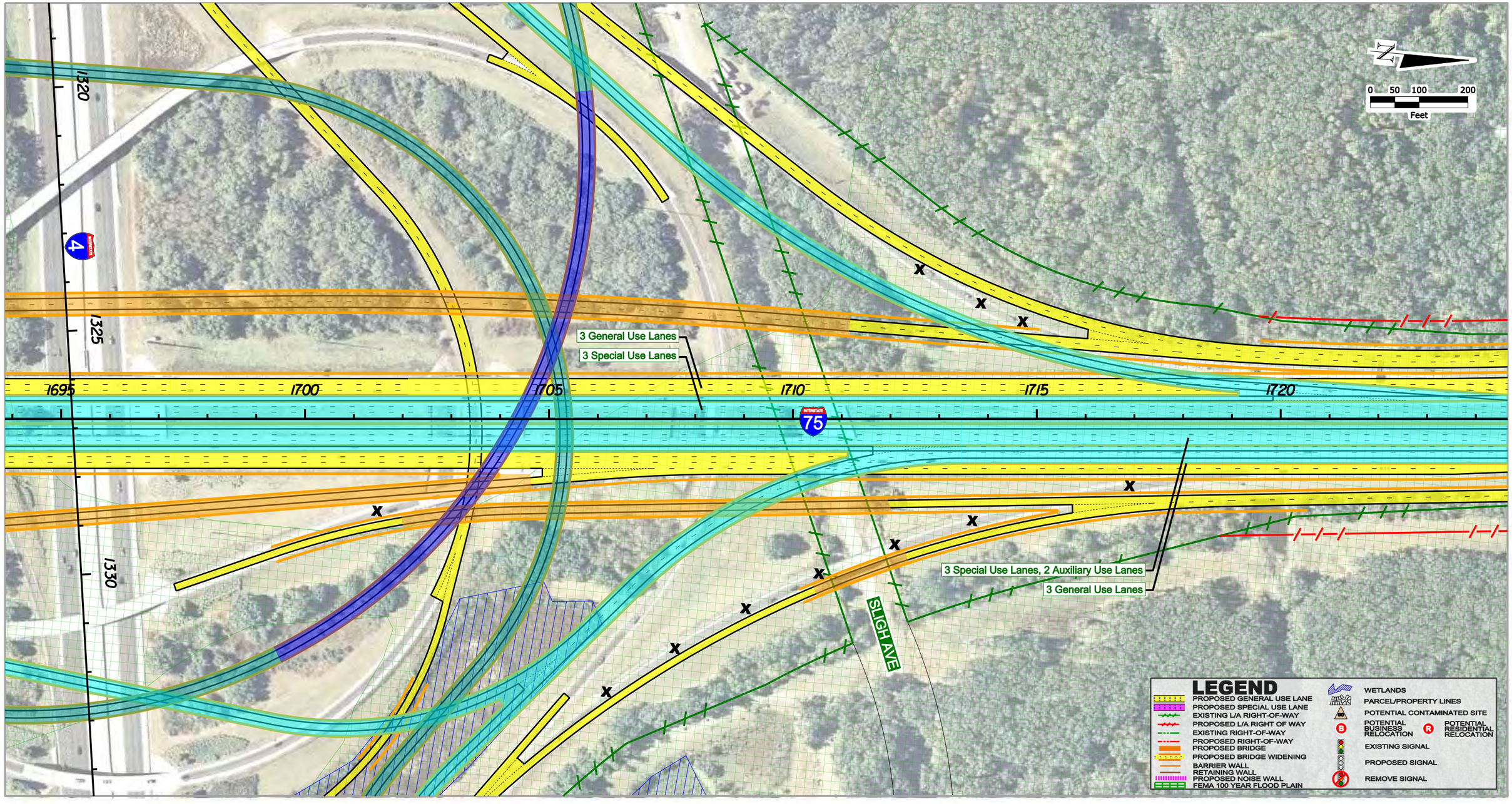
JACOBS™

Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

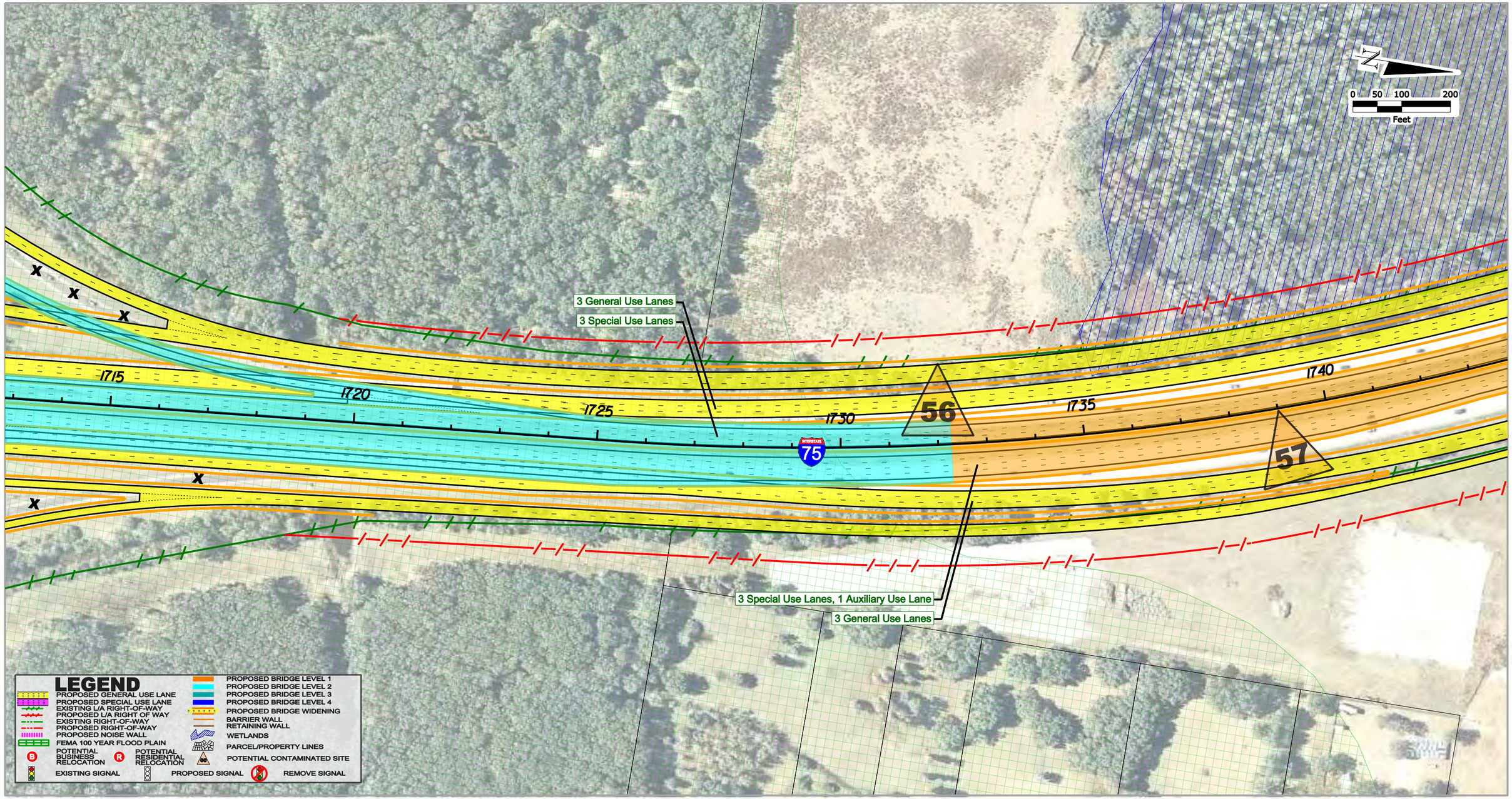
Sheet No. 28


N
0 50 100 200
Feet
92
1675
1680
1685
1690
1695
1700
1320
1325
1330
4
75
55
3 General Use Lanes
3 Special Use Lanes
3 Special Use Lanes
3 General Use Lanes
LEGEND
PROPOSED GENERAL USE LANE
PROPOSED SPECIAL USE LANE
EXISTING L/A RIGHT-OF-WAY
PROPOSED L/A RIGHT OF WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED BRIDGE
PROPOSED BRIDGE WIDENING
BARRIER WALL
RETAINING WALL
PROPOSED NOISE WALL
FEMA 100 YEAR FLOOD PLAIN
WETLANDS
PARCEL/PROPERTY LINES
POTENTIAL CONTAMINATED SITE
POTENTIAL BUSINESS RELOCATION
POTENTIAL RESIDENTIAL RELOCATION
EXISTING SIGNAL
PROPOSED SIGNAL
REMOVE SIGNAL


1320
1325
1330
1695
1700
1705
1710
1715
1720
4
75
INTERSTATE
3 General Use Lanes
3 Special Use Lanes
3 Special Use Lanes, 2 Auxiliary Use Lanes
3 General Use Lanes
SLIGH AVE
0 50 100 200
Feet
LEGEND
PROPOSED GENERAL USE LANE
PROPOSED SPECIAL USE LANE
EXISTING L/A RIGHT-OF-WAY
PROPOSED L/A RIGHT OF WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED BRIDGE
PROPOSED BRIDGE WIDENING
BARRIER WALL
RETAINING WALL
PROPOSED NOISE WALL
FEMA 100 YEAR FLOOD PLAIN
WETLANDS
PARCEL/PROPERTY LINES
POTENTIAL CONTAMINATED SITE
POTENTIAL BUSINESS RELOCATION
POTENTIAL RESIDENTIAL RELOCATION
EXISTING SIGNAL
PROPOSED SIGNAL
REMOVE SIGNAL

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

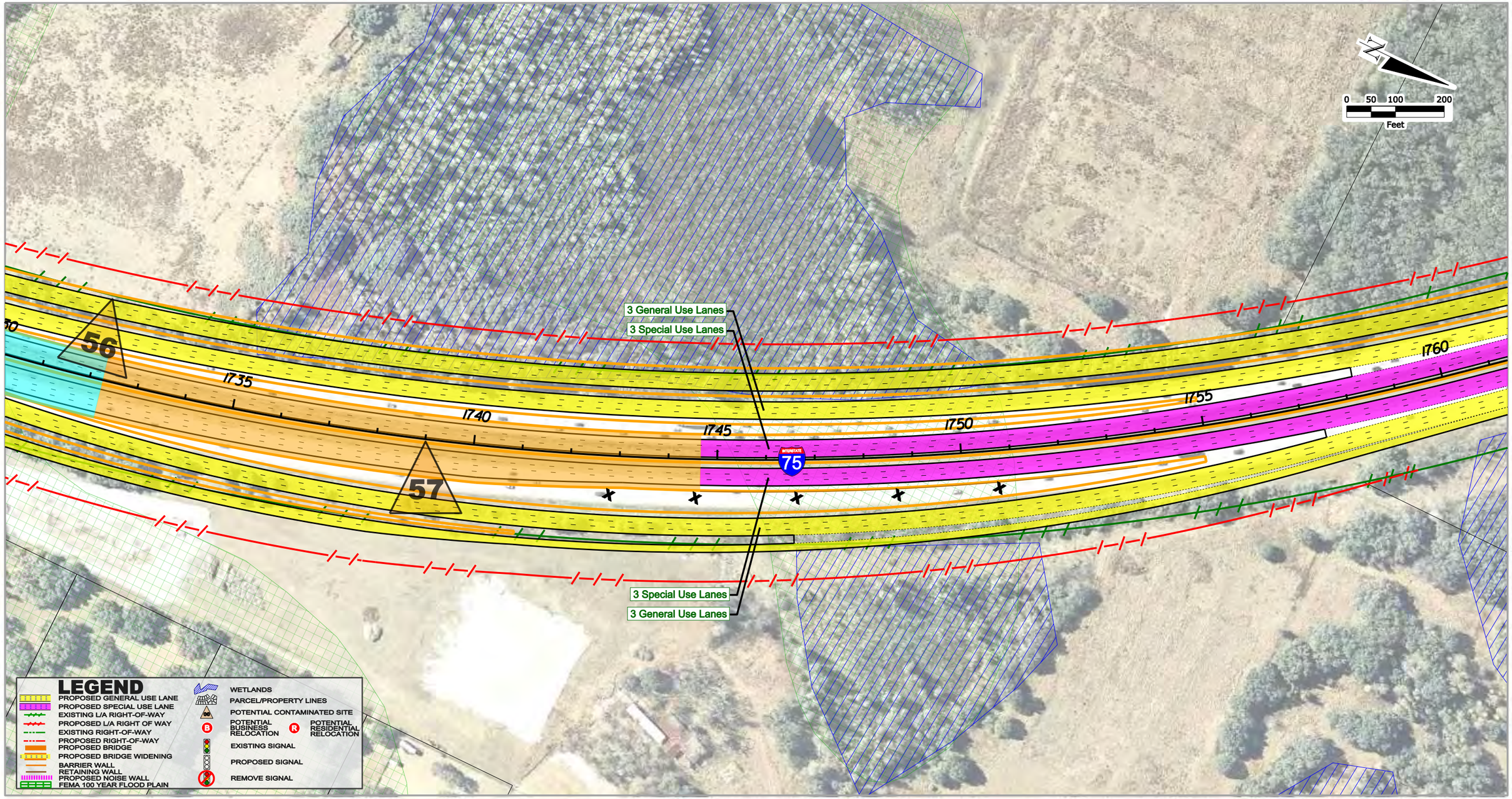
FPID
419235-3-22-01

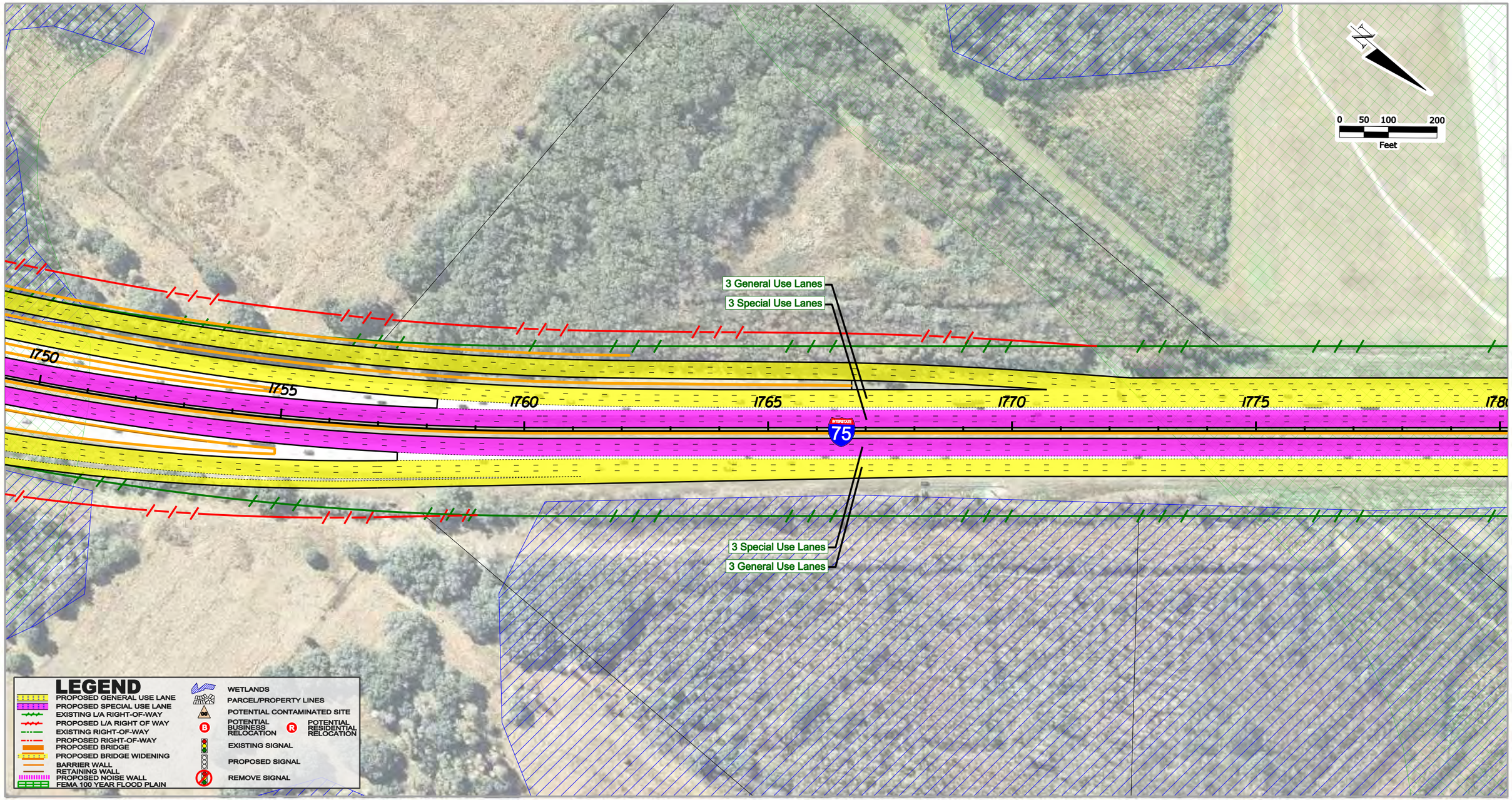


PB 100 YEARS JACOBS™

Segment Two
Recommended Alternative

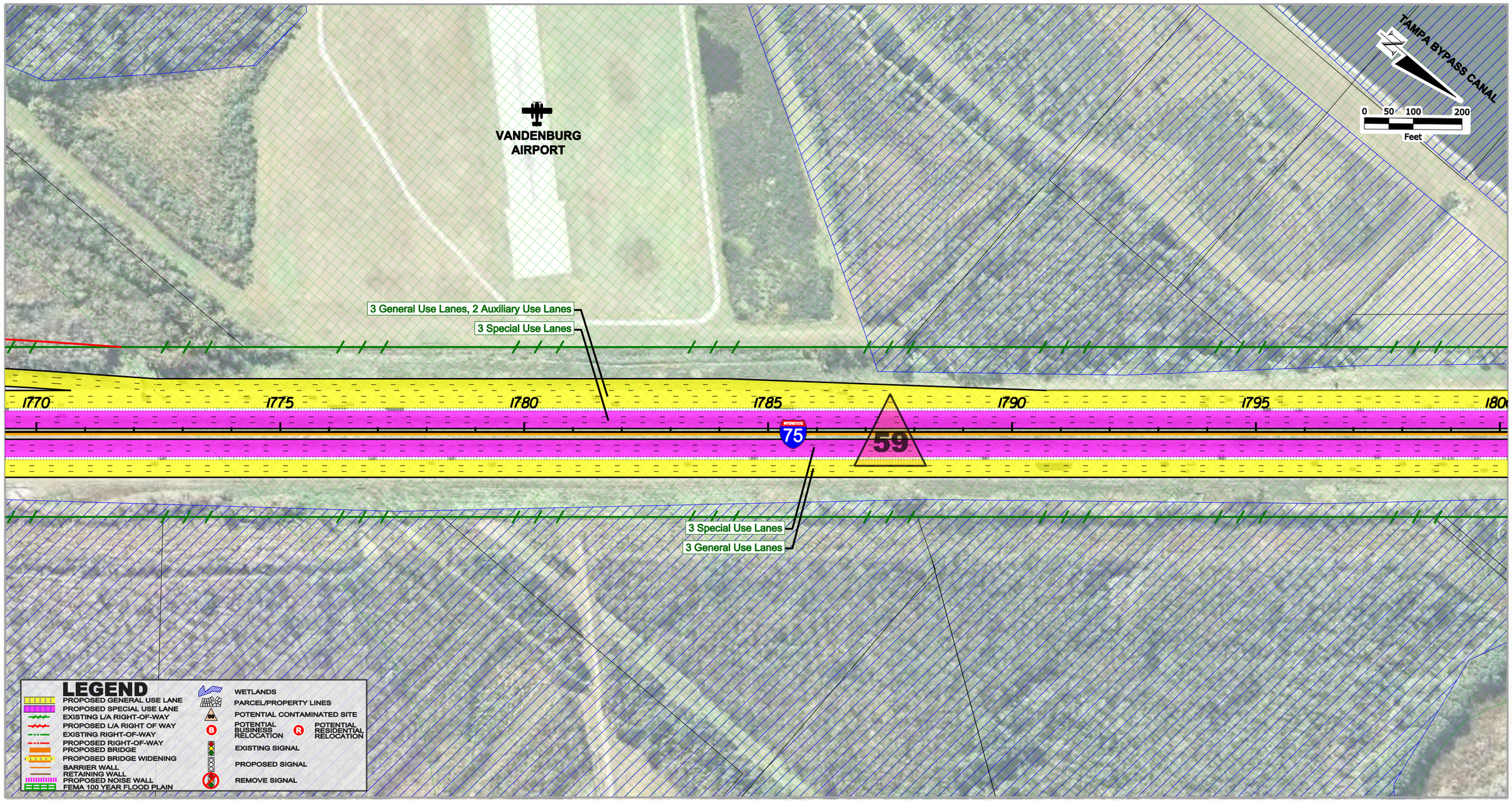
AERIAL FLIGHT DATE: OCTOBER, 2008


N
0 50 100 200
Feet
3 General Use Lanes
3 Special Use Lanes
3 Special Use Lanes
3 General Use Lanes
56
57
I735
I740
I745
I750
I755
I760
INTERSTATE
75
LEGEND
PROPOSED GENERAL USE LANE
PROPOSED SPECIAL USE LANE
EXISTING L/A RIGHT-OF-WAY
PROPOSED L/A RIGHT OF WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED BRIDGE
PROPOSED BRIDGE WIDENING
BARRIER WALL
RETAINING WALL
PROPOSED NOISE WALL
FEMA 100 YEAR FLOOD PLAIN
WETLANDS
PARCEL/PROPERTY LINES
POTENTIAL CONTAMINATED SITE
POTENTIAL BUSINESS RELOCATION
POTENTIAL RESIDENTIAL RELOCATION
EXISTING SIGNAL
PROPOSED SIGNAL
REMOVE SIGNAL


3 General Use Lanes
3 Special Use Lanes
3 Special Use Lanes
3 General Use Lanes
1750
1755
1760
1765
1770
1775
75
0 50 100 200
Feet
LEGEND
PROPOSED GENERAL USE LANE
PROPOSED SPECIAL USE LANE
EXISTING L/A RIGHT-OF-WAY
PROPOSED L/A RIGHT OF WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED BRIDGE
PROPOSED BRIDGE WIDENING
BARRIER WALL
RETAINING WALL
PROPOSED NOISE WALL
FEMA 100 YEAR FLOOD PLAIN
WETLANDS
PARCEL/PROPERTY LINES
POTENTIAL CONTAMINATED SITE
POTENTIAL BUSINESS RELOCATION
POTENTIAL RESIDENTIAL RELOCATION
EXISTING SIGNAL
PROPOSED SIGNAL
REMOVE SIGNAL

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



JACOBS™

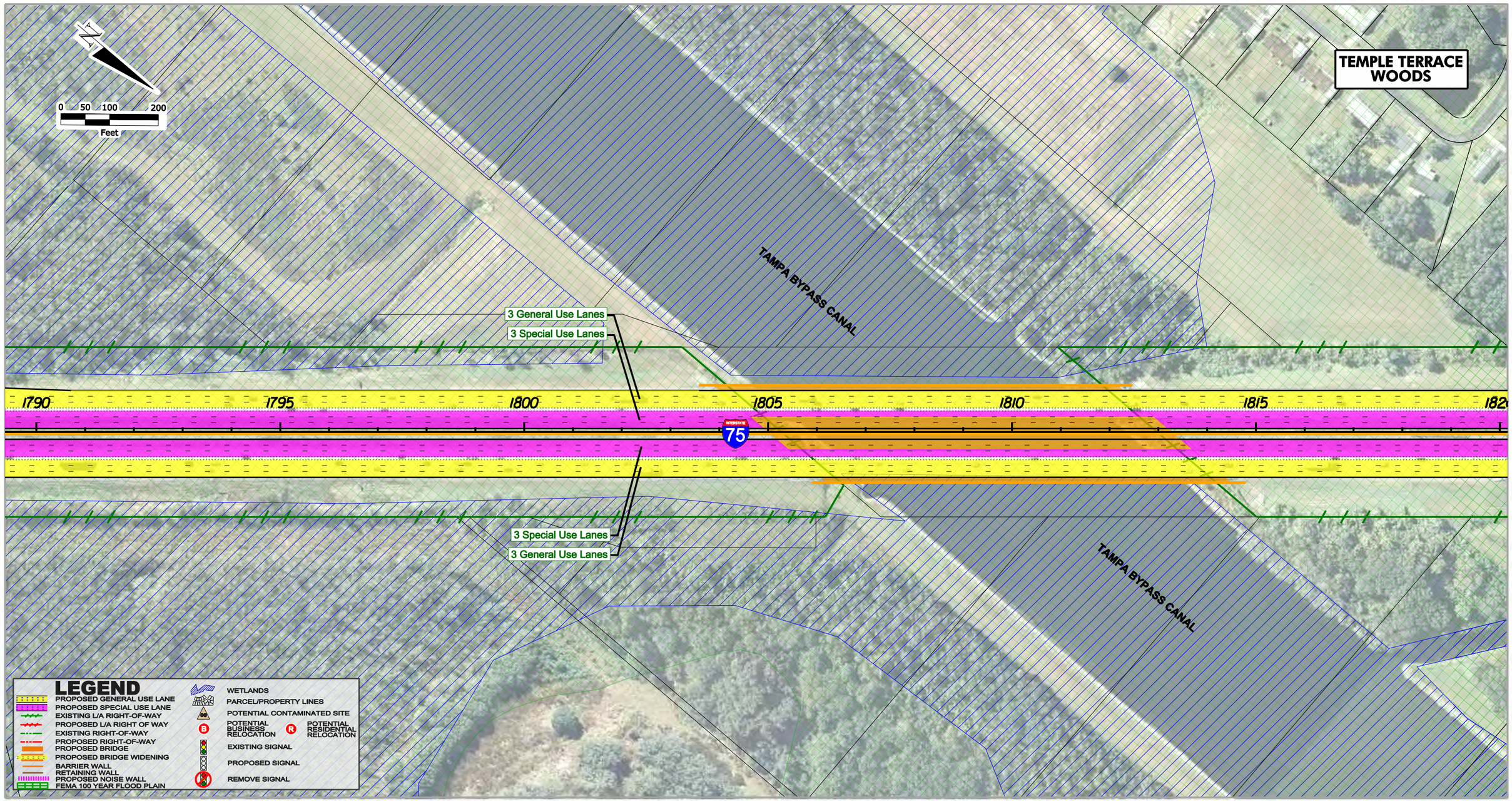
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 34

