

ROUTE SLIP

To: Name	Title	Date	Org/Rtg Symbol
Mr. M. Coleman	PD&E Engineer	11/02/93	Dist.7 - Tampa MS 7-500

Remarks:☒ Per Your Request☐ For Your Information☐ Per Our Conversation☐ Note and Return☐ Comment☒ Take Appropriate Action☐ Please Answer

Subject: Federal Project NO. RS-7810-(4)
State Project NO. 14090-1516

Attached is a copy of the approved environmental determination (Form 508-01) for the subject Project, per your request of October 12, 1993.

Attachment

cc: Mr. Gary Evink, FDOT, W/cy Attachment

Thank you

From: Name	Title	Tele:	Org/Rtg Symbol	
Maiser Khaled	Transportation Engineer		904-681-7241	FHWA

11, 5, 93
Date

6. IMPACT EVALUATION

Topical Categories

S	M	N	N
i	i	o	o
g	n	n	I
n		e	n
			v

REMARKS

A. SOCIAL IMPACTS:

1. Land Use Changes	()	()	(X)	()
2. Community Cohesion	()	()	(X)	()
3. Relocation Potential	()	(X)	()	()
4. Churches & Schools	()	()	()	(X)
5. Title VI Considerations	()	()	(X)	()
6. Controversy Potential	()	()	(X)	()
7. Energy	()	()	(X)	()
8. Utilities and Railroads	()	(X)	()	()

See Attachment A

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See Attachment A

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B. CULTURAL IMPACTS:

1. Section 4(f) lands	()	()	()	(X)
2. Historic Sites/Districts	()	()	(X)	()
3. Archeological Sites	()	()	(X)	()
4. Recreation Areas	()	()	()	(X)

SHPO letters dated 8/21/90 and 5/19/93

" " " "

C. NATURAL ENVIRONMENT:

1. Wetlands	()	(X)	()	()
2. Aquatic Preserves	()	()	()	(X)
3. Water Quality	()	(X)	()	()
4. Outstanding Fla. Waters	()	()	()	(X)
5. Wild and Scenic Rivers	()	()	()	(X)
6. Floodplains	()	(X)	()	()
7. Coastal Zone Consistency	()	()	(X)	()
8. Coastal Barrier Islands	()	()	()	(X)
9. Wildlife and Habitat	()	()	(X)	()
10. Farmlands	()	()	(X)	()

See Attachment A

See Attachment A

See Attachment A

Office of Governor letter dated 1/20/89

See Attachment A

" "

D. PHYSICAL IMPACTS:

1. Noise	()	(X)	()	()
2. Air	()	()	(X)	()
3. Construction	()	(X)	()	()
4. Contamination	()	(X)	()	()
5. Navigation	()	()	()	(X)

See Attachment A

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a. () FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.

b. () FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

E. PERMITS REQUIRED

Florida Department of Environmental Regulation - Dredge and Fill
 Southwest Florida Water Management District - Surface Water Management
 U.S. Army Corps of Engineers - Nationwide

7. WETLANDS FINDING:

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

ATTACHMENT A