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS

JACOBS™

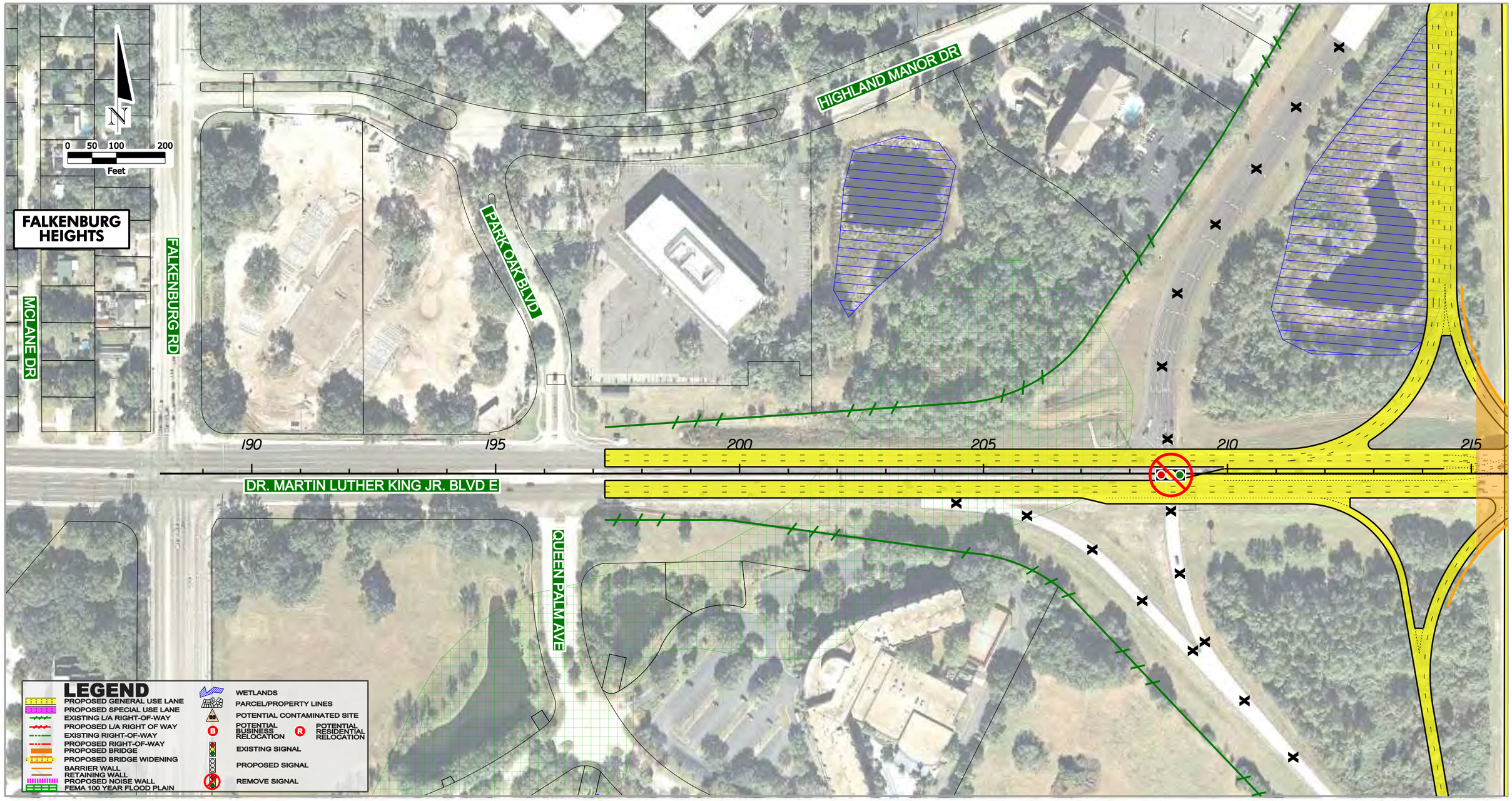
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 35

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

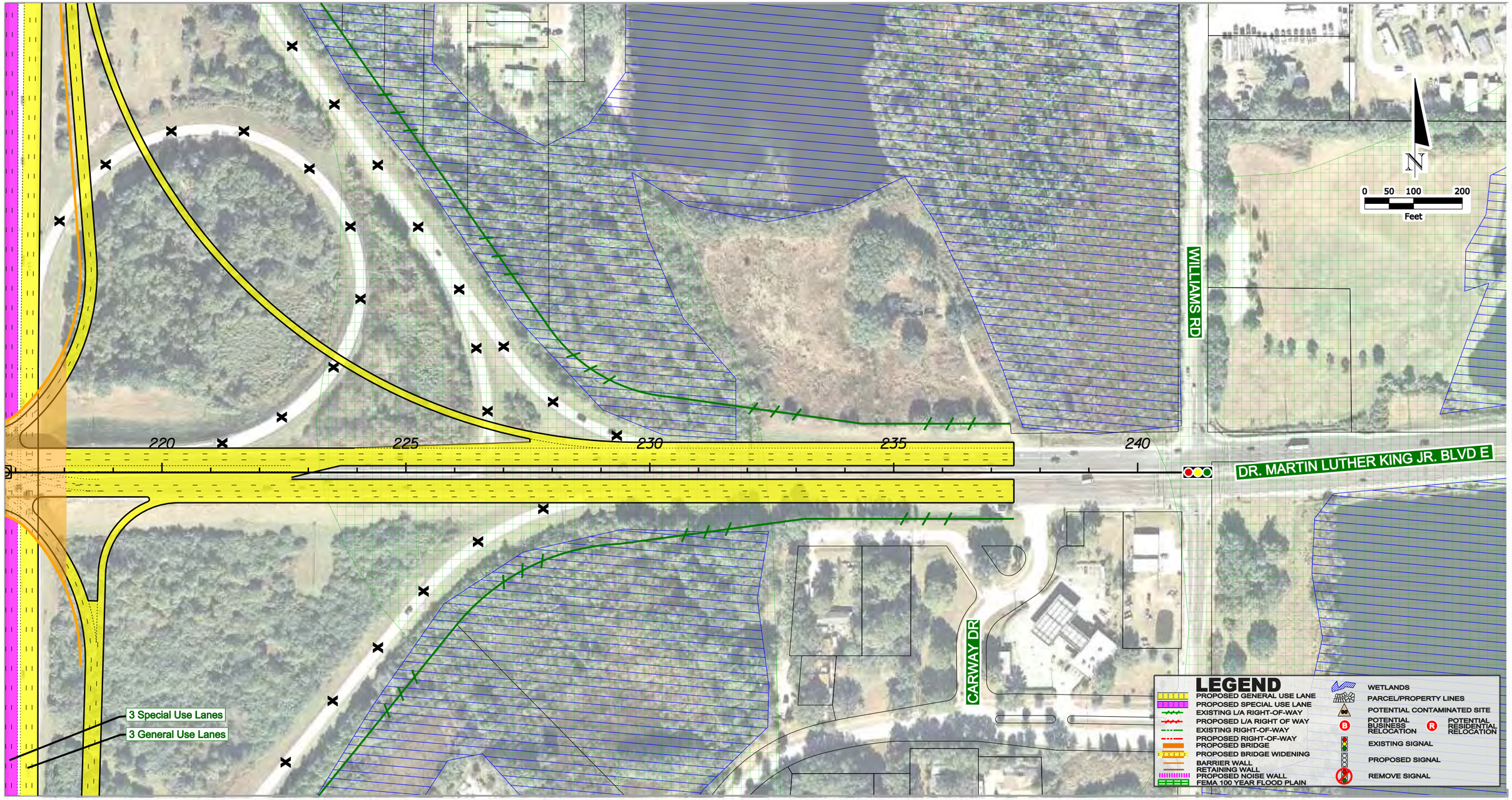
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 36

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



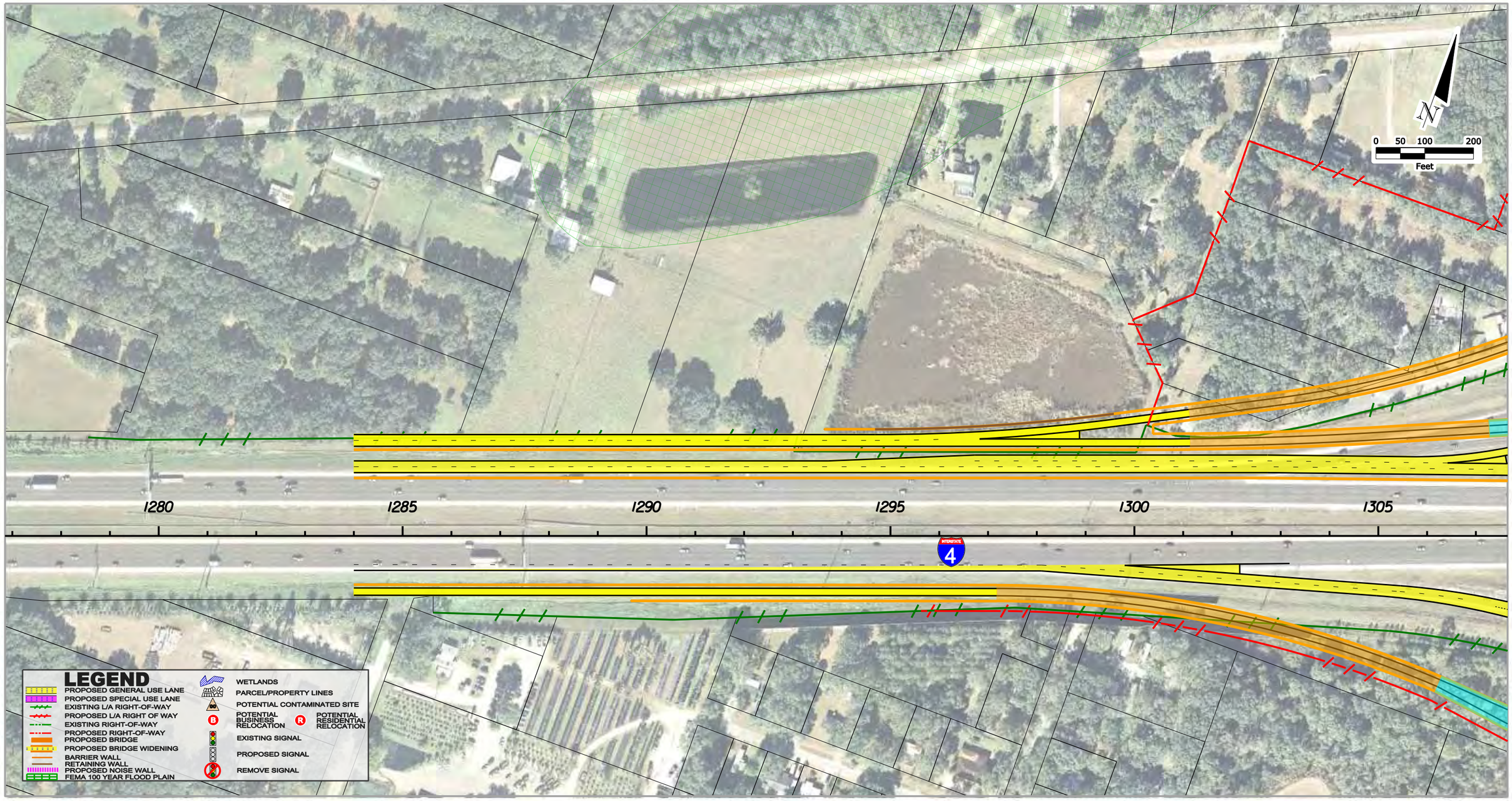
PB 100 YEARS JACOBS™

Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS
JACOBS™

Segment Two
Recommended Alternative

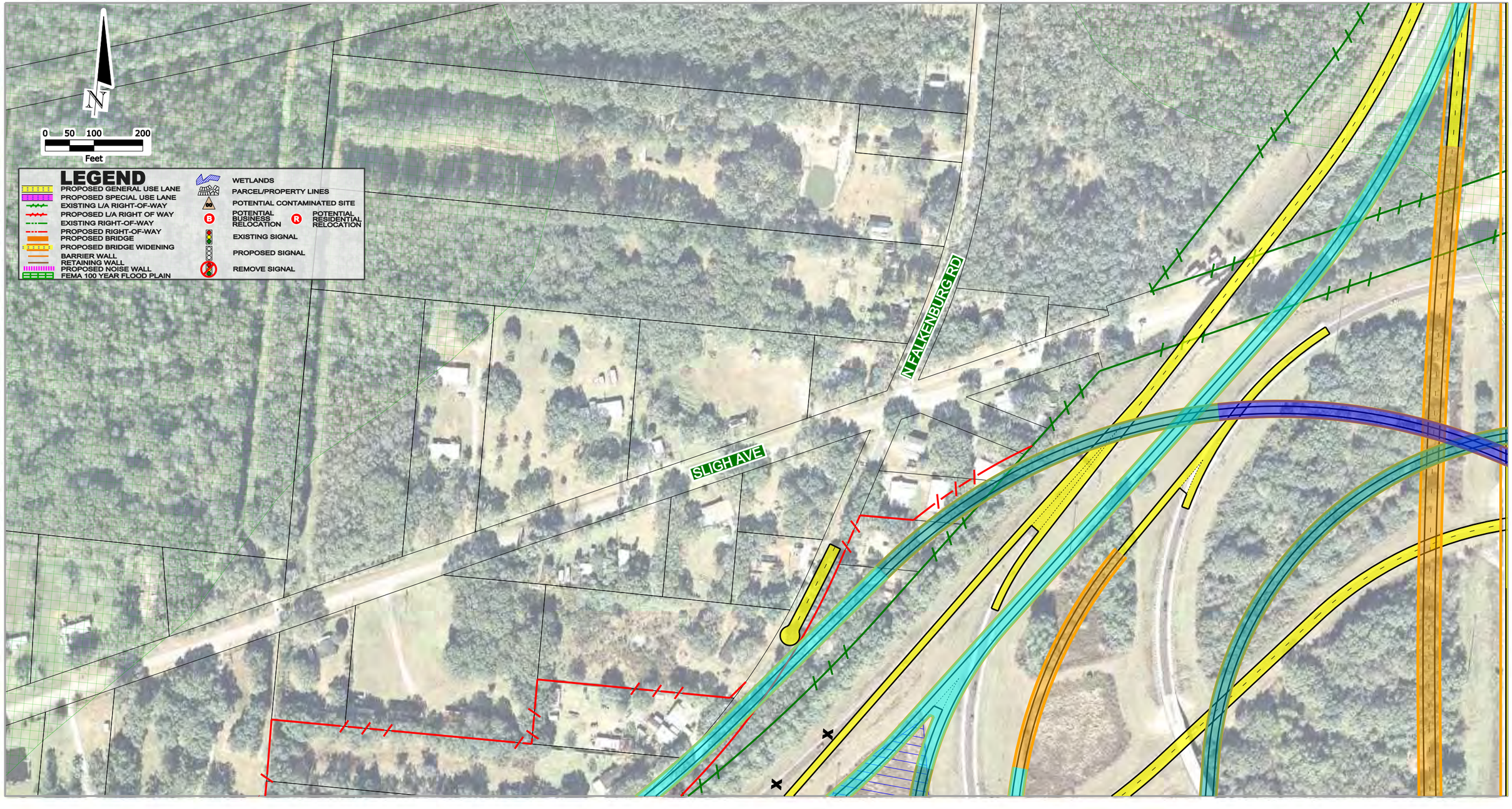
AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 38

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION



PB 100 YEARS

JACOBS™

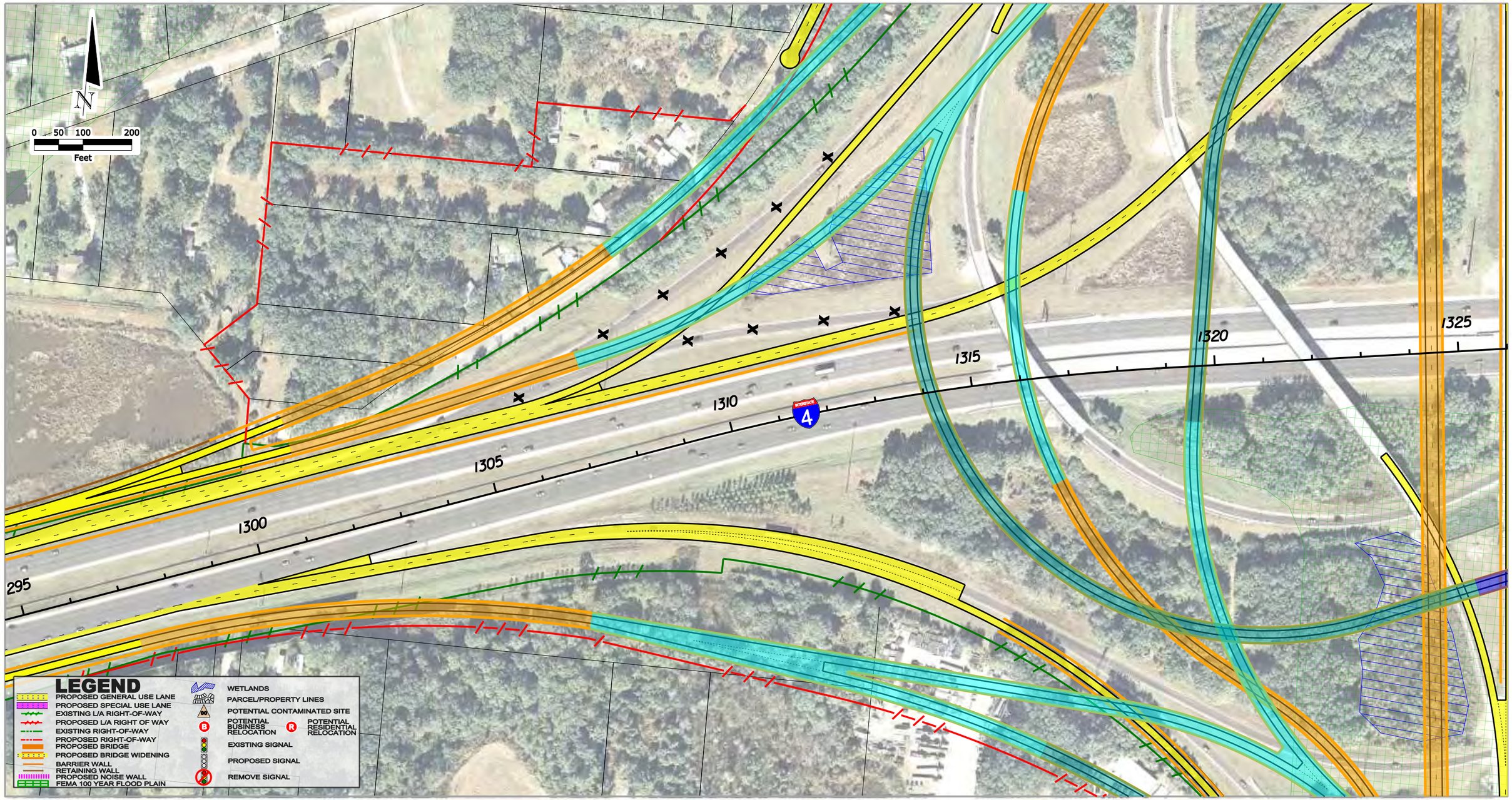
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 39

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01

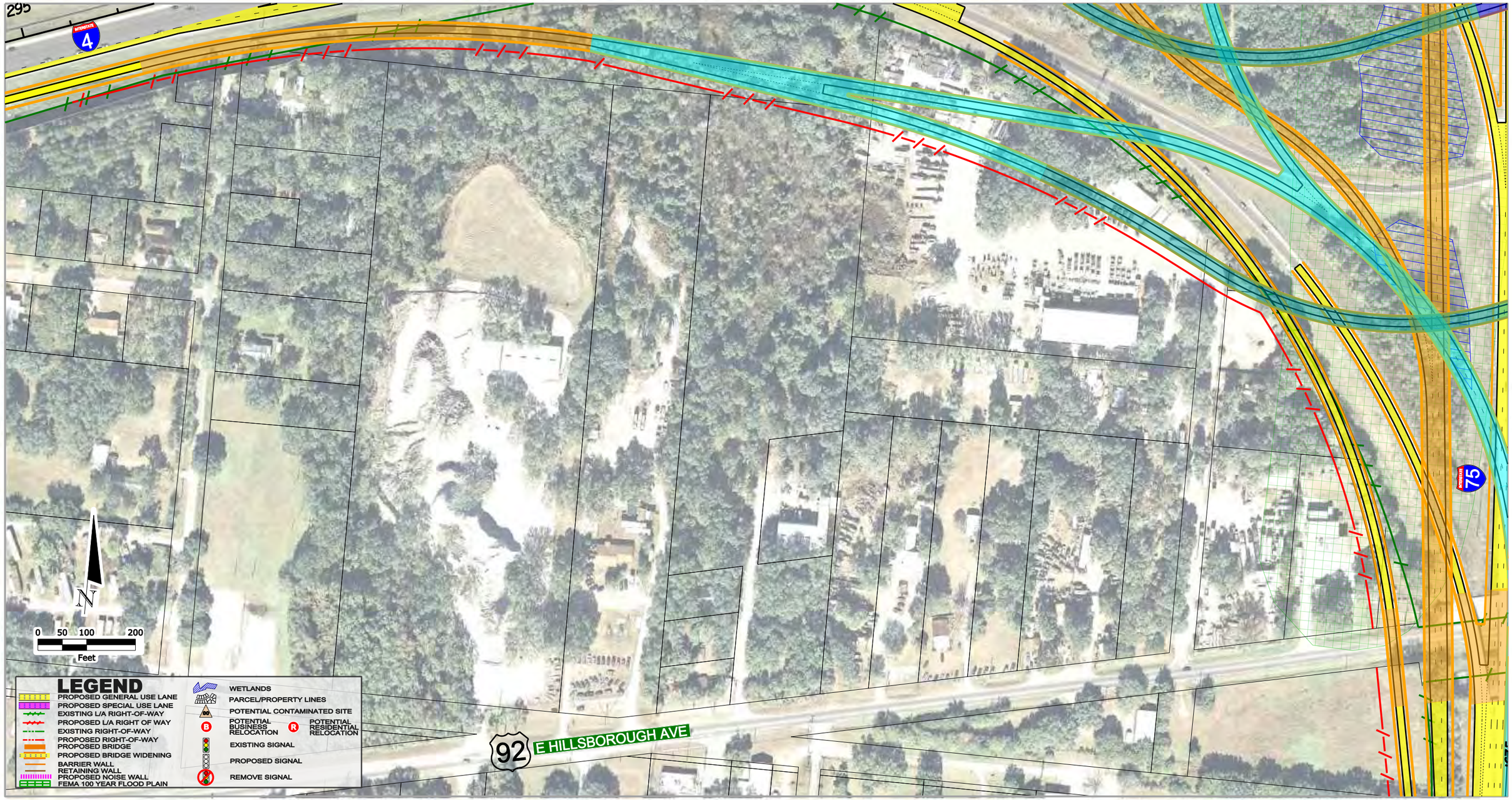


PB 100 YEARS JACOBS™

Segment Two
Recommended Alternative

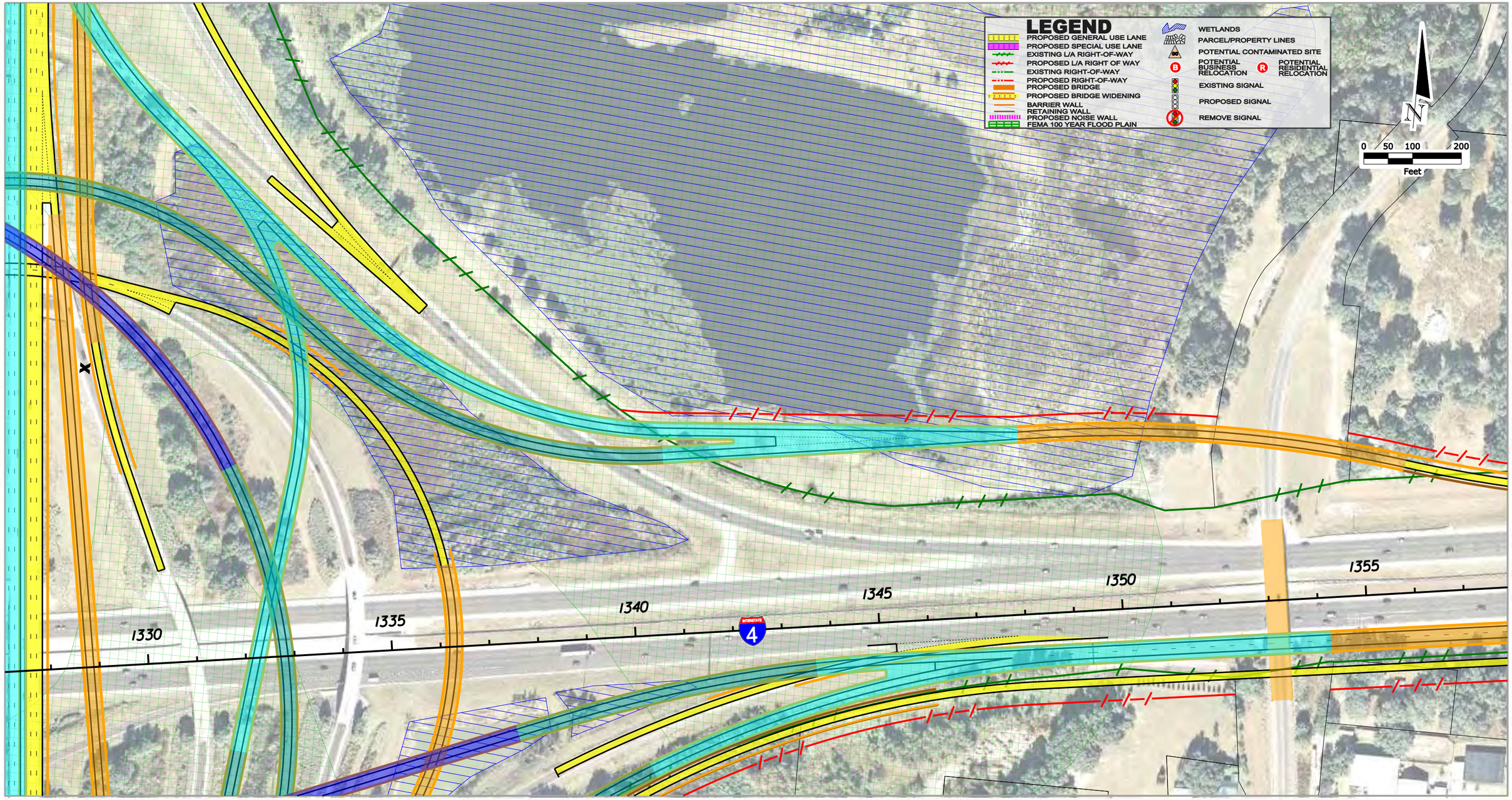
AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 40


295
4
N
0 50 100 200
Feet
LEGEND
PROPOSED GENERAL USE LANE
PROPOSED SPECIAL USE LANE
EXISTING L/A RIGHT-OF-WAY
PROPOSED L/A RIGHT OF WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED BRIDGE
PROPOSED BRIDGE WIDENING
BARRIER WALL
RETAINING WALL
PROPOSED NOISE WALL
FEMA 100 YEAR FLOOD PLAIN
WETLANDS
PARCEL/PROPERTY LINES
POTENTIAL CONTAMINATED SITE
POTENTIAL BUSINESS RELOCATION
POTENTIAL RESIDENTIAL RELOCATION
EXISTING SIGNAL
PROPOSED SIGNAL
REMOVE SIGNAL
92
E HILLSBOROUGH AVE
75

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

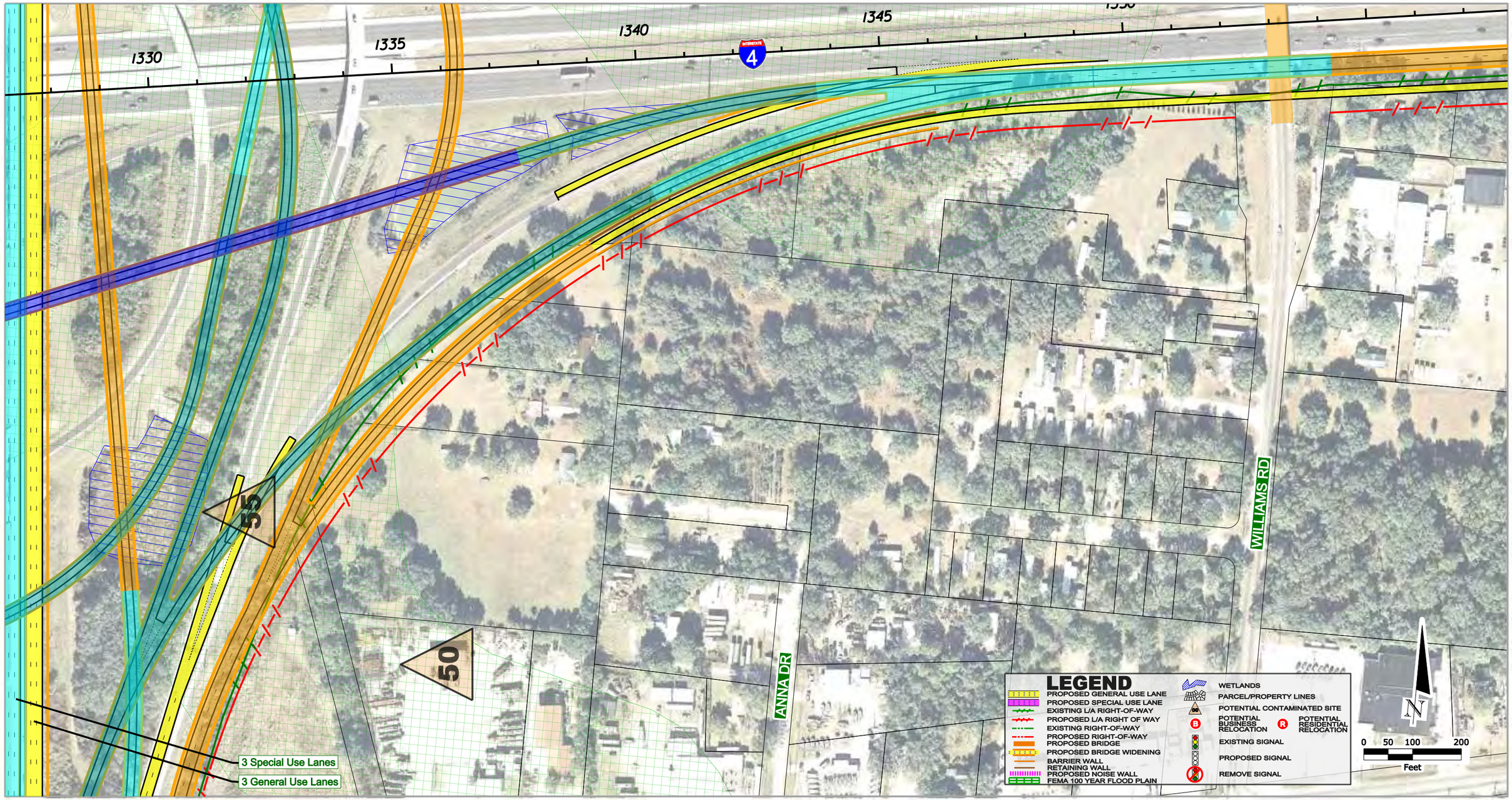
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 42

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS

JACOBS™

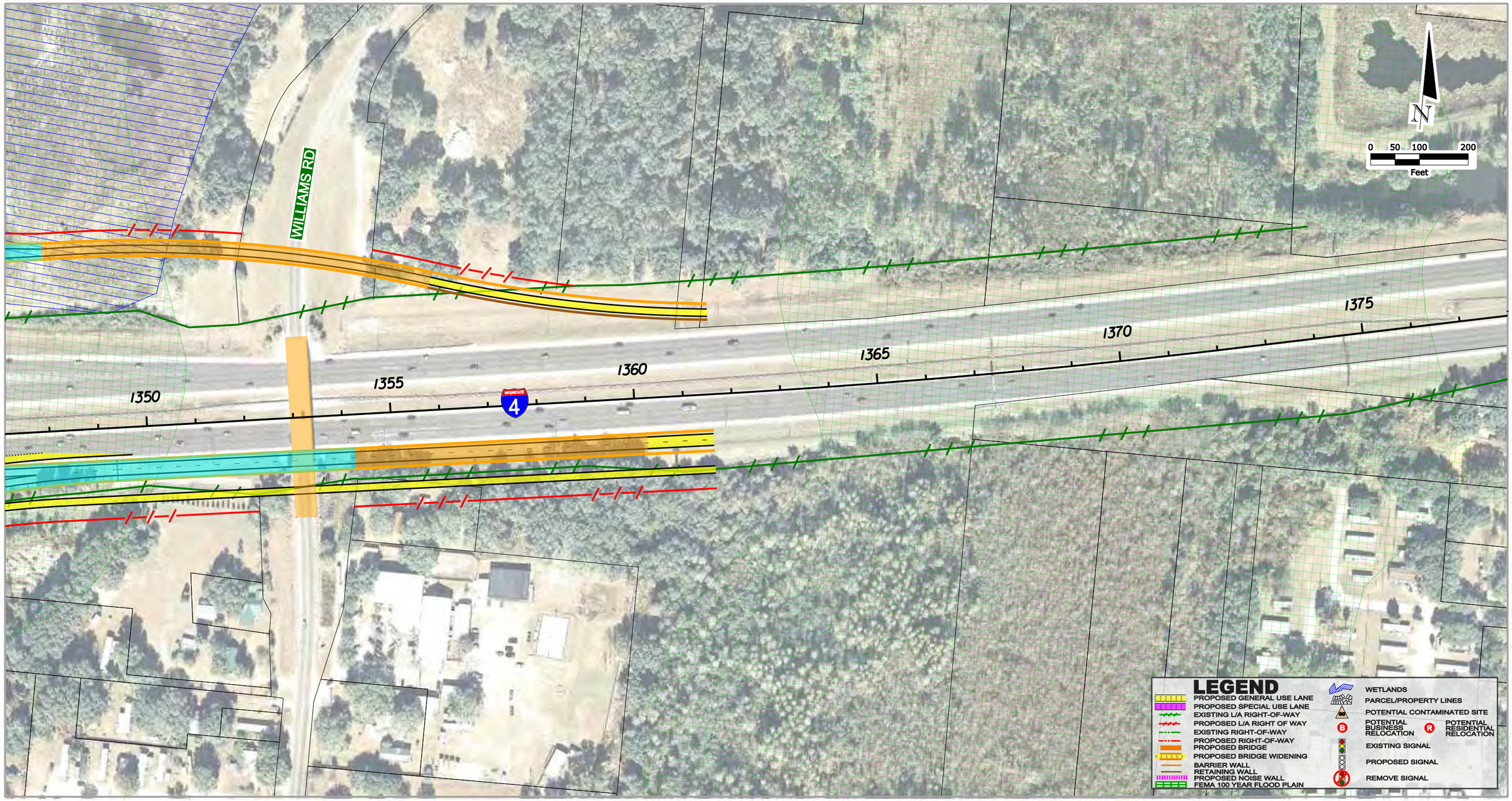
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 43

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS
JACOBS™

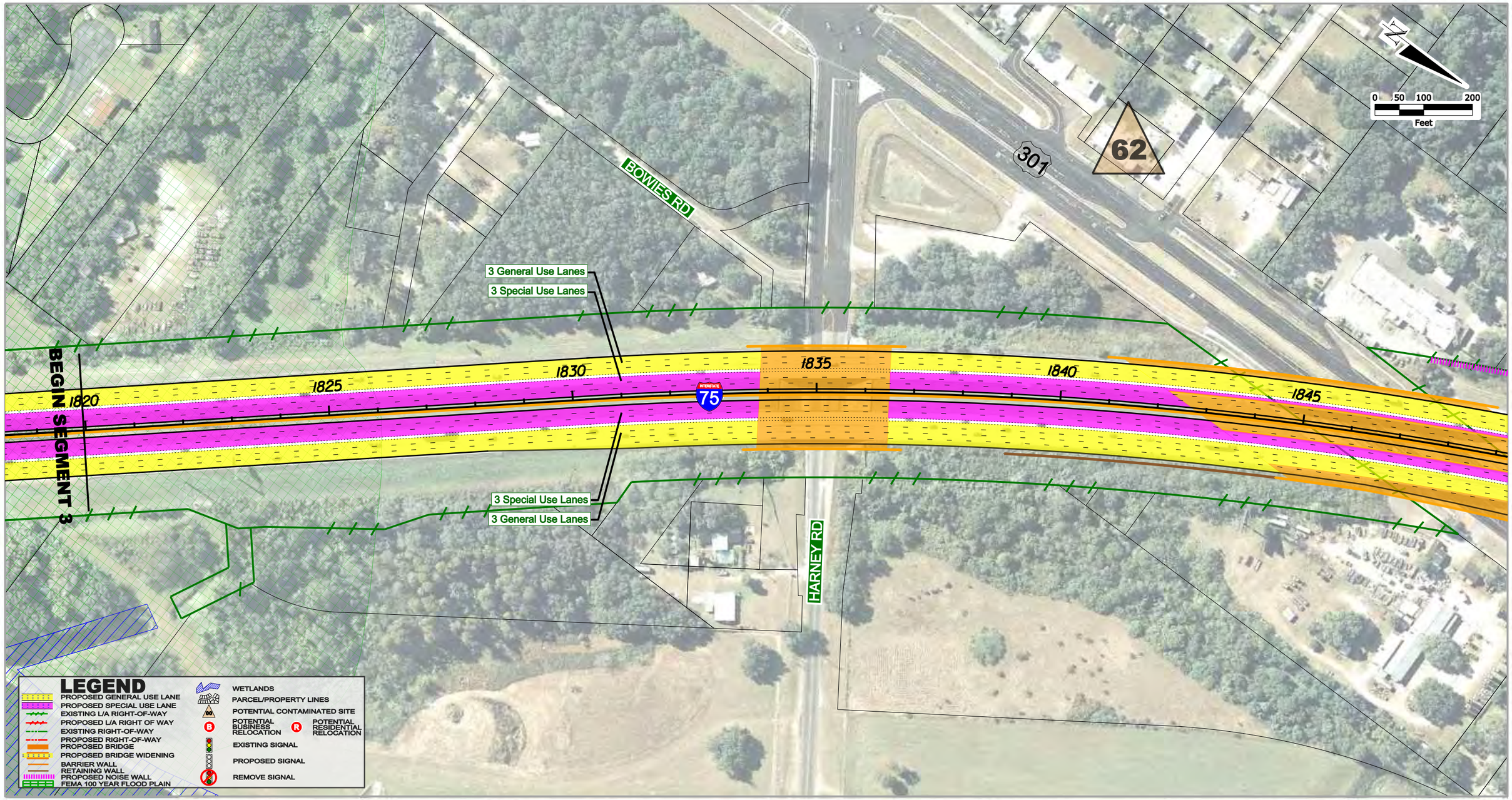
Segment Two
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 44

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

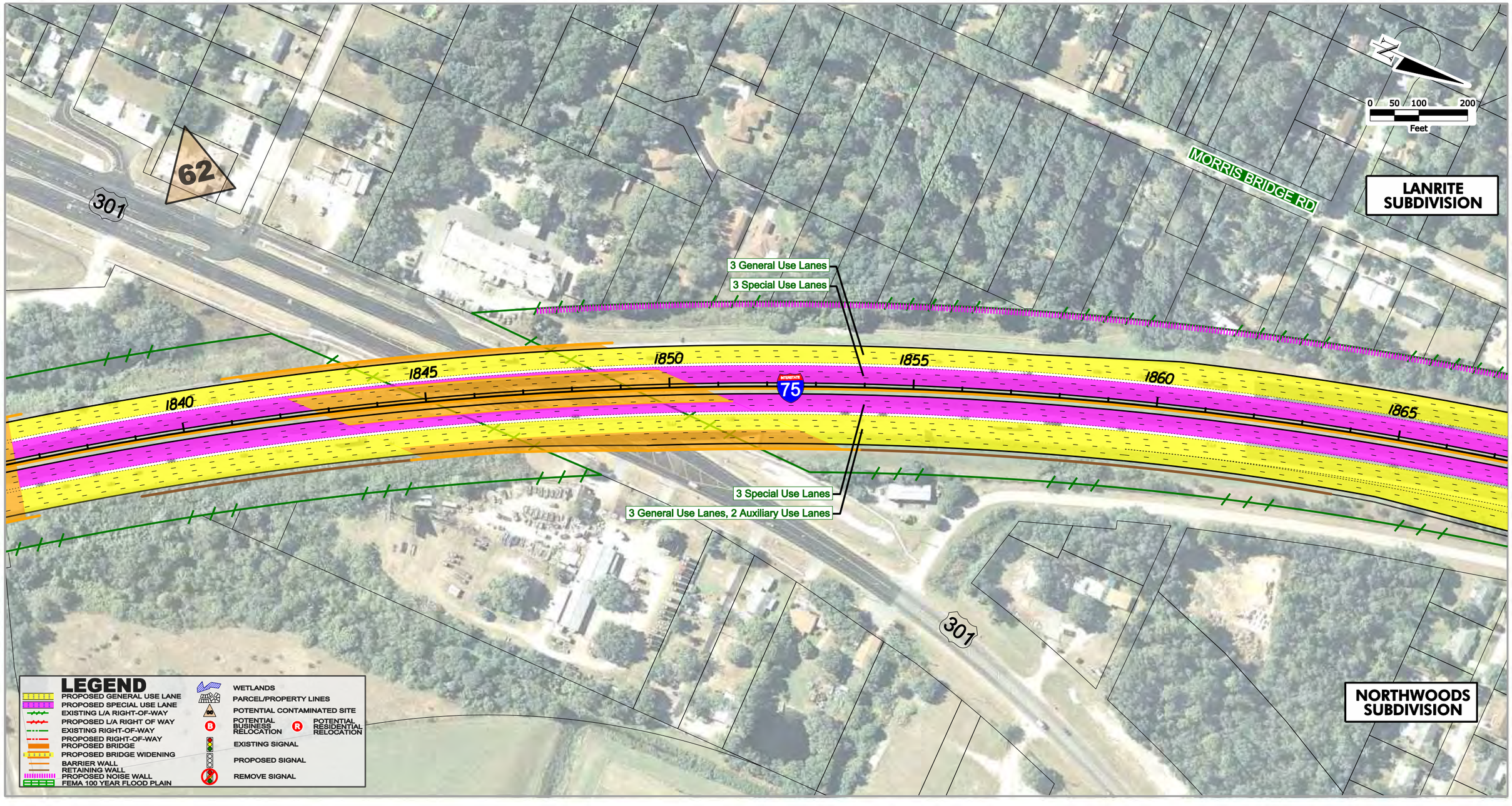
Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 45

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



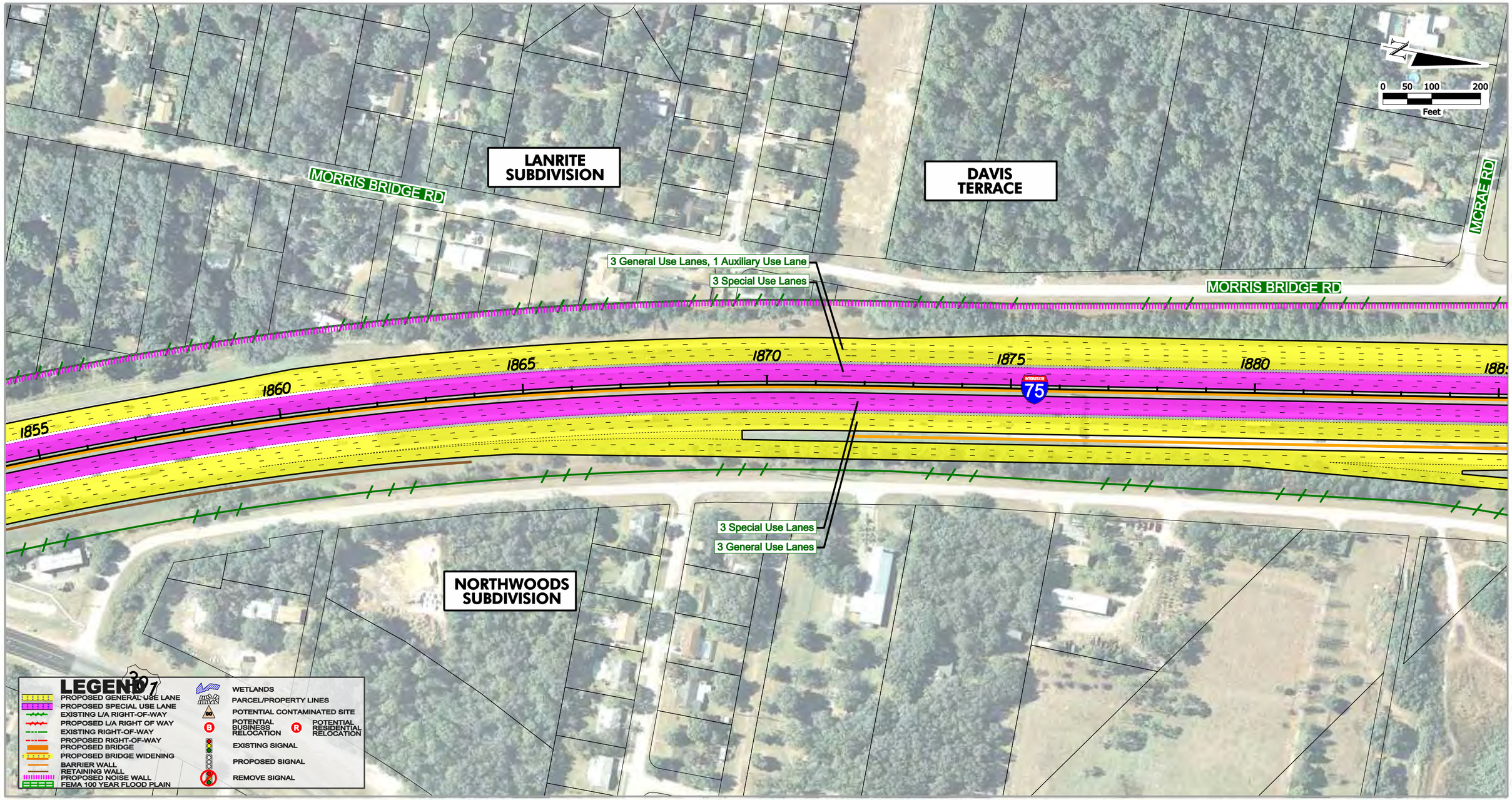
PB 100 YEARS
JACOBS™

Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS
JACOBS™

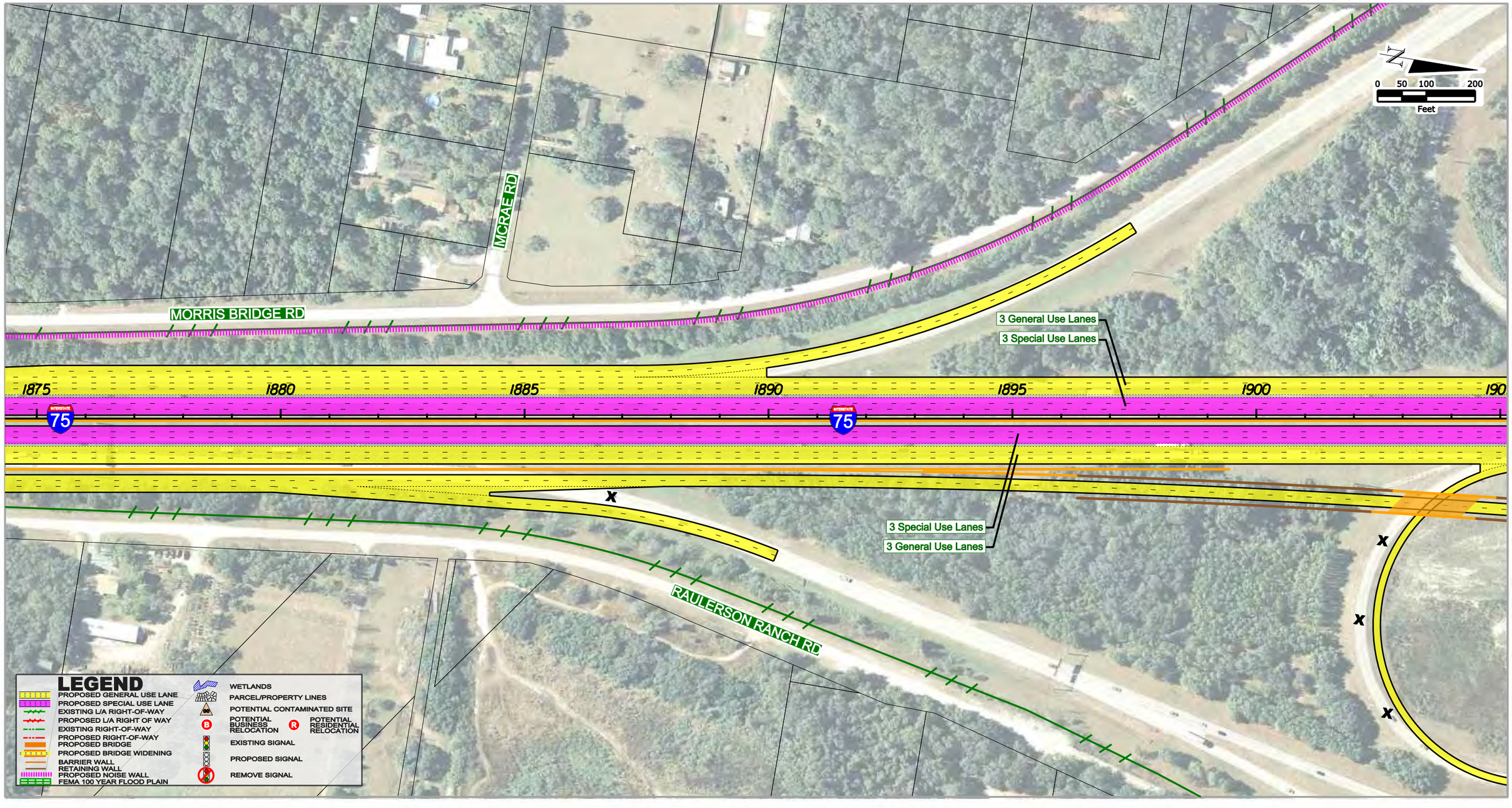
Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 47

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01

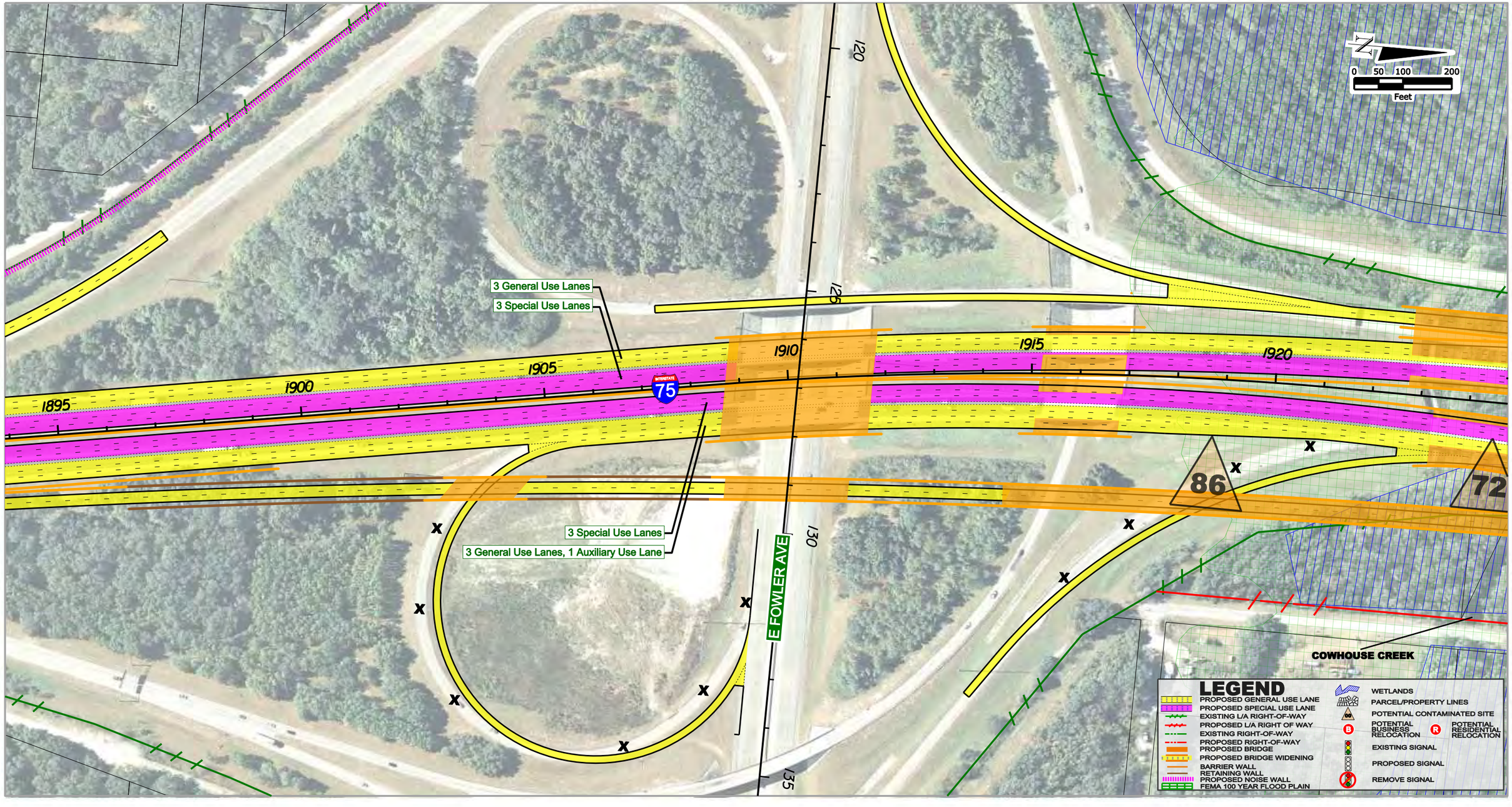


PB 100 YEARS JACOBS™

Segment Three
Recommended Alternative

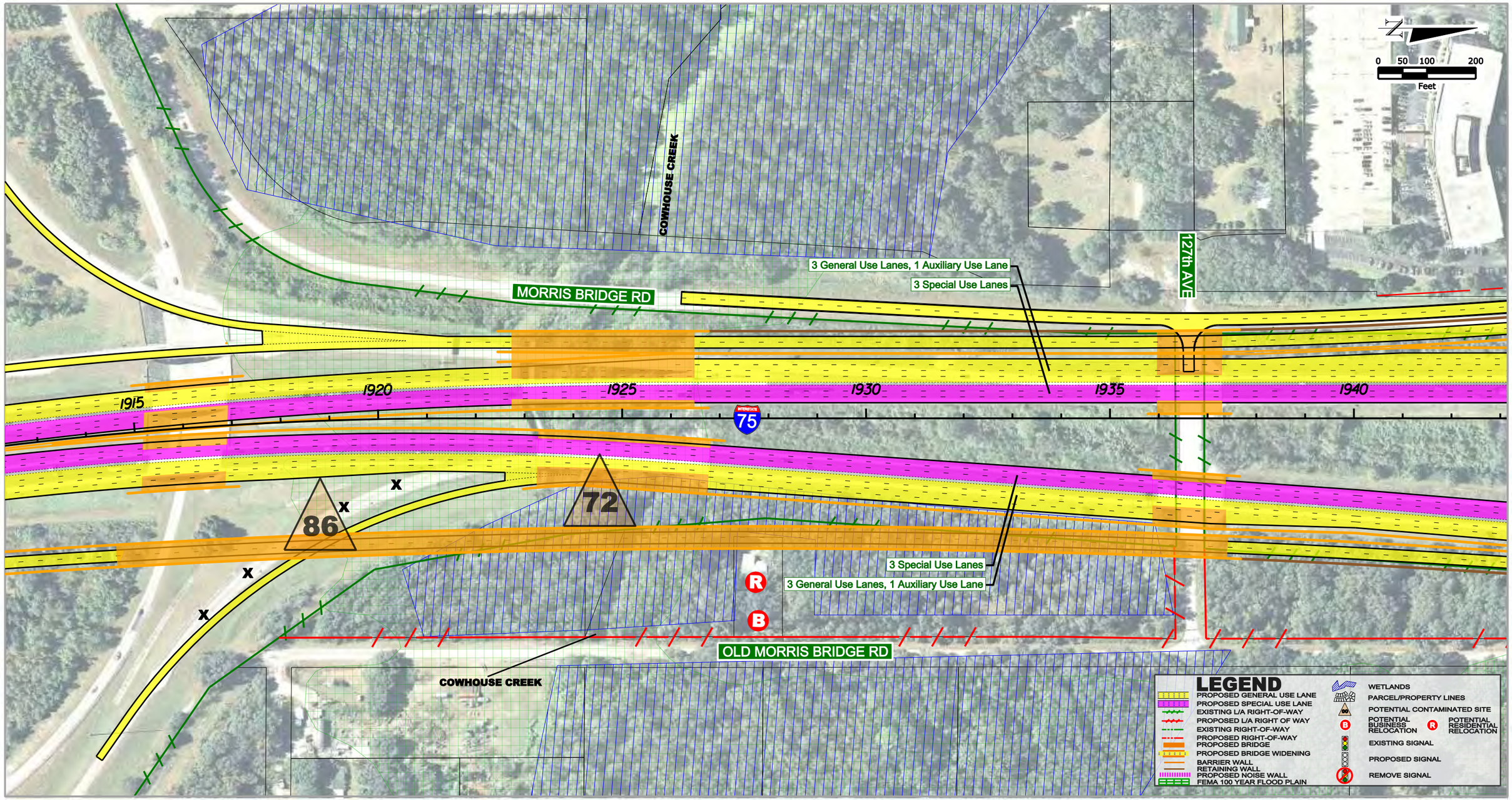
AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 48


N
0 50 100 200
Feet
120
125
130
135
1895
1900
1905
1910
1915
1920
3 General Use Lanes
3 Special Use Lanes
3 Special Use Lanes
3 General Use Lanes, 1 Auxiliary Use Lane
E FOWLER AVE
INTERSTATE 75
86
72
COWHOUSE CREEK
LEGEND
PROPOSED GENERAL USE LANE
PROPOSED SPECIAL USE LANE
EXISTING L/A RIGHT-OF-WAY
PROPOSED L/A RIGHT OF WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED BRIDGE
PROPOSED BRIDGE WIDENING
BARRIER WALL
RETAINING WALL
PROPOSED NOISE WALL
FEMA 100 YEAR FLOOD PLAIN
WETLANDS
PARCEL/PROPERTY LINES
POTENTIAL CONTAMINATED SITE
POTENTIAL BUSINESS RELOCATION
POTENTIAL RESIDENTIAL RELOCATION
EXISTING SIGNAL
PROPOSED SIGNAL
REMOVE SIGNAL

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

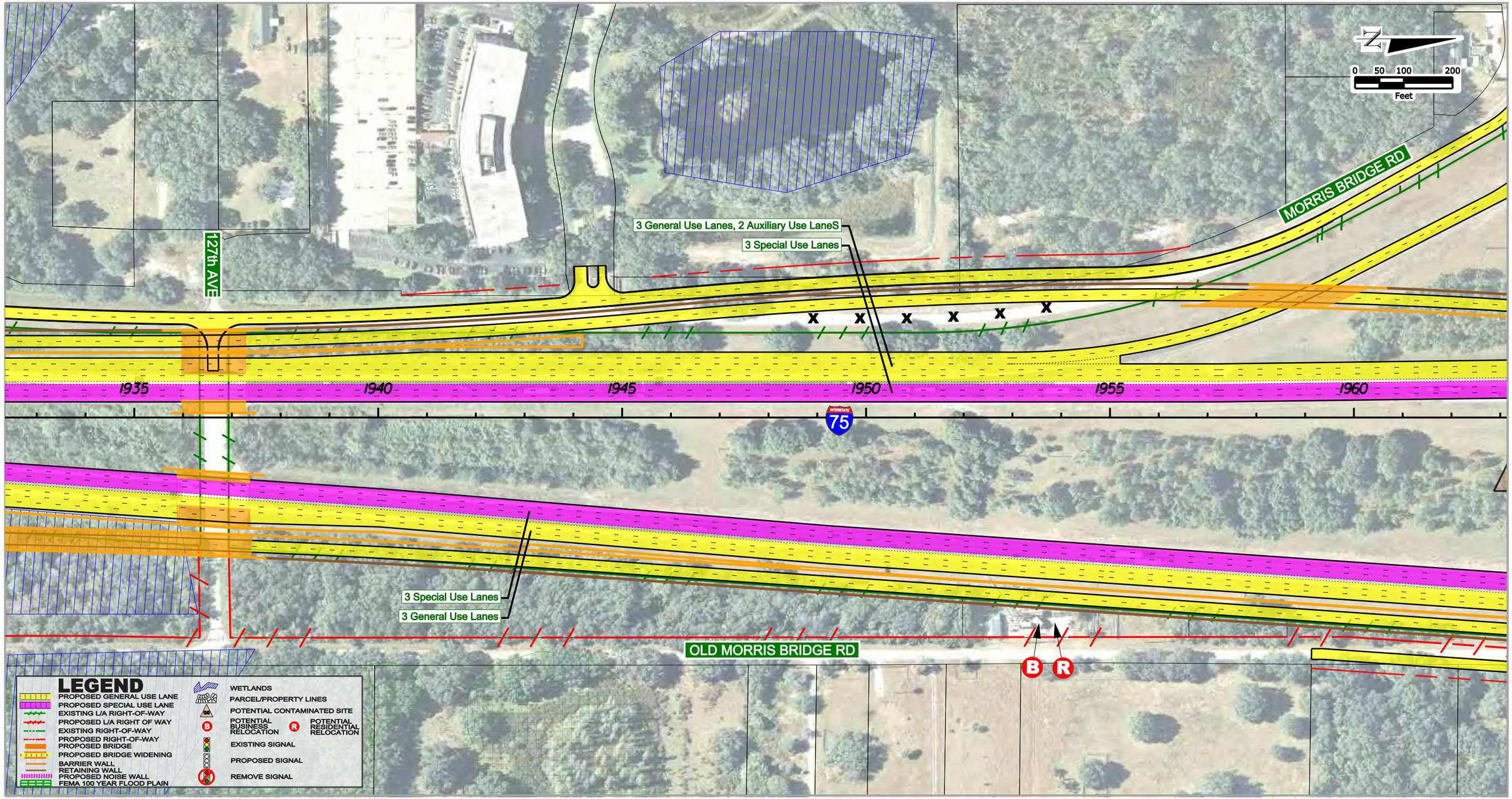
Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 50

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS
JACOBS™

Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 51

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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FPID
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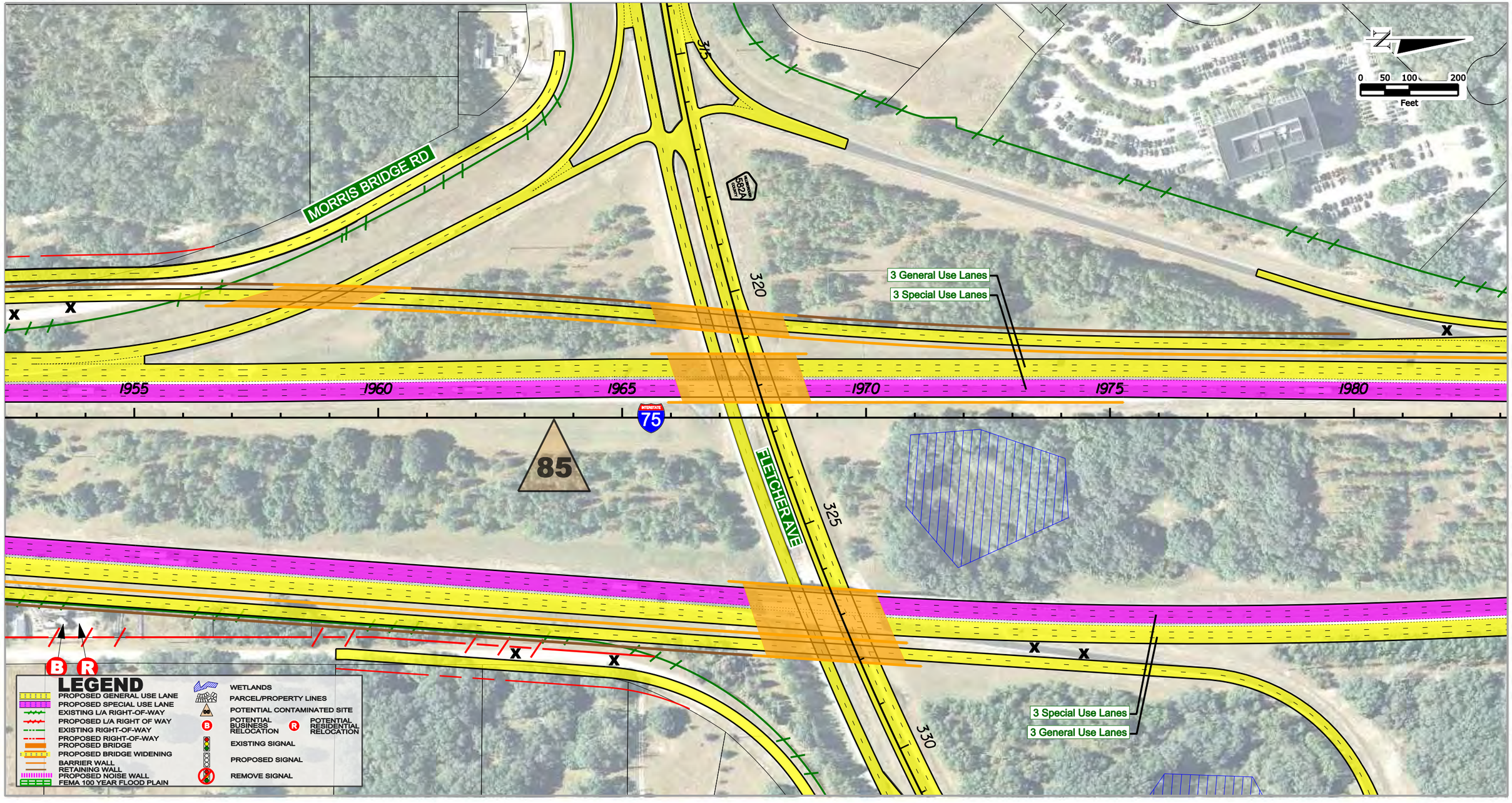

PB 100 YEARS JACOBS™

Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 52

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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FPID
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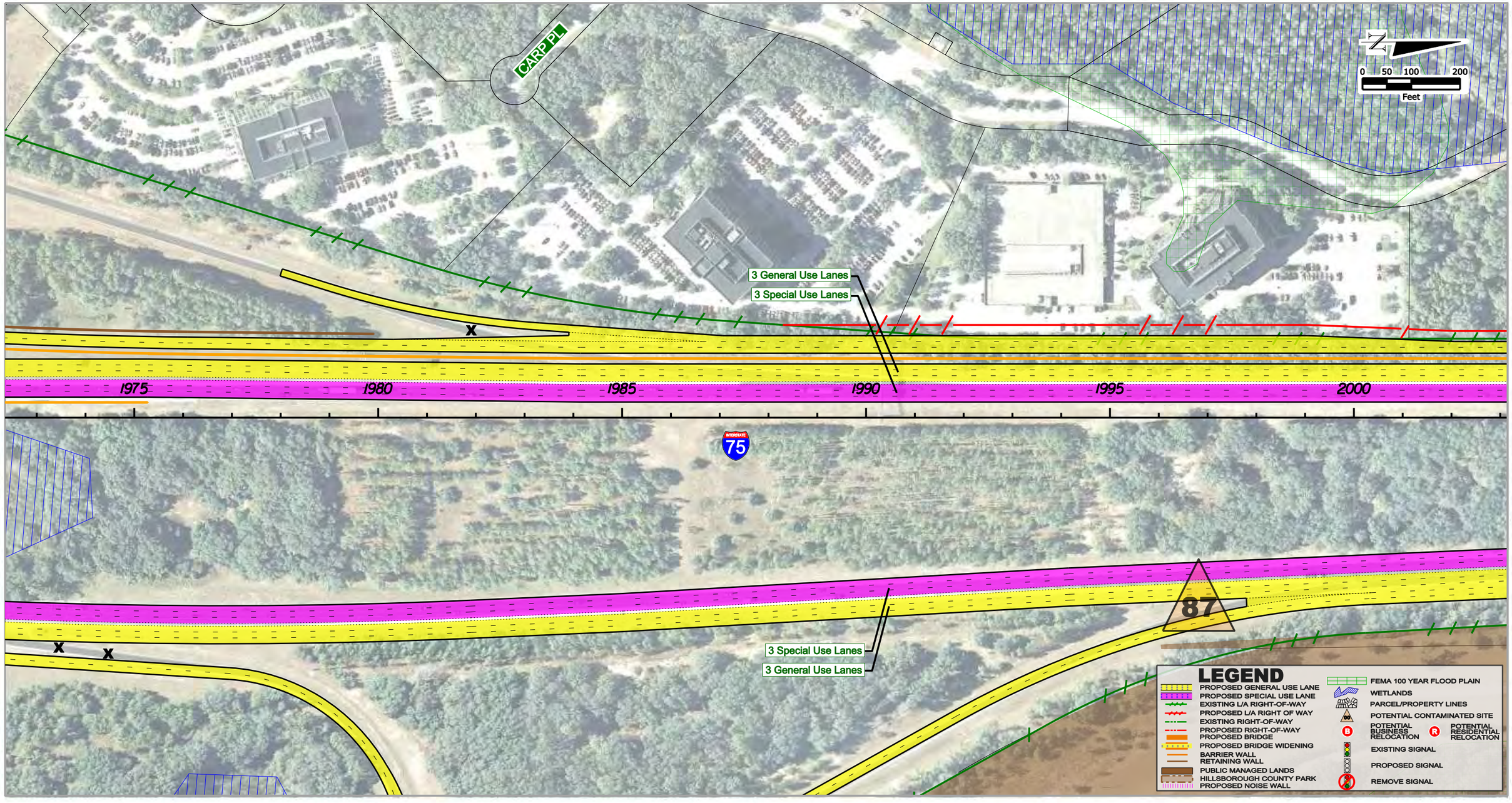

PB 100 YEARS JACOBS™

Segment Three
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AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 53

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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FPID
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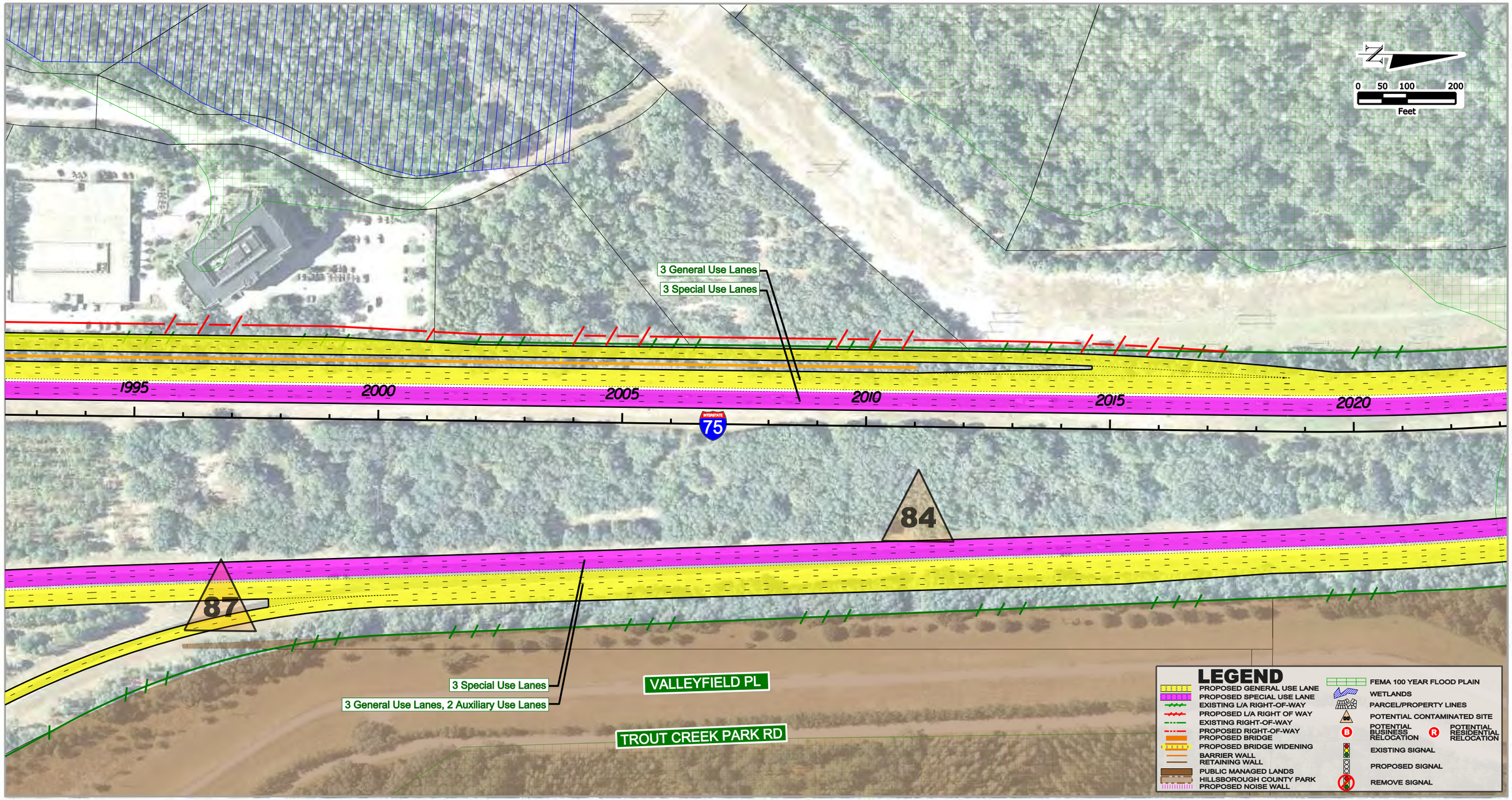

PB 100 YEARS JACOBS™

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

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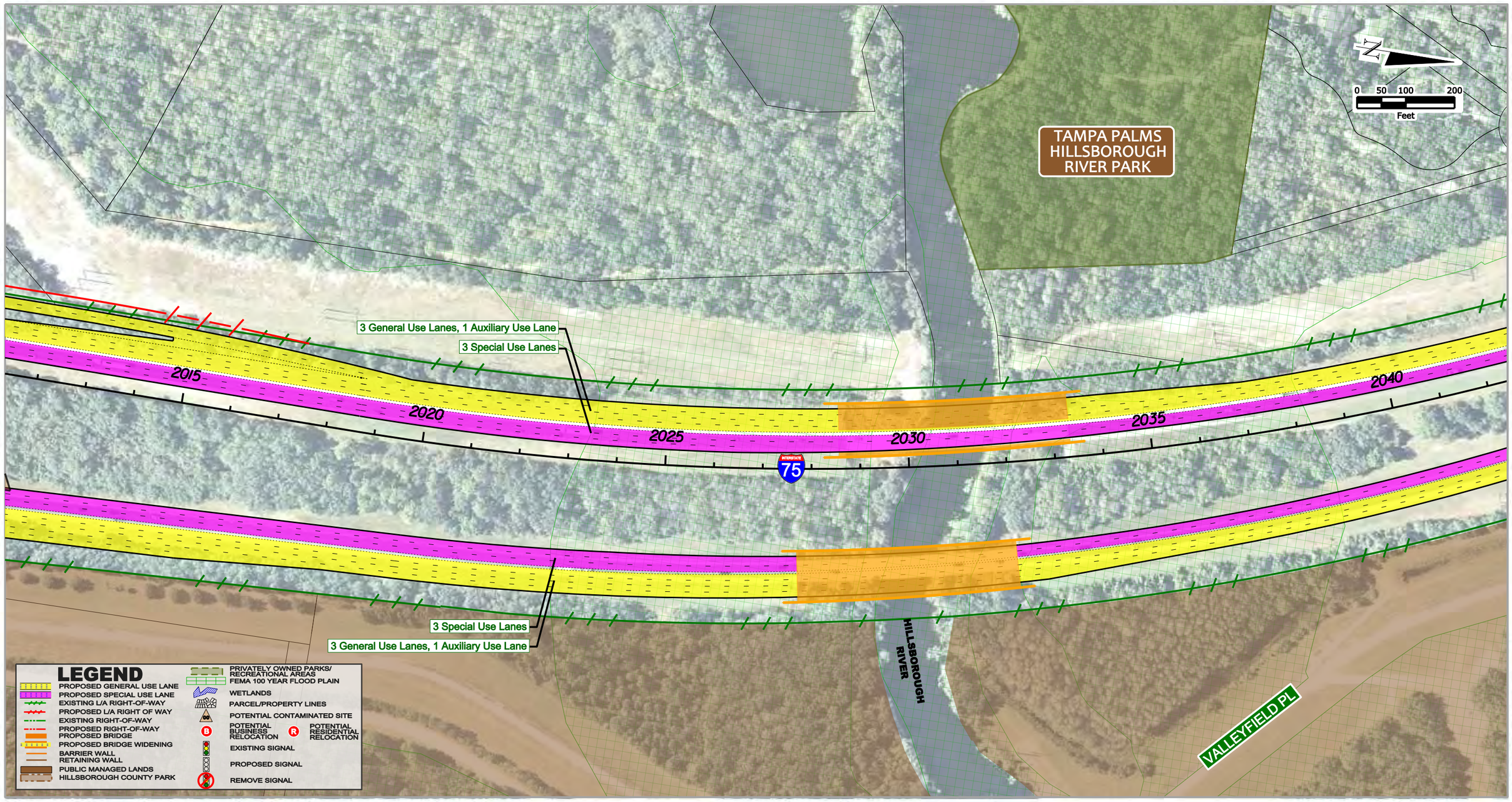

PB 100 YEARS
JACOBS™

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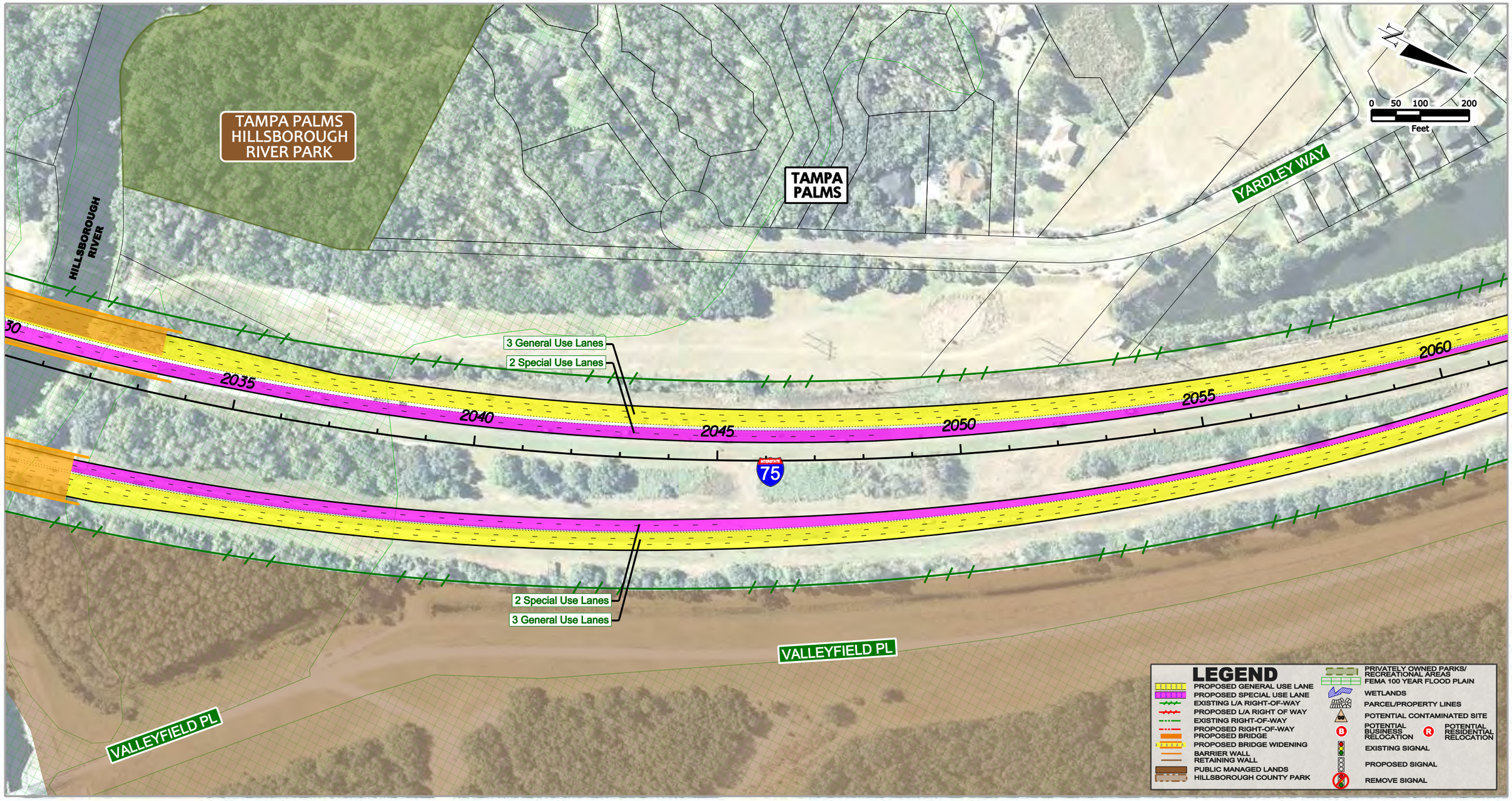

PB 100 YEARS JACOBS™

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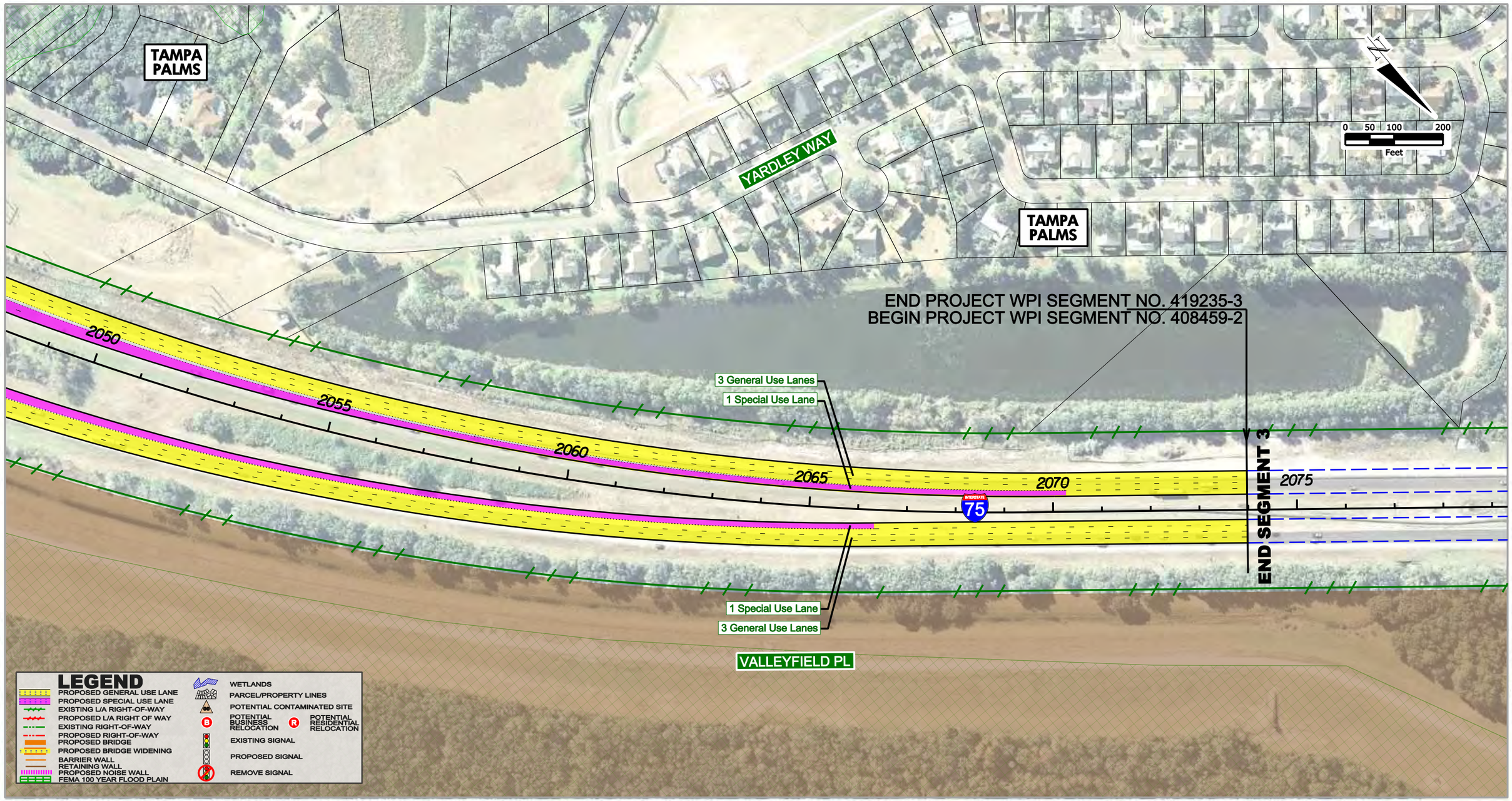

PB 100 YEARS JACOBS™

Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 57

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

FPID
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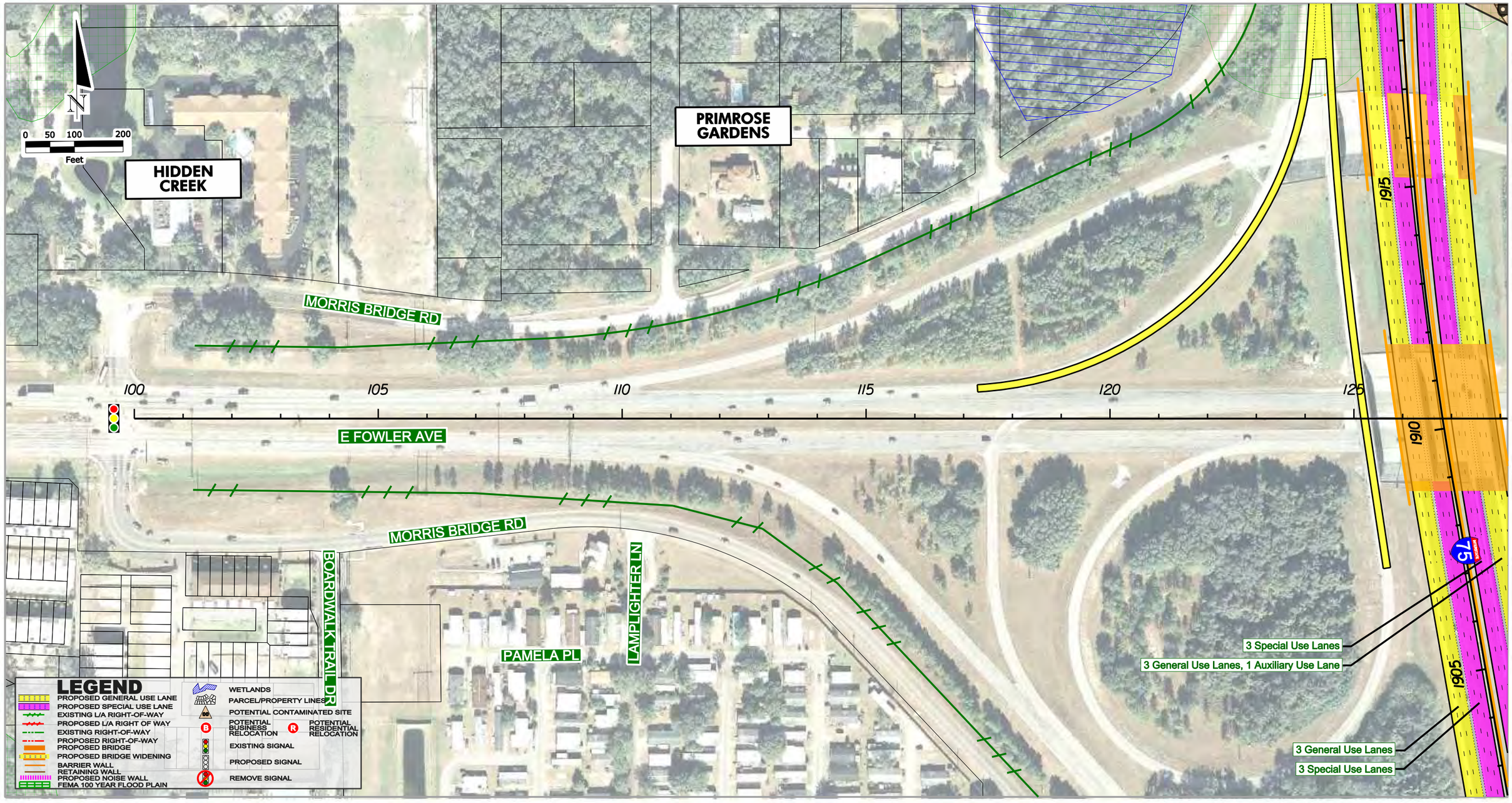

PB 100 YEARS JACOBS™

Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 58

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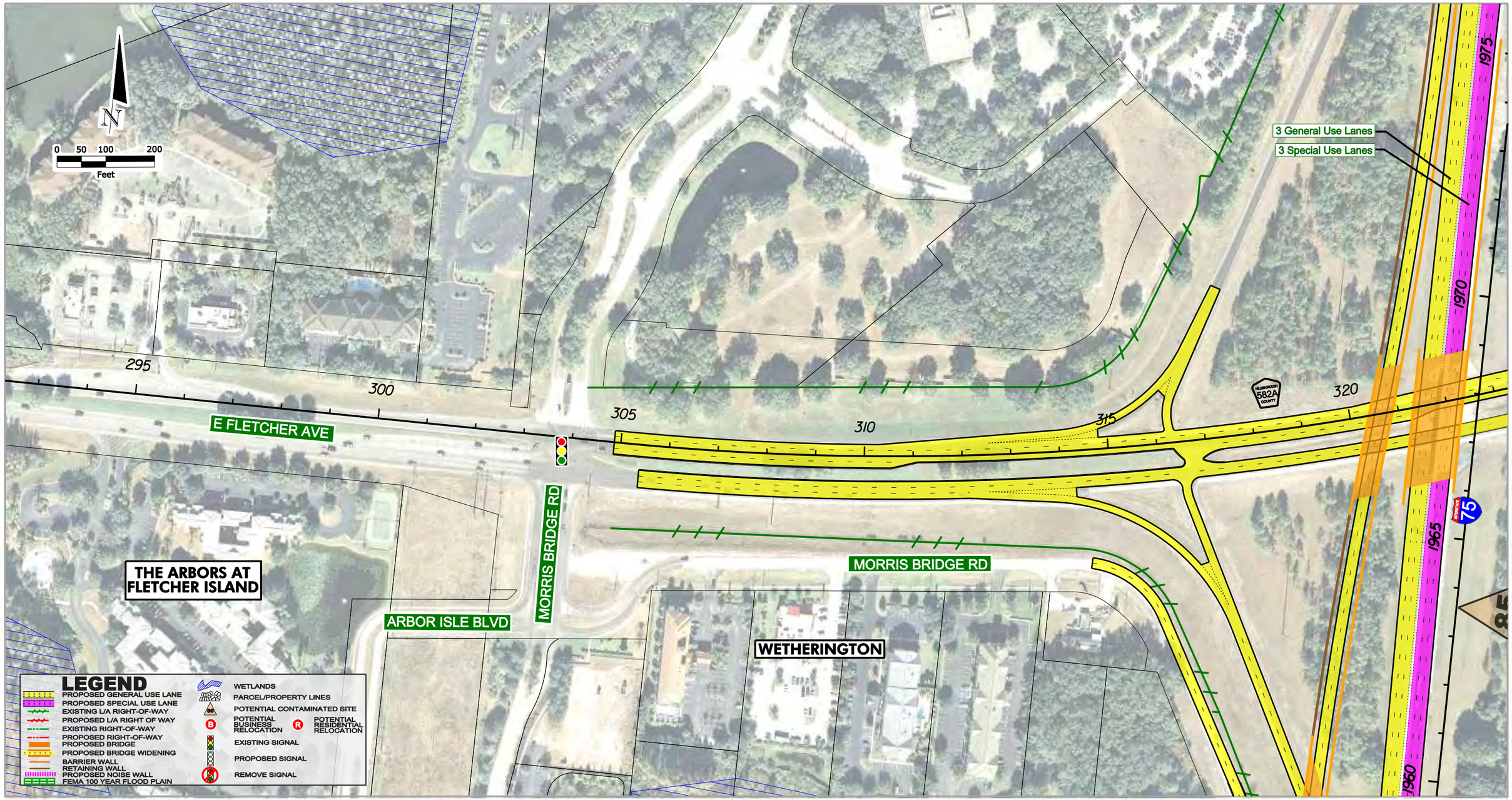
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS JACOBS™

Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 59

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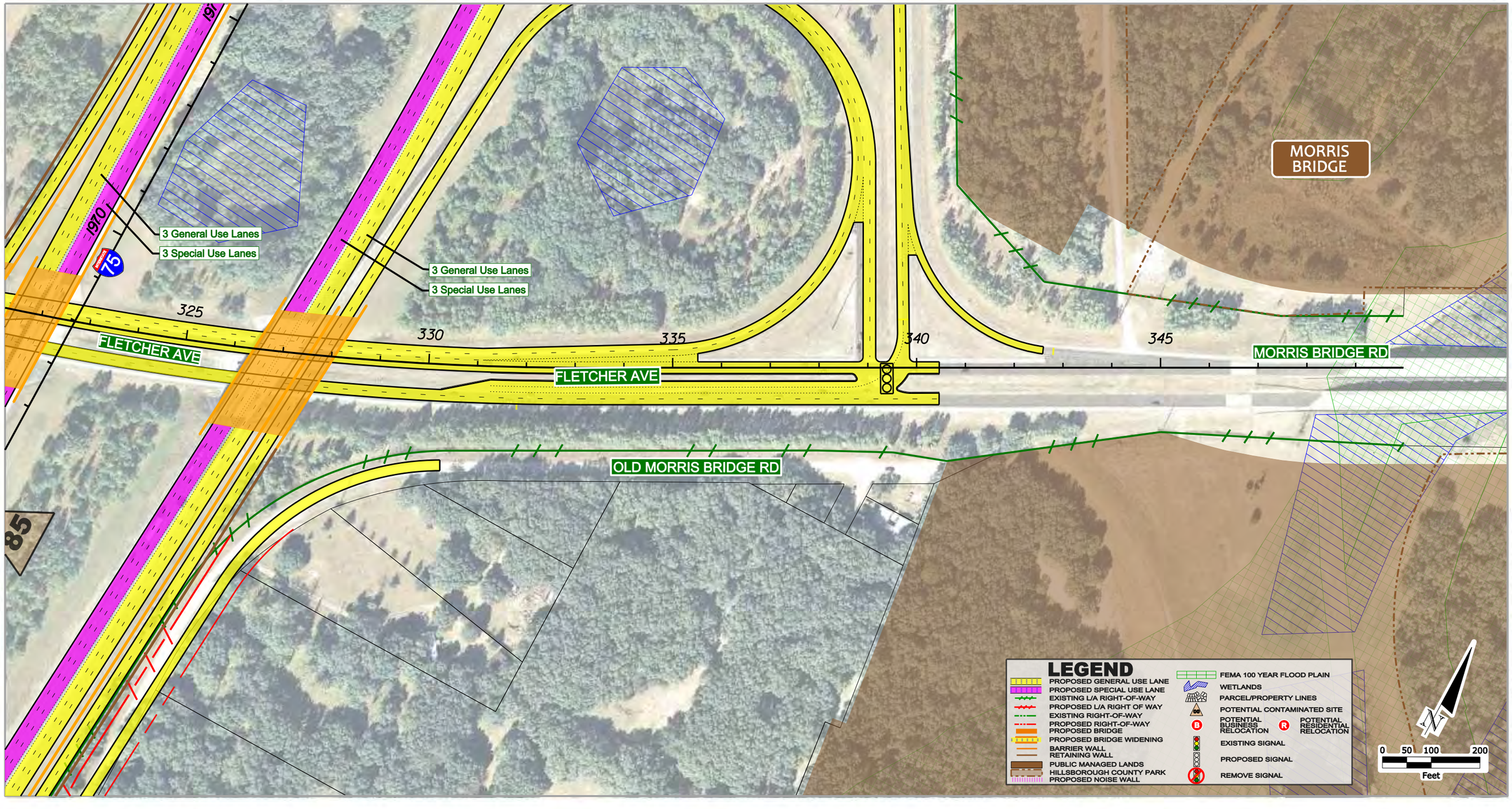
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS

JACOBS™

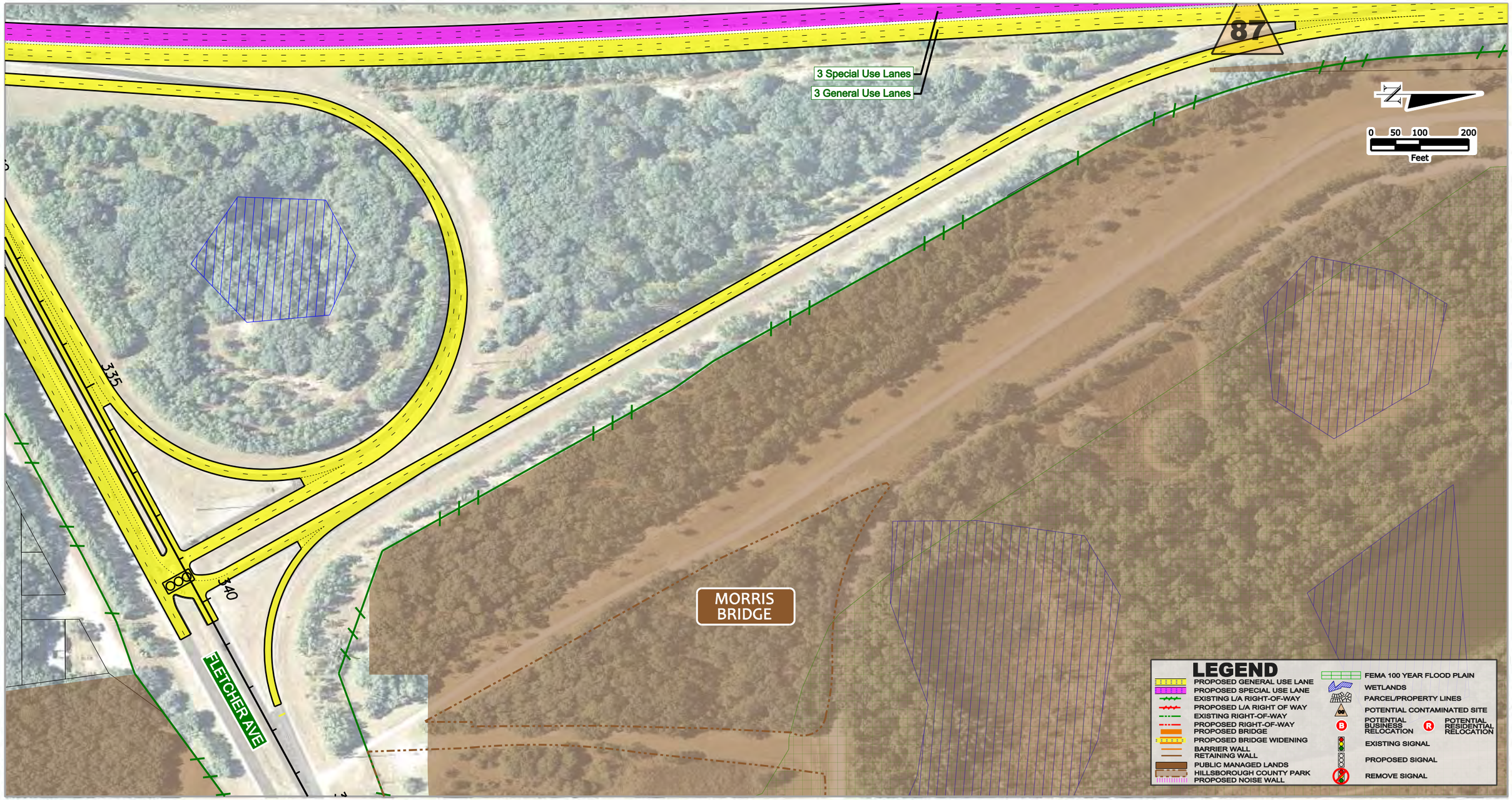
Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 60

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



PB 100 YEARS
JACOBS™

Segment Three
Recommended Alternative

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 61

APPENDIX B

List of Supporting Documents

The following supporting documents either have been produced, are being produced, or will be produced as part of this PD&E Study and are being used as sources for preparing this PDSR:

- Public Involvement Plan
- Advance Notification Package
- Design Traffic Technical Memorandum; Volumes 1 and 2
- Draft Cultural Resources Assessment Survey
- Draft Contamination Screening Evaluation Report
- Draft Preliminary Alternatives Analysis Memorandum
- Draft Location Hydraulics Report
- Draft Pond Sizing Technical Memorandum
- Draft Project Development Engineering Report
- Draft Noise Study Report
- Draft Wetlands Evaluation and Biological Assessment Report
- Draft Air Quality Technical Memorandum
- Draft Section 106 Consultation Case Study Report for the Tanner Residence
- Draft Interim Improvements Technical Memorandum
- Draft Variations and Exceptions Package
- Draft Conceptual Stage Relocation Plan
- Draft Comments and Coordination Report

APPENDIX C

Agency Coordination

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. MCKINLEY DRIVE * TAMPA, FL 33612-6456 *
(813) 975-6000 * 1-800-226-7220

STEPHANIE KOPELOUSOS
SECRETARY

June 4, 2008

Ms. Lauren Milligan
Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000

SUBJECT: WPI Seg. No.: 419235 3
I-75 PD&E Study from south of US 301 to north of Fletcher Avenue
Hillsborough County, FL / Advance Notification

Dear Ms. Milligan:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the I-75 Corridor from south of US 301 to north of Fletcher Avenue in Hillsborough County.

The attached Advance Notification package for the subject project is forwarded to your office for processing through appropriate state agencies in accordance with Executive Order 95-359. Distribution to local, regional and federal agencies is being made as noted.

This project is being studied concurrently with an adjacent project along I-75 (from north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County, FDOT WPI Seg. No. 19235 2). A separate Advanced Notification will be submitted for that project.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with any general comments they consider pertinent at this time.

This portion of I-75 was evaluated in the Programming Screen of the Efficient Transportation Decision Making (ETDM) process (ETDM project #8002) in 2007. As part of the ETDM process, the following agencies provided review comments:

- Federal Highway Administration
- US Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service
- US Army Corps of Engineers
- US Environmental Protection Agency

- US Fish and Wildlife Service
- Southwest Florida Water Management District
- Florida Department of Community Affairs
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission
- Florida Department of State
- Miccosukee Tribe

Copies of these comments are available for viewing on the public ETDM web site at http://etdmpub.fla-etat.org/est. No public comments had been received before initiating this PD&E Study. The following projects that are adjacent to or within this project area are currently being screened through ETDM, however:

- ETDM #8207 - Fletcher Avenue from CR 581 to I-75 – Planning Screen 2007
- ETDM #4148 - UCFP I-75 from SR 60 to I-4 – Programming Screen 2005

This is a study of improvements to the interstate system, so this is a federal action although no federal funds are being sought at this time. As part of the ETDM process, the Federal Highway Administration has determined this project to be a Type 2 Categorical Exclusion. Please provide an updated consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45-day comment period. Your comments should be addressed to:

Robert Clifford, AICP
Department Head, Intermodal Systems Development
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice is appreciated.

Sincerely,

Robert Clifford, AICP
Department Head, Intermodal Systems Development

Attachment

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET

1. **NEED FOR PROJECT:** The purpose of the proposed project is to provide additional capacity and enhance safety along I-75 to better serve the future transportation demand in this rapidly developing region of Hillsborough County. Interstate 75 (I-75) is a major corridor supporting intrastate travel along the west coast of Florida as well as commerce, trade and tourism within the Tampa Bay region. I-75 is part of the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS) and is designated as an emergency evacuation route. Preserving the operational integrity and regional functionality of I-75 is critical to mobility in the Tampa Bay region. Future traffic along this stretch of I-75 is expected to increase by approximately 50% by the year 2035. This anticipated traffic growth and existing high levels of congestion create a need to analyze the corridor for necessary improvements to ensure it continues to operate efficiently.

2. **DESCRIPTION OF PROJECT:** The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the need for improvements along I-75 from south of US 301 to north of Fletcher Avenue in Hillsborough County (FPN 419235-3-22-01). The proposed project is located within Hillsborough County. The project length is 15.47 miles (see attached location map, *Figure 1*).

3. **ENVIRONMENTAL INFORMATION:**

a. **Land uses:** Within the 500-foot buffer areas, urban land uses occupy 64% of the land, while agricultural and industrial uses compose 1.0% of the land. Native habitat occupies approximately 35% of the area within the 500-foot buffer.

b. **Wetlands:** The National Wetlands Inventory Geographic Information Systems (GIS) report indicates that there are 4.9 acres of lacustrine wetlands and 58.0 acres of palustrine wetlands within the 100-foot project buffer zone and 8.2 acres of lacustrine wetlands and 100.3 acres of palustrine wetlands within the 200-foot project buffer zone. A Wetland Evaluation and Biological Assessment will be prepared by the FDOT and provided to the appropriate agencies for review.

c. **Floodplains**: Approximately 23% of the project area within a 500-foot buffer of the existing roadway (approximately 679.0 acres) occupies Special Flood Hazard Zones A or AE. FDOT will evaluate the need for compensation for encroachment and lost floodplain storage impacts, identify mitigation, and utilize information from existing watershed management plans.

d. **Wildlife and habitat:** The project area lies entirely within the Greater Tampa Bay Ecosystem Management Area. Listed species that are known to use lands within the project corridor include: American alligator, gopher tortoise, Eastern indigo snake, Florida scrub jay, little blue heron, snowy egret, tricolored heron, wood stork, Florida sandhill crane, southern bald eagle, and Sherman's fox squirrel. Multiple federally listed threatened or endangered plant species also occur. A Wetland Evaluation and Biological Assessment will be prepared by the FDOT and provided to the appropriate agencies for review.

e. **Outstanding Florida Waters:** The project crosses Cow House Creek, a tributary of the Hillsborough River which is a designated Outstanding Florida Water (OFW), from Fletcher Avenue upstream to the Withlacoochee River. The project occupies two drainage basins that flow directly to Tampa Bay, a federally designated estuary of national significance and a SWFWMD-designated Surface Water Improvement and Management (SWIM) Program water body. Permitting for the project will be in accordance with the designation of Delaney Creek and the Tampa Bypass Canal as basins having specific design criteria for quantity. During this PD&E study, the FDOT will coordinate with the appropriate agencies regarding specific permitting requirements.

f. **Aquatic Preserves:** There are no federally designated Estuarine Research Reserves, Coastal Barrier Resources, National Estuarine Research Reserves, Aquatic Preserves, National Marine Sanctuaries, or Marine Sanctuaries within 1.0 mile of the project.

g. **Coastal Zone Consistency Determination is Required:** _X_ Yes ___ No

h. **Cultural Resources**: There were 33 cultural resources sites identified within 500 feet of this project. Of those 33 sites, 11 were considered as eligible or likely eligible in the *National Register of Historic Places.* During this PD&E Study, a Cultural Resources Assessment Survey (CRAS) will be conducted.

i. **Coastal Barrier Resources:** No Coastal Barrier Resources are found within a 1-mile buffer of the project area.

j. **Contamination:** There are 14 petroleum storage tanks and no hazardous waste sites within a 500-foot buffer of the existing highway. Between the 500-foot and 1-mile buffer, there are an additional 135 petroleum storage tanks, 13 hazardous waste sites, six solid waste disposal facilities, two Superfund sites, and five Toxic Release sites. A Contamination Screening Evaluation will be performed during the PD&E Study.

k. **Sole Source Aquifer:** Not applicable.

l. Noise Sensitive Sites: The potential exists for increases in traffic noise to the surrounding communities. A detailed noise study will be conducted during the PD&E Study.

m. **Essential Fish Habitat:** There are no habitats in the project area designated as Essential Fish Habitat (EFH).

n. **Farmlands:** Not applicable.

o. **Communities:** There should be minimal impact due to relocation for adjacent commercial and residential property owners. The FDOT will provide numerous Public Involvement opportunities throughout the project development.

p. **Recreation Areas:** The Lower Hillsborough Flood Detention Area is a public conservation land area that is located in the vicinity of the project area.

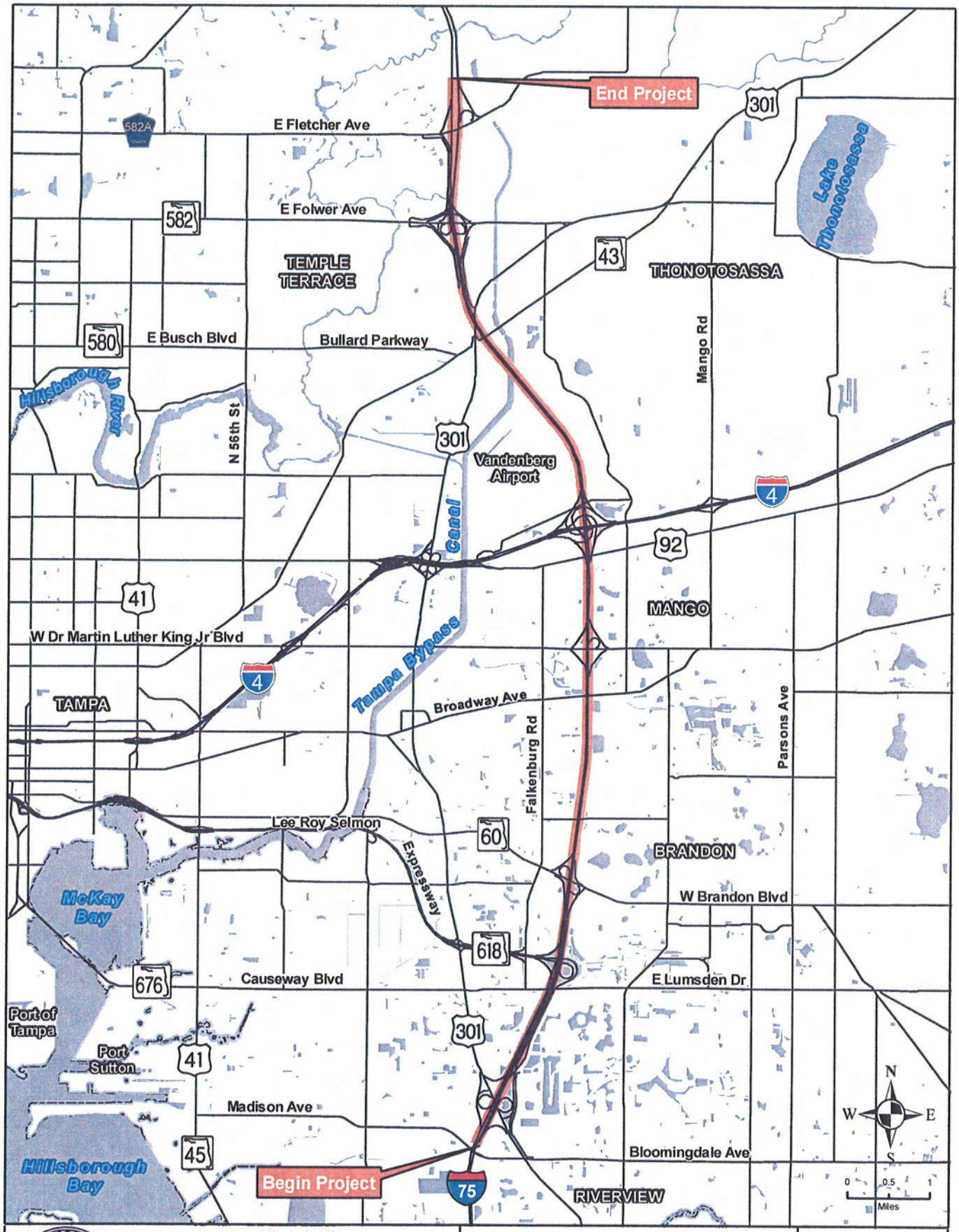
q. **Wild and Scenic Rivers:** Not applicable.

Other Comments:

4. **NAVIGABLE WATERWAY CROSSING?** _X__ Yes ___ No
   - Tampa Bypass Canal

5. **LIST OF PERMITS REQUIRED:** The following permits are anticipated to be required for the construction phase of the proposed project.

   - Southwest Florida Water Management District (SWFWMD) – Environmental Resource Permit
   - US Army Corps of Engineers – Section 404, Water Quality Certification
   - Florida Department of Environmental Protection – National Pollutant Discharge Elimination System (NPDES) General permit
   - US Coast Guard – Bridge Permit



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

South of US 301 to North of Fletcher Avenue

WPI Segment No.: 419235 3

Hillsborough County

Project Location

Figure 1

I-75 PD&E Study from South of US 301 to North of Fletcher Avenue
Hillsborough County
Advance Notification Mailing List

FEDERAL AGENCIES

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Airports District Office
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Regional Administrator – Region 3
Federal Railroad Administration
Office of Economic Analysis (RRP-32)
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Buford Rolin, Chairperson
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Enoch Kelly Haney, Principal Chief
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W.S. Steele, Tribal Historic Preservation Officer
Seminole Tribe of Florida
AH-TAH-THI-KI Museum
HC-61, Box 21-A
Clewiston, FL 33440
wsteele@semtribe.com

Beasley Denson, Chairman
Attn: Kenneth H. Carleton, Tribal Historic
Preservation Officer
Mississippi Band of Choctaw Indians
101 Industrial Road
Choctaw, MS 39350

Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

August 4, 2008

Mr. Robert M. Clifford, AICP
Department Head, Intermodal Systems Development
Florida Department of Transportation - District 7
11201 North McKinley Drive, M.S. 7-500
Tampa, FL 33612-6456

RE: Department of Transportation - Advance Notification - I-75 PD&E Study, From South of US 301 to North of Fletcher Avenue, FPID No. 419235-3-22-01 - Hillsborough County, Florida. (ETDM No. 8002)
SAI # FL200806054264C

Dear Mr. Clifford:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced advance notification.

The Hillsborough County Transportation & Development Review Division notes support for the proposal and advises that I-75 is vital to the economic well-being of Hillsborough County. All of I-75 is listed in the Hillsborough County Level of Service Report as deficient or fully vested, except for segments between SR 60 and Gibsonton Drive, and is shown as a widening project on the County's 2025 Long Range Transportation Plan, except for segments between US 301 and Gibsonton Drive. Traffic volumes on I-75 are expected to increase and improvements will be needed for increased safety and capacity.

The Hillsborough County Environmental Protection Commission also advises that the proposed interstate construction activities must comply with the County's noise rule (Chapter 1-10); local, state and federal air pollution management; wetland delineation and survey; wetland impact minimization, justification and mitigation; and construction plan submittal requirements. Please contact Mr. Reginald Sanford at (813) 627-2600, ext. 1254 or Sanford@epchc.org for further information and assistance. Please see the enclosed Hillsborough County letters forwarded by the Tampa Bay Regional Planning Council for additional details.

Based on the information contained in the advance notification and enclosed agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Mr. Robin Branda at (850) 245-2182.

Yours sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/rb
Enclosures

cc: John Meyer, TBRPC

Project Information	
Project:	FL200806054264C
Comments Due:	07/11/2008
Letter Due:	08/04/2008
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - I-75 PD&E STUDY, FROM SOUTH OF US 301 TO NORTH OF FLETCHER AVENUE, FPID NO. 419235-3-22-01 - HILLSBOROUGH COUNTY, FLORIDA. (ETDM NO. 8002)
Keywords:	DOT - I-75 FROM SOUTH OF US 301 TO NORTH OF FLETCHER AVENUE - HILLSBOROUGH CO.
CFDA #:	20.205

Agency Comments:

TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL

The TBRPC notes that the project has been reviewed by the Council. Though it is not possible to determine the project's consistency with the TBRPC's adopted Strategic Regional Policy Plan at this time, staff has provided comments to assist in identifying important resources and regional policies that should be considered during the PD&E study. Please see the attached comments from the Hillsborough County Planning & Growth Management Department and Environmental Protection Commission.

HILLSBOROUGH - HILLSBOROUGH COUNTY

The Hillsborough County Transportation & Development Review Division notes support for the proposal and advises that I-75 is vital to the economic well-being of Hillsborough County. All of I-75 is listed in the Hillsborough County Level of Service Report as deficient or fully vested, except for segments between SR 60 and Gibsonton Drive, and is shown as a widening project on the County's 2025 Long Range Transportation Plan, except for segments between US 301 and Gibsonton Drive. Traffic volumes on I-75 are expected to increase and improvements will be needed for increased safety and capacity. The Hillsborough County Environmental Protection Commission advises that the proposed interstate construction activities must comply with the County's noise rule (Chapter 1-10); local, state and federal air pollution management; wetland delineation and survey; wetland impact minimization, justification and mitigation; and construction plan submittal requirements. Please contact Mr. Reginald Sanford at (813) 627-2600, ext. 1254 or Sanford@epchc.org for further information and assistance.

COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS

DCA has reviewed this advance notification and found the project consistent with the Hillsborough County Comprehensive Plan and has no concerns or comments.

FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

NO COMMENT BY TERRY GILBERT ON 6/18/2008.

STATE - FLORIDA DEPARTMENT OF STATE

No Comment/Consistent

ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

The DEP advises that the project will require an environmental resource permit (ERP) from the Southwest Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of the roadway widening project to the greatest extent practicable. Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits. Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems and seagrass beds, which are difficult to mitigate. The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed. Additionally, the Lower Hillsborough River Flood Detention Area is located in the vicinity of this project. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of roadway expansion on the detention area and any proposed acquisition sites.

SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

The District prevously submitted extensive comments on this project through the DOT ETDM system. For federal consistency purposes, the project is consistent.

Tampa Bay Regional Planning Council

Chair
Vice-Mayor Deborah Kynes

Vice-Chair
Commissioner Bill Dodson

Secretary/Treasurer
Commissioner Jack Mariano

Executive Director
Manny Pumariega

July 14, 2008

Ms. Lauren P. Milligan
Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, M.S. 47
Tallahassee, FL 32399

Subject: ***IC&R #092-08, I-75 PD&E Study: South of U.S. 301 to Fletcher Avenue, FSC SAI #FL200806054264C, Hillsborough County***

Dear Ms. Milligan:

The aforementioned project was reviewed for consistency with the Tampa Bay Regional Planning Council's *Strategic Regional Policy Plan*. The attached report was approved by the Council at its July 14, 2008 meeting and summarizes the Council staff's findings.

Please contact me if further information regarding this item is desired.

Sincerely,

Jessica L. Lunsford
IC&R Coordinator

JLL/bj

Enclosure

cc: Mr. Robert Clifford, AICP, Florida Department of Transportation

4000 Gateway Centre Boulevard, Suite 100 · Pinellas Park, FL 33782
Phone: 727-570-5151 · Fax: 727-570-5118 · State Number: 513-5066 · www.tbrpc.org

Tampa Bay Regional Planning Council

Intergovernmental Coordination & Review

4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, FL 33782
Phone (727) 570-5151 Suncom 586-3217 FAX (727) 570-5118
www.tbrpc.org

THE FOLLOWING HAS NOT BEEN REVIEWED FOR CONSISTENCY WITH THE *FUTURE OF THE REGION, A STRATEGIC REGIONAL POLICY PLAN FOR THE FUTURE OF THE REGION (2005).*

IC&R #092-08 - I-75 PD&E STUDY/ADVANCE NOTIFICATION: SOUTH OF US 301 TO NORTH OF FLETCHER AVENUE, FPID NO. 419235-3-22-01, FSC SAI #FL200806054263C, HILLSBOROUGH COUNTY

Introduction

The Florida Department of Transportation is seeking early, general input for the investigation of potential additional capacity and enhanced safety measures along I-75 through a 15.5-mile area of Hillsborough County.

Project Description

Interstate 75 is a major corridor supporting intrastate travel in western peninsular Florida as well as commerce, trade and tourism in the Tampa Bay area. It is part of the Intrastate Highway System ans the Strategic Intermodal System, and is designated as an emergency evacuation route. Future traffic on this section of I-75 is expected to increase by 50% by the year 2035. Anticipated traffic growth and existing high levels of congestion create the need to analyze the corridor for improvements.

Regional Significance

The study area, limited to a 500-foot wide area on each side of the existing interstate highway facility, includes many areas identified as Natural Resources of Regional Significance (See the attached map) in the adopted *Future of the Region: Strategic Regional Policy Plan for the Tampa Bay Region* (2005). These include pine flatwoods and LULC Wet and Dry Habitats.

Regional Comments

The PD&E study will include an assessment of potential impacts to natural, historical, and cultural resources; the existence and remediation of hazardous materials and contaminated soils; floodplain encroachment and recreational and agricultural uses in the project area as well as avoidance and mitigation measures.

Applicable SRPP Policies

4.43: Protect, preserve, and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

4.44: Allow impacts to regionally-significant natural resources only in cases of overriding public interest and when it is demonstrated and/or documented that mitigation will successfully recreate the specific resource. Mitigation should meet the following ratios, at minimum:

- FNAI Natural Communities 3:1
- LULC Habitat Wet 3:1
- LULC Habitat Dry 2:1

4.45: Ensure that mitigation by habitat re-creation employs native plant material which provides the same natural value and function. Monitor mitigation areas for a sufficient time to ensure success: a minimum 85 percent final coverage of desired species. Yearly maintenance and replanting should be undertaken to ensure final cover as necessary.

4.47: Recognize that mitigation efforts shall be:

- Performed within the same drainage basin where the unavoidable impact to regionally significant wetlands occurs; and
- Allowed only after avoiding impact to the greatest extent possible; and that habitat creation, restoration, and enhancement, with long-term management, be considered as viable methods of impact mitigation.

4.48: Mitigation by restoring disturbed habitat of a similar nature, including the removal of exotic plant species, may be acceptable. The minimum acceptable ratio should be twice the habitat re-creation ratio set forth in policy 4.44.

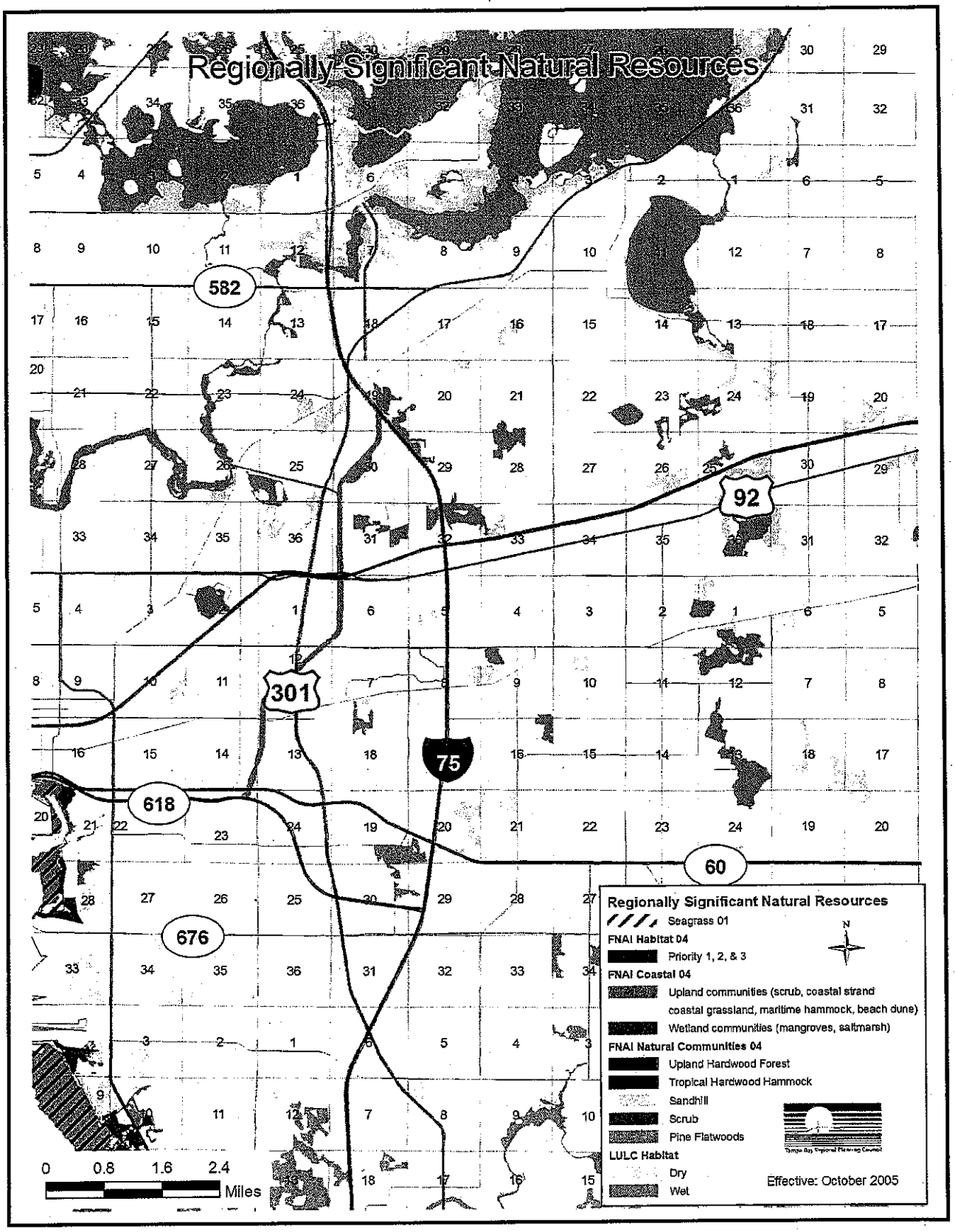
4.57: Ensure that land use decisions are consistent with federal- and state-listed species protection and recovery plans, and adopted habitat management guidelines.

Consistency with SRPP

It is not possible to determine the project's consistency with Council's adopted Strategic Policy Plan at this time. The comments and recommendations are being provided to the Florida Department of Transportation to assist in identifying important resources and regional policies that should be considered during the study.

These comments and recommendations were approved by a majority vote of the Tampa Bay Regional Planning Council on this 14th day of July, 2008.

Deborah Kynes, Chair


Regionally Significant Natural Resources
582
92
301
75
618
60
676
0 0.8 1.6 2.4
Miles
Regionally Significant Natural Resources
Seagrass 01
FNAI Habitat 04
Priority 1, 2, & 3
FNAI Coastal 04
Upland communities (scrub, coastal strand coastal grassland, maritime hammock, beach dune)
Wetland communities (mangroves, saltmarsh)
FNAI Natural Communities 04
Upland Hardwood Forest
Tropical Hardwood Hammock
Sandhill
Scrub
Pine Flatwoods
LULC Habitat
Dry
Wet
N
Effective: October 2005

Hillsborough County
Florida

Office of the County Administrator
Patricia G. Bean

July 3, 2008

Mr. John M. Meyer
Tampa Bay regional Planning Council
4000 Gateway Centre Blvd, Suite 100
Pinellas Park, FL 33782

Reference: Comments on I-75 PD&E
S. of US 301 to N of Fletcher Avenue
FPID NO. 419235-3-22-01

Dear Mr. Meyer:

Thank you for giving us this opportunity to comment on the Florida Department of Transportation Advance Notice of the pending PD&E Study of improvements to I-75 from South of US 301 to North of Fletcher Avenue, FPID NO. 419235-3-22-01.

All of I-75 through Hillsborough County from the Manatee County Line to the Pasco County Line is a major trade and tourism corridor that is vital to the economic well-being of Hillsborough County. It is considered a Regional Freight Mobility Route and an important commuter route used by Hillsborough County residents to get to and from their employment.

All of I-75 within Hillsborough County is listed in the Hillsborough County Level of Service Report as deficient or fully vested except for the segments between SR 60 and Gibsonton Drive. Furthermore, all of I-75 is shown as a widening project on the Hillsborough County 2025 Long Range Transportation Plan, except for segments between US 301 and Gibsonton Drive. With the rapid growth occurring in Hillsborough County, traffic volumes on I-75 are expected to continue to increase. For increased safety and capacity, improvements will be needed.

The Transportation and Land Development Review Division of the Hillsborough County Planning & Growth Management Department fully supports this project.

Sincerely,

Robert Campbell, Director
Transportation & Development Review Division
Planning & Growth Management Department

RC/BM/jc

cc: Ned Baier, AICP, Manager, Transportation & Land Development Review
William McCall, Senior Professional Engineer, Transportation & Land Development Review

Roger P. Stewart Center
3629 Queen Palm Dr. • Tampa, FL 33619
Ph: (813) 627-2600
Fax Numbers (813):

Admin.	627-2620	Waste	627-2640
Legal	627-2602	Wetlands	627-2630
Water	627-2670	ERM	627-2650
Air	627-2660	Lab	272-5157

Executive Director
Richard D. Garrity, Ph.D.

July 10, 2008

Ms. Lauren Milligan, Environmental Manager
Florida State Clearinghouse
FDEP
3900 Commonwealth Blvd. MS 47
Tallahassee, FL 32399-3000

Dear Ms Milligan:

Thank you for the opportunity to review and comment of the FDOT I-75 PD & E Study for the segments FSC SAI FL 20080605426 3C and FSC SAI FL 20080605426 4C. With the exception of state delegated or contracted programs, the Environmental Protection Commission of Hillsborough County (EPC) recognizes Section 335.02(4), Florida Statues which provides that local governments do not generally have regulatory authority over activities occurring on the State Highway System; however, we do offer the following general comments:

A. **Air Management Division**

1. Please be advised that there is a noise rule for Hillsborough County, Chapter 1-10, Noise, Rules of the Environmental Protection Commission, which outlines the following guidelines as they relate to construction activity.

   - Construction activities occurring between the hours of 7 a.m. and 6 p.m. Monday through Friday, 8 a.m. and 6 p.m. Saturday, and 10 a.m. and 6 p.m. Sunday are exempt if reasonable precautions are taken to abate the noise from those activities. Reasonable precautions shall include but not be limited to noise abatement measures such as enclosure of the noise source, use of acoustical blankets, and change in work practice. Construction activities occurring at all other times shall be subject to the Rule which can be viewed at www.epchc.org.

2. The project should incorporate reasonable precautions to control unconfined emissions of particulate matter (dust), including but not limited to, the methods,

practices and procedures contained in Chapter 62-296.320, Florida Administrative Code (F.A.C.).

3. Any clearing for the expansion of I-75 may generate debris. Please be cognizant that open burning as a means of disposal is restricted to vegetative material generated during initial land clearing for development. No other type of open burning is permitted. Open burning can be accomplished with the use of an Air Curtain Incinerator or by pile burning. However, in accordance with Chapter 1-4, Rules of the EPC, the applicant must first receive authorization from EPC before any open burning is performed.

4. Please be aware that if the expansion of I-75 requires the demolition of existing structures or buildings, the demolition activities may be subject to the National Emission Standards of Hazardous Air Pollutants (NESHAP), Subpart M, Asbestos. In Hillsborough County, the applicant may contact EPC staff for more guidance, as necessary.

B. **Wetlands Management**

Staff from the Wetlands Management Division of the Environmental Protection Commission of Hillsborough County (EPC) has completed its review of the subject proposal. To obtain a recommendation of approval from EPC staff for the proposed project and subsequently submitted plans, including construction plans, the following items would need to be addressed and satisfy the current EPC Wetland Rule Chapter 1-11.

1. DELINEATIONS:

   Knowledge of the actual extent of the wetlands is necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11, Wetlands, Rules of the EPC. All wetland areas associated with the project should be formally delineated using the State's wetland delineation methodology - 62-340 F.A.C. The delineation can be done by either the EPC or the Southwest Florida Water Management District.

2. SURVEYS:

   Once the wetlands have been delineated, wetland surveys must be submitted to EPC staff for review and formal approval. The approved wetland line must then be incorporated into the development of a site plan. The wetland line must appear on all site plans, labeled as "EPC Wetland Line", the wetland must be labeled as "Wetland Conservation Area", and the setback labeled as "30 foot Wetland Conservation Area Setback", pursuant to the Hillsborough County Land Development Code (LDC).

3. WETLAND IMPACTS:

a. The narrative infers wetland impacts that have not been reviewed by staff or authorized by the Executive Director of the EPC. Chapter 1-11, Rules of the EPC, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible.

b. A separate wetland impact/mitigation proposal and the appropriate review fee, as provided in Chapter 1-6, Rules of the EPC, must be submitted to the EPC for review. Please be aware that a submittal provides no reliance that the wetlands may be developed as proposed and that EPC staff cannot approve plans at the construction phase if unapproved wetland impacts are depicted. Therefore, it is strongly recommended that EPC staff authorization to impact wetlands be obtained prior to the submittal of construction plans.

c. Impact Justification / Mitigation

(1) Chapter 1-11.01, Rules of the EPC, states that development requiring mitigation be an avenue of last resort when reasonable use of the property is otherwise unavailable. To complete a proposal to impact wetlands, the applicant must provide the following information through a separate process. The encroachment/mitigation plan should be for the project in its entirety. Staff of the EPC will review any proposal and consider it based on its own merit.

(2) A narrative describing the project and the justification for each wetland impact requested for project development. Measures taken to demonstrate wetland impact minimization and avoidance must also be documented. A description of the wetlands and wetland impact acreage proposed should be included in the package and the wetlands proposed for impact must be clearly identified on the plans.

(3) It is recommended that all mitigation be consolidated into as few off-site area(s) as possible. A proposal to perform mitigation must be submitted either per Chapter 62-345, F.A.C., the Uniform Mitigation Assessment Method (UMAM) or under the Department of Transportation's mitigation option provided by Section 373.4137, Florida Statues.

4. CONSTRUCTION PLANS

To obtain an EPC recommendation of approval, construction plans must, at a minimum, include the following information and must be included in all future submittals to Hillsborough County Planning and Growth Management. Please be advised that omission of any of the following may result in a recommendation of denial from EPC staff.

a. Wetland lines, wetland areas and wetland setback lines must be labeled as "EPC Wetland Line", "Wetland Conservation Area ", and "30 foot Wetland Conservation Area Setback Line" respectively pursuant to the LDC. Failure to properly label these features on future plans may result in a recommendation of denial from this agency. The setback line must be shown in its entirety even if impacts to the setback are proposed. Where setback encroachments are proposed, a narrative shall be submitted describing the necessity for the setback encroachments proposed, and measures taken to protect the wetland areas from construction related impacts.

b. All wetland impacts must be labeled, cross-hatched, and acreage calculated on all plan sheets where they appear. Proposed mitigation must be shown and labeled.

c. Erosion control devices must be placed between the Wetland Conservation Area and the area to be developed (typically along the wetland setback line). Suitable erosion control devices must be in place prior to any disturbance of materials on site, and must remain in place until all loose soils have been stabilized. The method of erosion control to be used (i.e., silt screens, etc.) must be stated and the placement (i.e., along the wetland setback) must be indicated.

d. Cross-sections must be included where wetlands or the wetland setback interface with roads or any other graded feature. These cross-sections must accurately depict the EPC Wetland Line and Wetland Setback Line, erosion control devices, the toe of fill, proposed and existing grades, and vertical and horizontal scales.

e. Any proposed temporary wetland impact must be detailed on the construction plans. The plans must indicate the proposed length and depth of the impact and provide a typical cross-section. Staff will require revegetation of the impact. This may be accomplished through natural recruitment or to insure revegetation of the area at the time of inspection, through replanting with native, non-nuisance wetland vegetation.

f. Construction plans must be submitted along with a complete set of drainage calculations that include all wetland seasonal water elevations.

g. As-built plans and surveys must include all wetland control data.

h. At any time prior to approval of construction plans for this project, EPC staff may identify other legitimate concerns as they become obvious.

C. **Environmental Resource Management**
No Comment

D. **Water Management**
No Comment

E. **Waste Management**
No Comment

Again, thank you for the opportunity to review this project and for considering our comments as part of your project evaluation. Should you have any questions, please feel free to contact me at 813-627-2600, extension 1254 or Sanford@epchc.org.

Sincerely,

Reginald Sanford
Chief, Enforcement and Analysis
Air Management Division

COUNTY: HILLSBOROUGH

DATE: 6/5/2008
COMMENTS DUE DATE: 7/11/2008
CLEARANCE DUE DATE: 8/4/2008
SAI#: FL200806054264C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD		
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

X **Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.**

_ **Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.**

_ **Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.**

_ **Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.**

Project Description:

DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - I-75 PD&E STUDY, FROM SOUTH OF US 301 TO NORTH OF FLETCHER AVENUE, FPID NO. 419235-3-22-01 - HILLSBOROUGH COUNTY, FLORIDA. (ETDM NO. 8002)

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA

☒ No Comment
☐ Comment Attached
☐ Not Applicable

Federal Consistency

☒ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau: Historical Resources/Historic Preservation

Reviewer: Sherry Anderson Laura A. Kammerer, Deputy SHPO

Date: 6/12/08 6.16.2008

RECEIVED
JUN 19 2008
OIP / OLGA

RECEIVED
2008 JUN 12 A 11:
BUREAU OF HISTORIC PRESERV.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5505
(727) 824-5317; FAX 824-5300
http://sero.nmfs.noaa.gov

July 15, 2008 F/SER46:DR/mt

Robert Clifford, AICP
Department Head, Intermodal Systems Development
Florida Department of Transportation, District 7
11201 N. McKinley Drive/ MS 7-500
Tampa, Florida 33612-6456

SUBJECT: WPI Seg. No.: 419235 3
I-75 PD&E Study/ Advance Notification/ Hillsborough County, FL
From south of US 301 to north of Fletcher Avenue

Dear Mr. Clifford:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the above referenced Advance Notification, dated June 4, 2008. The Florida Department of Transportation proposes widening I-75 from south of US 301 to north of Fletcher Avenue in Hillsborough County, Florida. The project would add two Special Use Lanes in each direction to the existing 6-lane limited access facility. NMFS previously commented on this project on November 16, 2006, under the ETDM Project # 8002 Programming Screen. NMFS reiterates those comments here.

NMFS staff conducted a site inspection of the project area on October 19, 2006, to assess potential concerns to living aquatic resources within Six Mile Creek and the Palm River. The lands adjacent to the proposed project are principally commercial and residential properties, and palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the roadway crosses over the Tampa Bypass Canal. The canal drains to Six Mile Creek and eventually the Palm River. The Palm River drains to Hillsborough Bay. Increased use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats within Hillsborough Bay that are utilized by marine fishery resources. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the Palm River and Hillsborough Bay. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

If you have questions regarding our views on this project, please contact Dr. Dave Rydene in our St. Petersburg, Florida office. Dr. Rydene may be reached at the letterhead address or by calling (727) 824-5379.

Sincerely,

for Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc:
F/SER4
F/SER46 - Rydene

cc: email
EPA (Ted Bisterfeld)
FL DEP (Lauren Milligan)
FL FWCC (Maryann Poole)
USFWS (Todd Mecklenborg)
SWFWMD (Alberto Martinez)

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5505
(727) 824-5317; FAX 824-5300
http://sero.nmfs.noaa.gov

July 15, 2008 F/SER46:DR/mt

Robert Clifford, AICP
Department Head, Intermodal Systems Development
Florida Department of Transportation, District 7
11201 N. McKinley Drive/ MS 7-500
Tampa, Florida 33612-6456

SUBJECT: WPI Seg. No.: 419235 2
I-75 PD&E Study/ Advance Notification/ Hillsborough & Manatee Counties, FL
From Moccasin Wallow Road to south of US 301

Dear Mr. Clifford:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the above referenced Advance Notification, dated June 4, 2008. The Florida Department of Transportation proposes widening I-75 from Moccasin Wallow Road to south of US 301 in Hillsborough County and Manatee County, Florida. The project would add one Special Use Lane in each direction to the existing 6-lane limited access facility. NMFS previously commented on this project on November 16, 2006, under the ETDM Project # 8001 Programming Screen. NMFS reiterates those comments here.

NMFS staff conducted a site inspection of the project area on October 19, 2006, to assess potential concerns related to living aquatic resources within the Alafia River, the Little Manatee River, Hillsborough Bay, and Tampa Bay. The highway crosses both rivers and the rivers drain to the bays.

Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Estuarine habitats in the Alafia and Little Manatee Rivers, which exist in the project area, have been identified as EFH for juvenile, sub-adult, and adult red drum, and postlarval/juvenile and sub-adult penaeid shrimp by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. In addition, a number of other species using these areas are prey species for other federally-managed species such as gray snapper and gag. Estuarine emergent wetlands, estuarine water column, and mud,

sand, shell, and rock substrates are specific categories of EFH that may be impacted by the project.

Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:

1. A description of the proposed action;

2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species;

3. the Federal agency's views regarding the effects of the action on EFH; and,

4. proposed mitigation, if applicable.

Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH conservation recommendations on the project.

NMFS also has concerns regarding indirect impacts from the road's stormwater runoff. Widening the road could result in increased use of the road and an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources within the Tampa Bay system. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching estuarine and marine habitats within the Tampa Bay system. Additionally, best management practices should be employed during road construction to prevent siltation of downstream aquatic habitats.

If you have questions regarding our views on this project, please contact Dr. Dave Rydene in our St. Petersburg, Florida office. Dr. Rydene may be reached at the letterhead address or by calling (727) 824-5379.

Sincerely,

for Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc:
F/SER4
F/SER46 - Rydene

cc: email
EPA (Ted Bisterfeld)
FL DEP (Lauren Milligan)
FL FWCC (Maryann Poole)
USFWS (Todd Mecklenborg)
SWFWMD (Alberto Martinez)

Miccosukee Tribe of Indians
of Florida

AUG 18 08 3:54PM

August 14, 2008

Mr. David Gibbs, Acting Division Administrator
USDOT - FHWA
Florida Division
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RE: HPO-FL I-75 Research Design

Dear Mr. Gibbs:

The Miccosukee Tribe of Indians of Florida received your letter concerning preliminary engineering and environmental studies of 2 segments of I-75 between Moccasin Wallow Road and North of Fletcher Avenue. We have reviewed the Research design for the Cultural Resource Assessment Survey ("CRAS") and find no fault with it. If the CRAS shows that no Cultural Resources will be impacted by this project, then no further consultation with the Tribe is necessary, and we will not need a copy of the CRAS. If the CRAS shows that there will be impacts to cultural resources by this project, then further consultation with the Tribe is necessary, and we will want to review the CRAS.

Thank you for consulting with the Miccosukee Tribe. Please contact me at the below number or via e-mail at Stevet@miccosukeetribe.com if you require additional information.

Sincerely,

Steve Terry
NAGPRA & Section 106 Representative

TRIBAL HISTORIC
PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM
HC-61, BOX 21A
CLEWISTON, FL 33440
(863) 983-6549

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

Robert Clifford, AICP
Department Head, Intermodal Systems Development
FDOT – District Seven
11201 N. McKinley Drive/ M.S. 7-500
Tampa, FL 33612-6456

Wednesday, August 13, 2008

THPO#: 002294
ETDM #: 8002

Subject: WPI Segment No. 419235 3, I-75 PD&E Study from south of US301 to north of Fletcher Ave, Hillsborough County

Dear Mr. Clifford:

The Seminole Tribe of Florida Tribal Historic Preservation Office (STOF-THPO) has reviewed this Florida Department of Transportation (FDOT) project notification for Section 106 purposes. Due to the fact that this project is within the Lamar culture area, the STOF-THPO will await copies of associated archaeological reports and/or cultural resources surveys for review prior to making any further comment.

We thank you for the notification of this proposed project. In any future correspondence regarding these issues, please reference ***THPO-002294***.

Sincerely,

For

Direct routine inquiries to:

Willard S. Steele
Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum
HC-61,Box 21A
Clewiston, FL 33440

Marion Smith
Acting Compliance Review
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum
HC-61, Box 21A
Clewiston, FL 33440

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

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

January 19, 2010

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

Dear Ms. Anderson:

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

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

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

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☐ Director's Office
850.245.6300 • FAX: 245.6436

☐ Archaeological Research
850.245.6444 • FAX: 245.6452

☑ Historic Preservation
850.245.6333 • FAX: 245.6437

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

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

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

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

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

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

Sincerely,

Laura A. Kammerer

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

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

APPENDIX D

Public Hearing Transcript

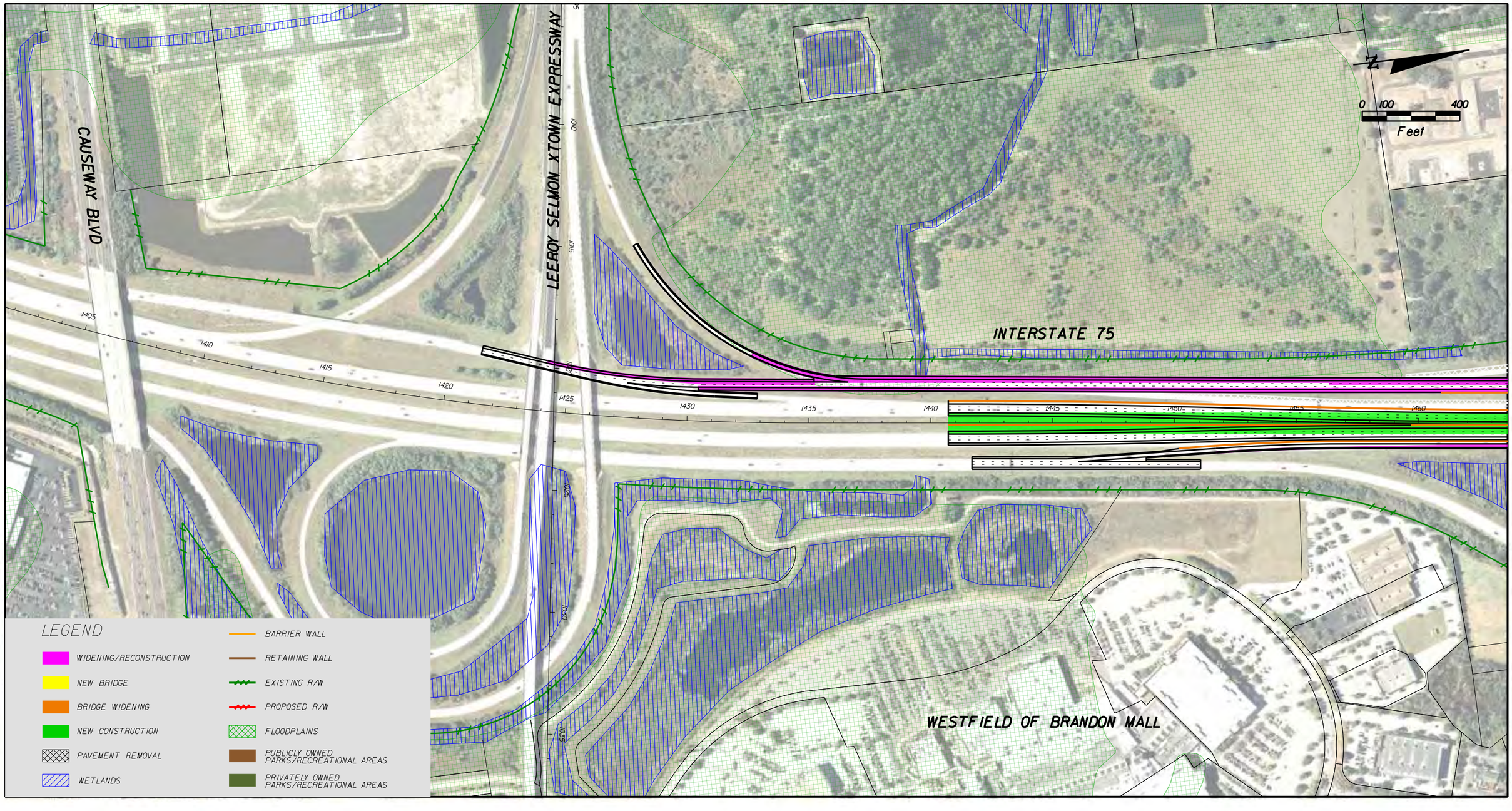
[This appendix will be updated after the Public Hearing]

APPENDIX E

Interim Improvements Technical Memorandum

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



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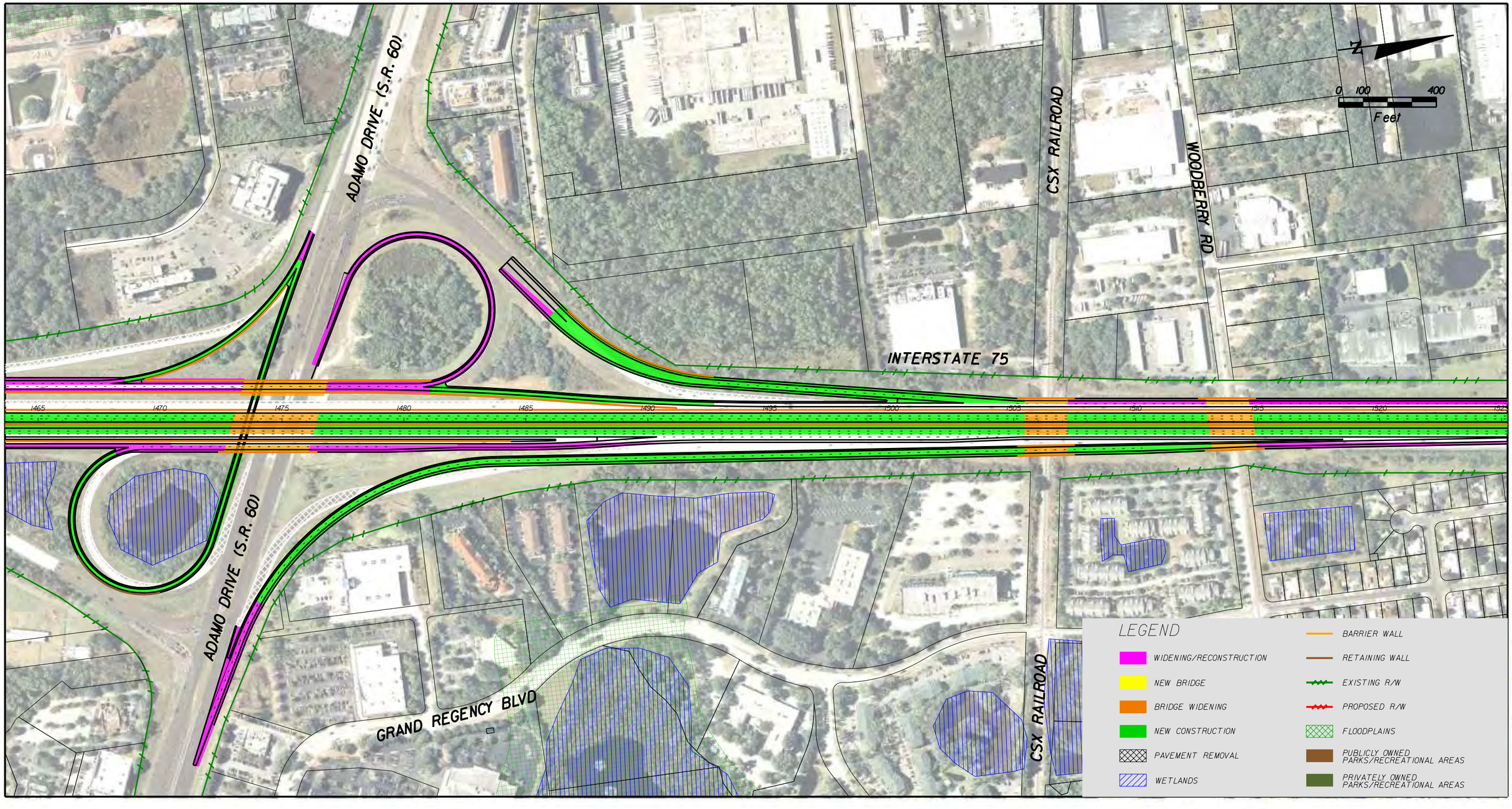
INTERIM IMPROVEMENTS
Alternative One A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 1

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



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INTERIM IMPROVEMENTS
Alternative One A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 2

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

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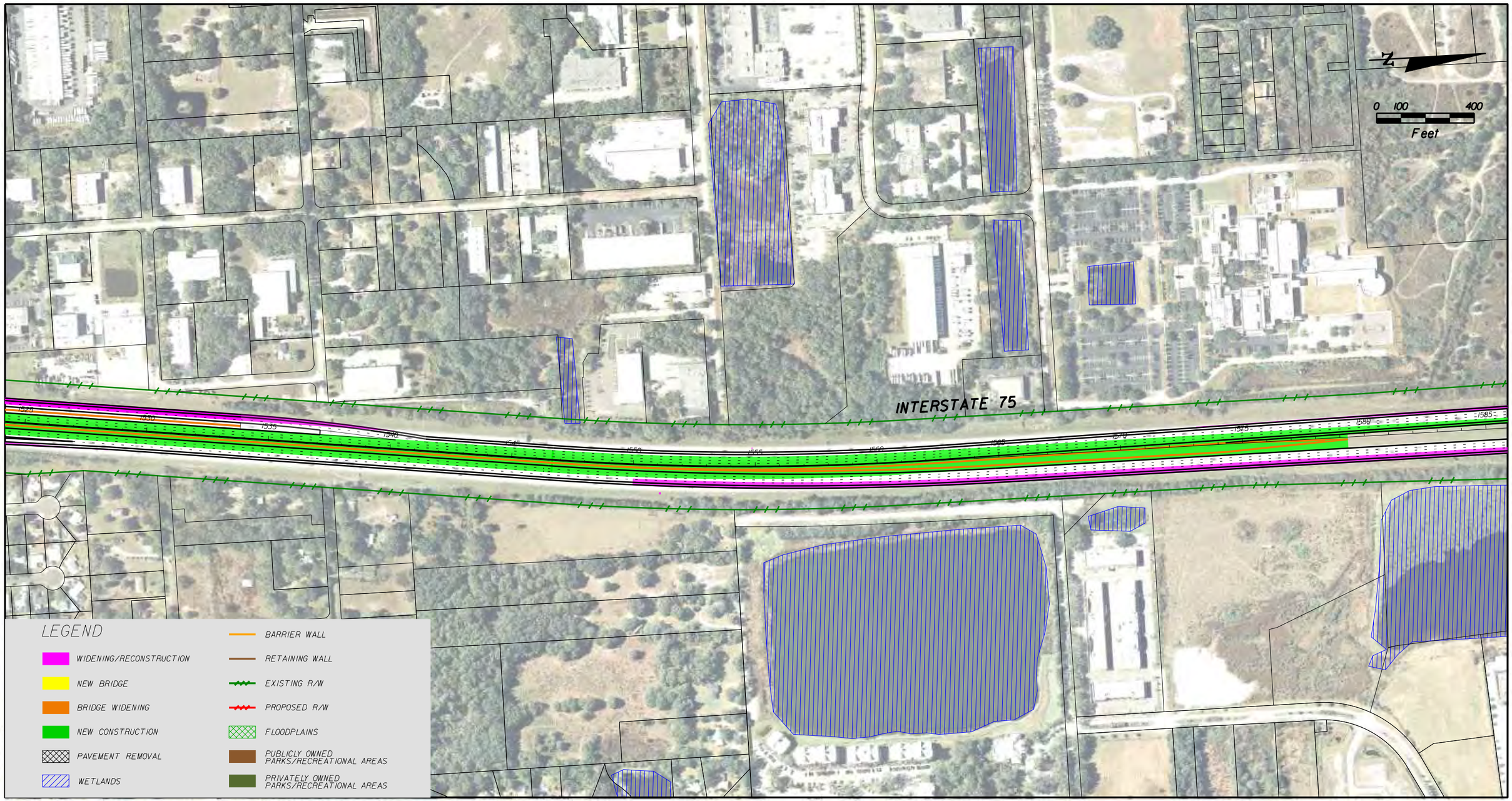
419235-3-22-01



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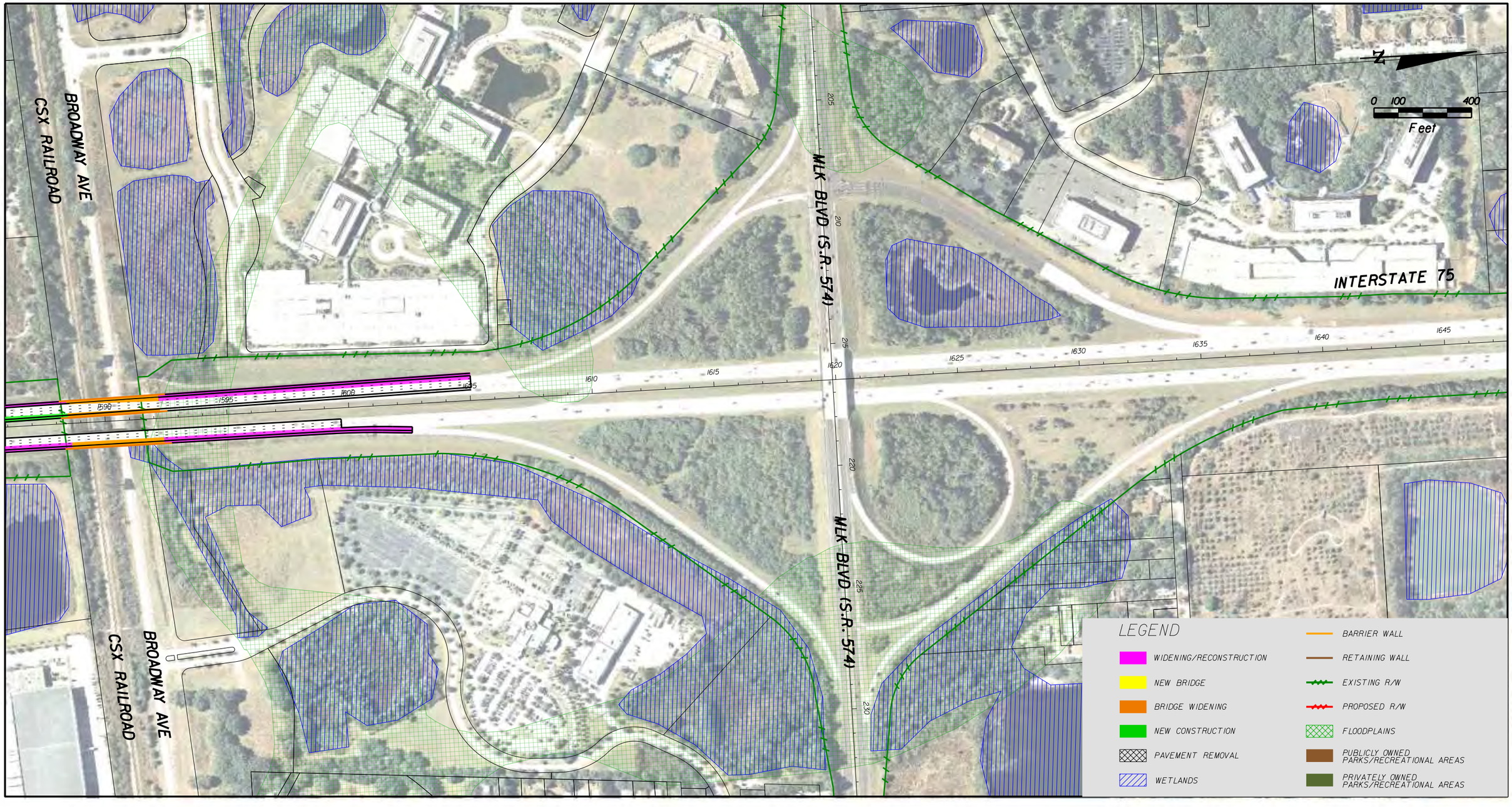
INTERIM IMPROVEMENTS
Alternative One A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 3

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



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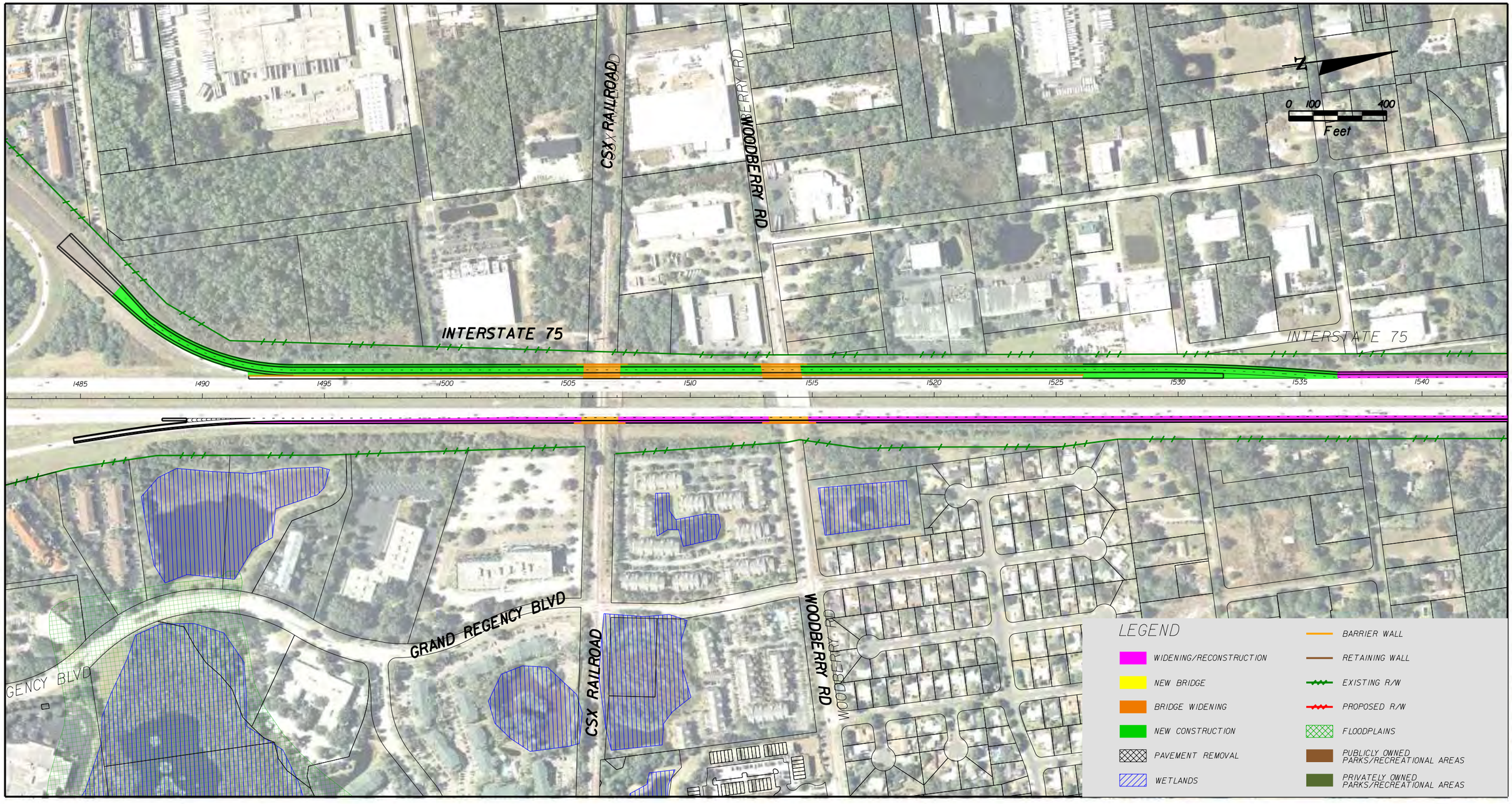
INTERIM IMPROVEMENTS
Alternative One A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 4

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



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INTERIM IMPROVEMENTS
Alternative Two A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 5

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

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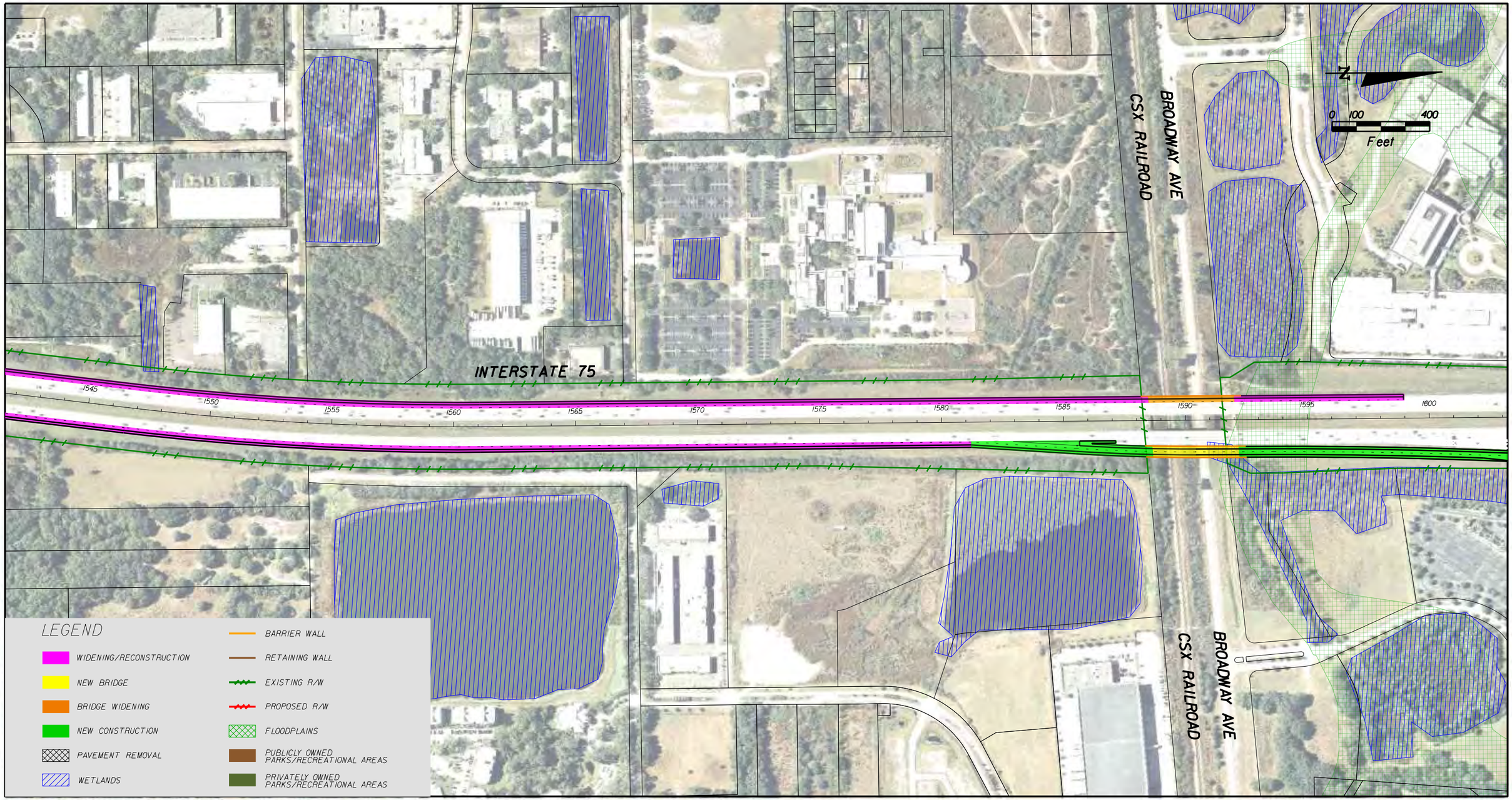
419235-3-22-01



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INTERIM IMPROVEMENTS
Alternative Two A

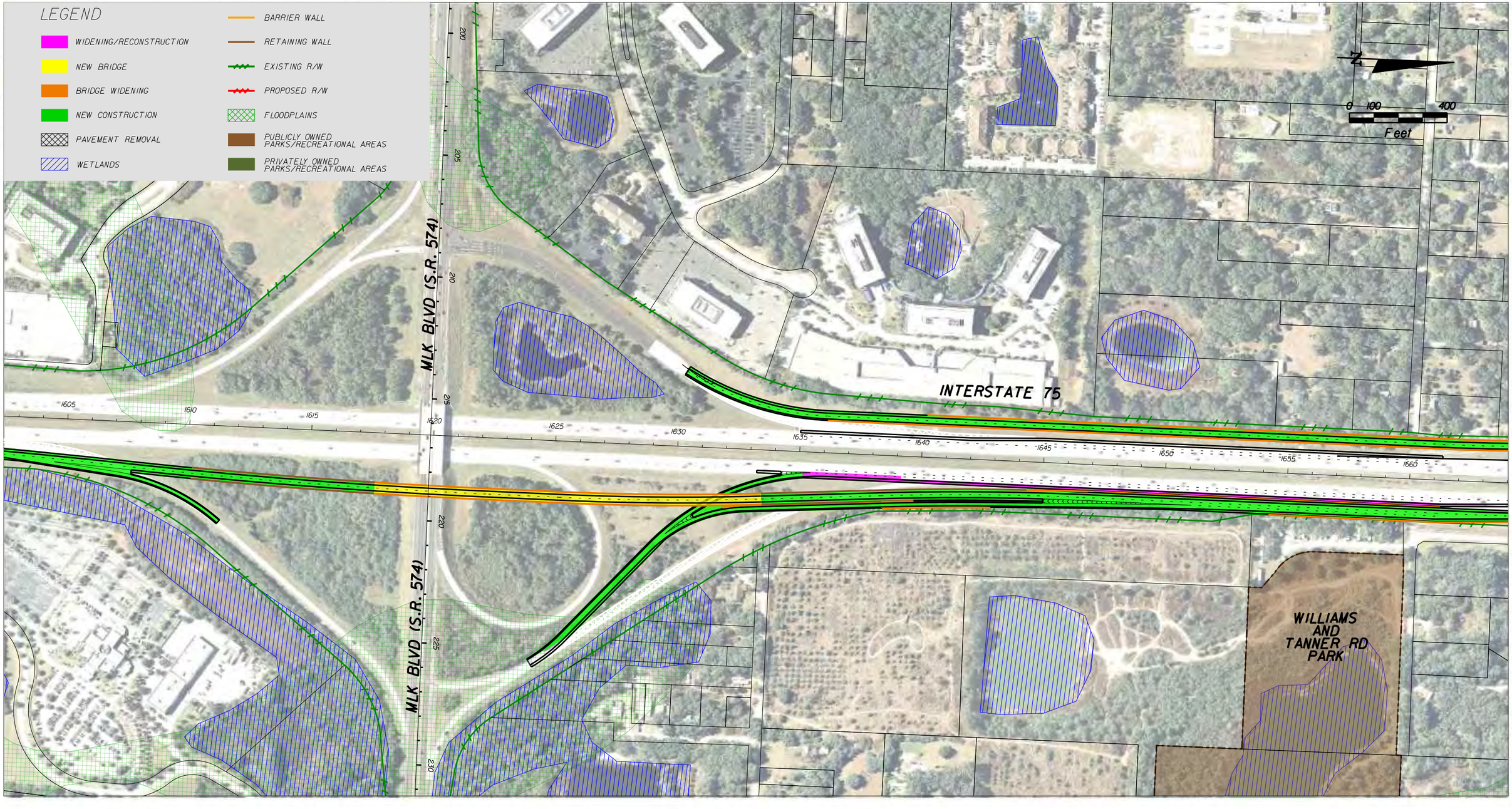
AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 6

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION



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INTERIM IMPROVEMENTS
Alternative Two A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 7

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

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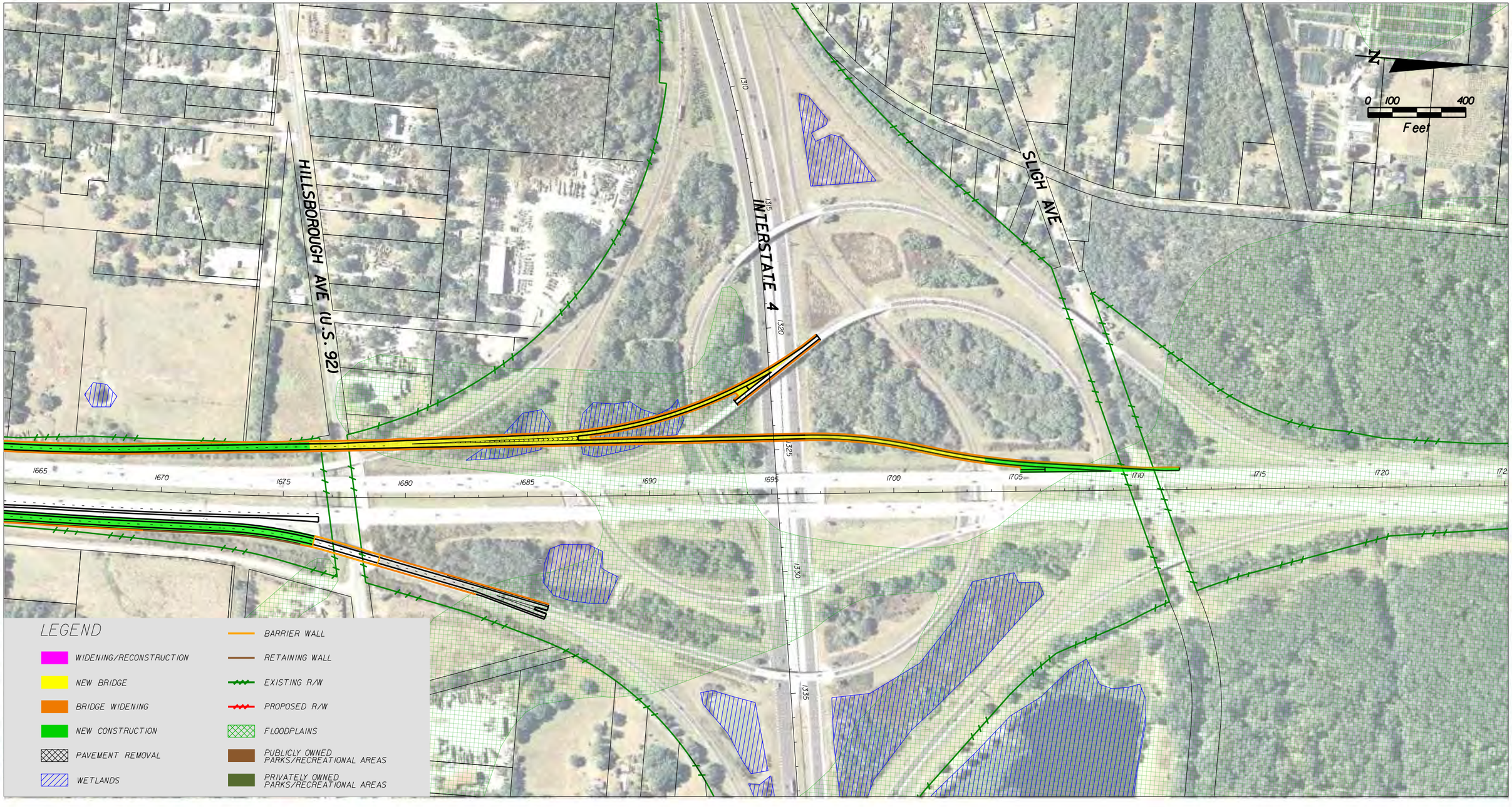

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INTERIM IMPROVEMENTS
Alternative Two A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 8

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

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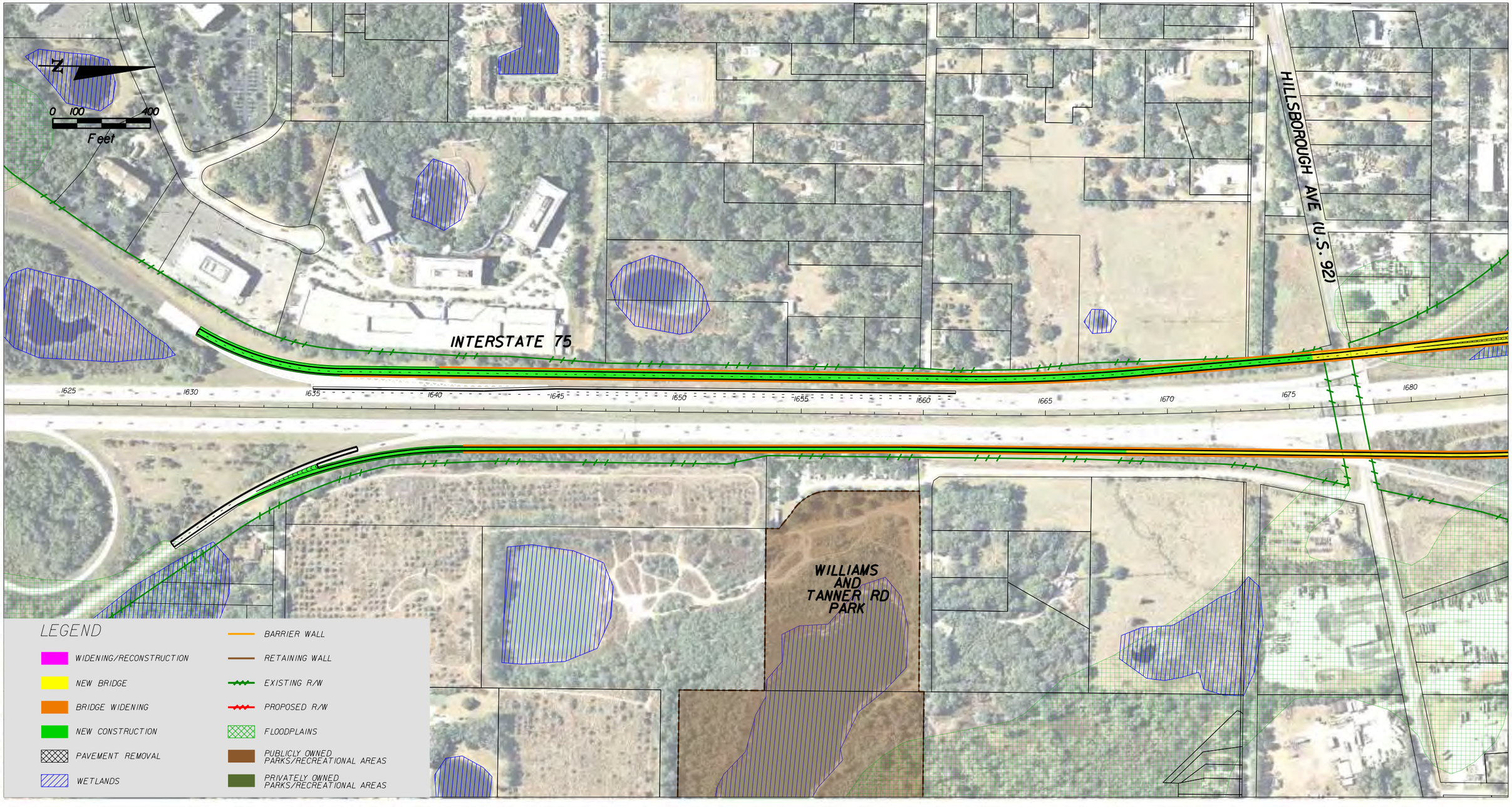

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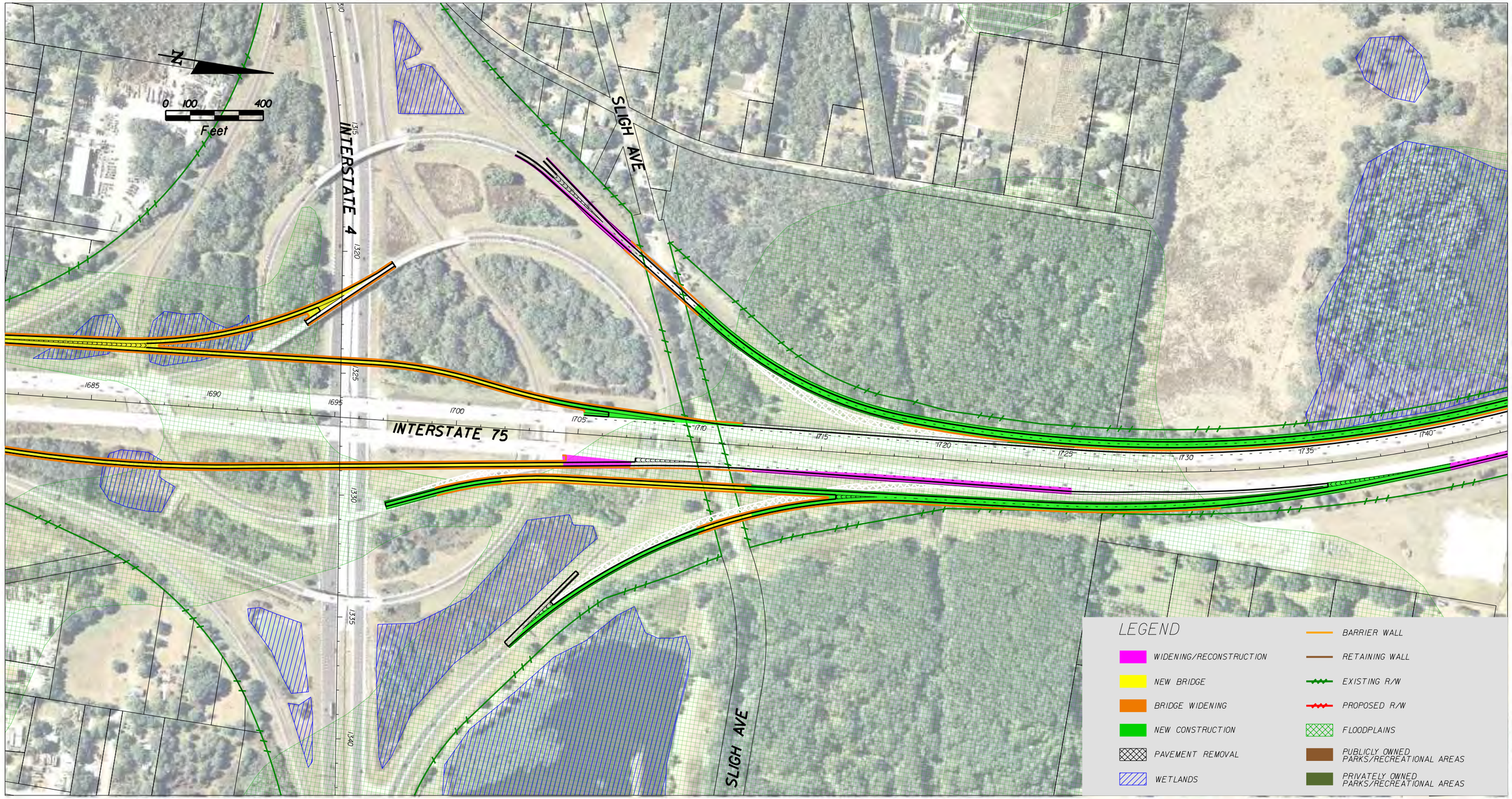
INTERIM IMPROVEMENTS
Alternative Two B

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 9

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01



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INTERIM IMPROVEMENTS
Alternative Two B

AERIAL FLIGHT DATE: OCTOBER, 2008

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

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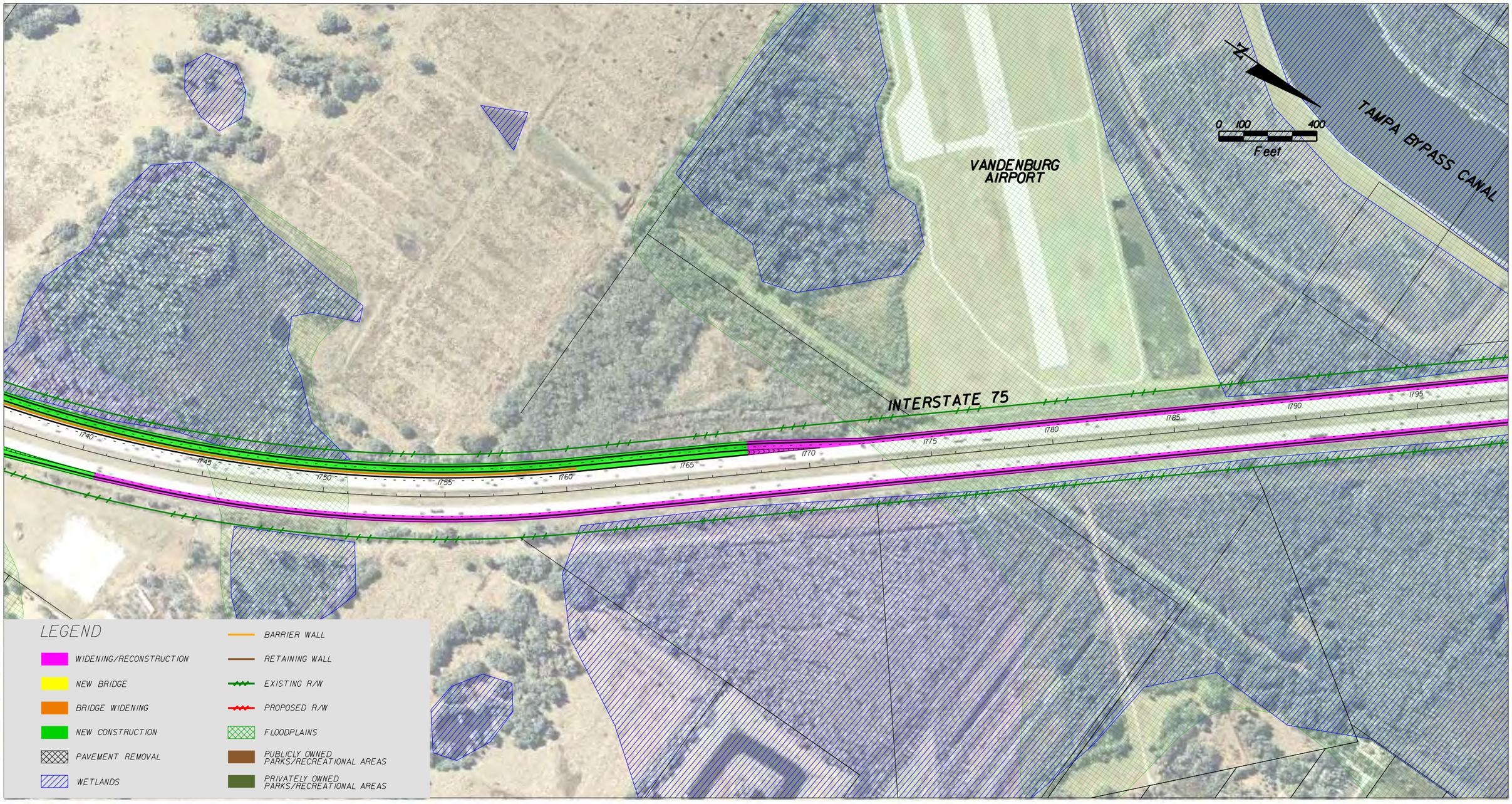
419235-3-22-01



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INTERIM IMPROVEMENTS
Alternative Two B

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 11

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

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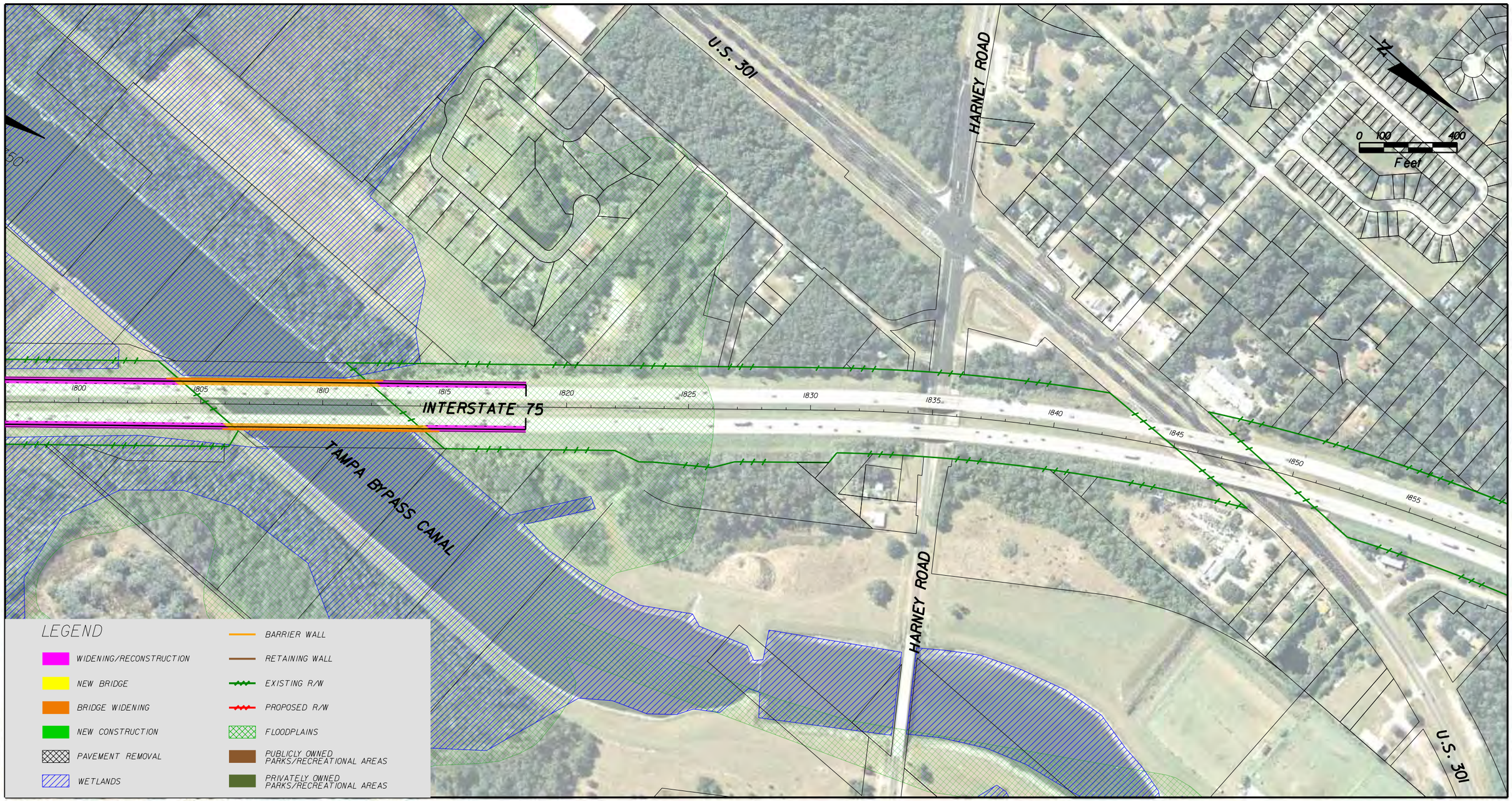

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INTERIM IMPROVEMENTS
Alternative Two B

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 12

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

U.S. 301
HARNEY ROAD
MORRIS BRIDGE ROAD
INTERSTATE 75
HARNEY ROAD
U.S. 301

N

0 100 400
Feet

1820 1825 1830 1835 1840 1845 1850 1855 1860 1865 1870 1875

LEGEND

- WIDENING/RECONSTRUCTION
- NEW BRIDGE
- BRIDGE WIDENING
- NEW CONSTRUCTION
- PAVEMENT REMOVAL
- WETLANDS
- BARRIER WALL
- RETAINING WALL
- EXISTING R/W
- PROPOSED R/W
- FLOODPLAINS
- PUBLICLY OWNED PARKS/RECREATIONAL AREAS
- PRIVATELY OWNED PARKS/RECREATIONAL AREAS

PB 100 YEARS

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INTERIM IMPROVEMENTS
Alternative Three A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 13


MORRIS BRIDGE ROAD
INTERSTATE 75
FOWLER AVE
RAULERSON RANCH ROAD
OLD MORRIS BRIDGE ROAD
LOWER HILLSBOROUGH FLOOD DETENTION AREA
0 100 400
Feet
LEGEND
WIDENING/RECONSTRUCTION
NEW BRIDGE
BRIDGE WIDENING
NEW CONSTRUCTION
PAVEMENT REMOVAL
WETLANDS
BARRIER WALL
RETAINING WALL
EXISTING R/W
PROPOSED R/W
FLOODPLAINS
PUBLICLY OWNED PARKS/RECREATIONAL AREAS
PRIVATELY OWNED PARKS/RECREATIONAL AREAS

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01

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INTERIM IMPROVEMENTS
Alternative Three A

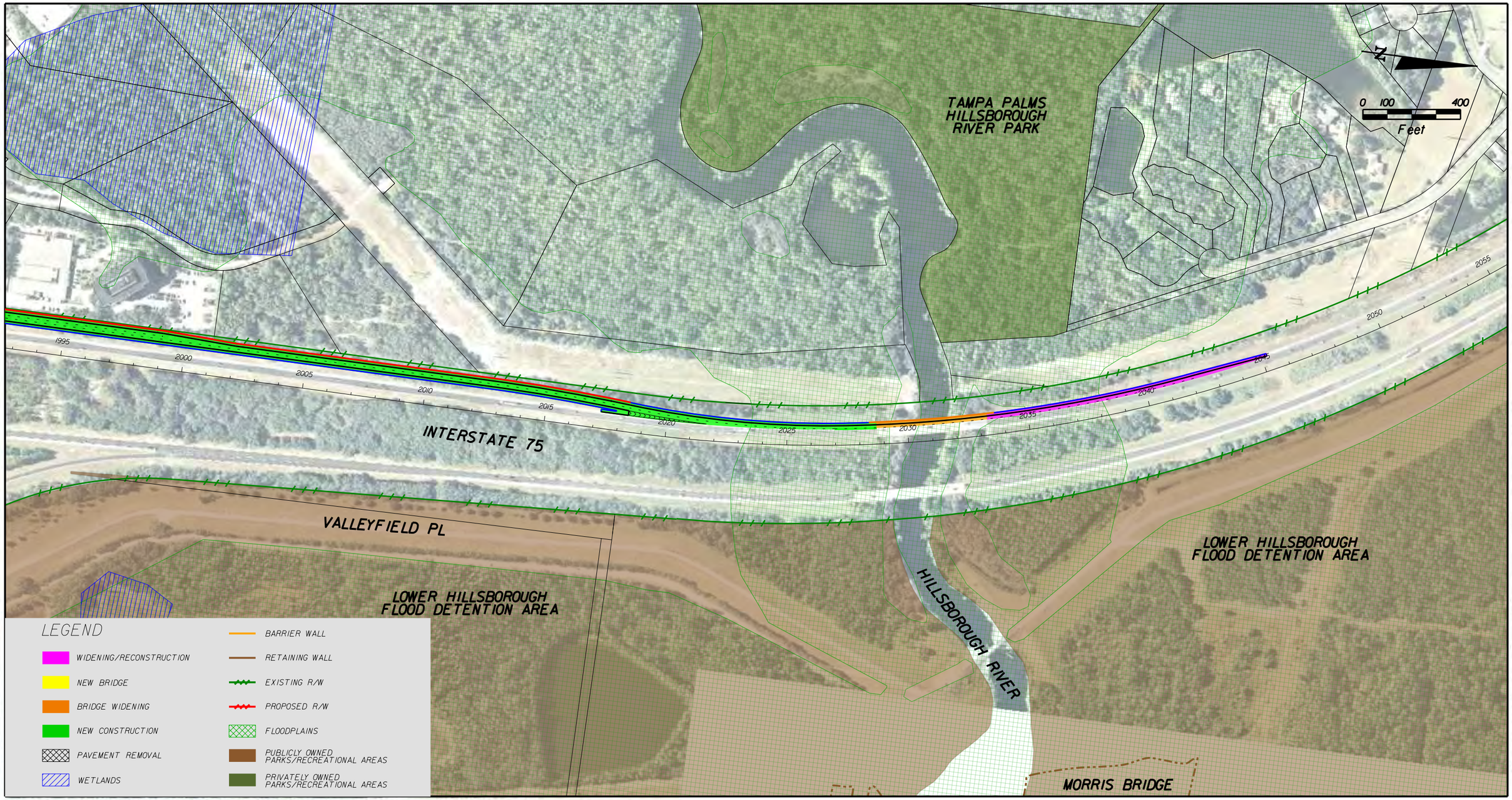
AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 15

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
From South of US 301 to North of Fletcher Avenue - Hillsborough County

FPID
419235-3-22-01

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION



PB 100 YEARS

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INTERIM IMPROVEMENTS
Alternative Three A

AERIAL FLIGHT DATE: OCTOBER, 2008

Sheet No. 16

[This appendix will be updated when the Draft Interim Improvements Technical Memorandum is completed]

APPENDIX F

Design Variations and Exceptions Package

[This appendix will be updated when the Draft Design Variations and Exceptions Package is completed]

APPENDIX G

Typical Section Package

[This appendix will be updated when the Typical Section Package is completed]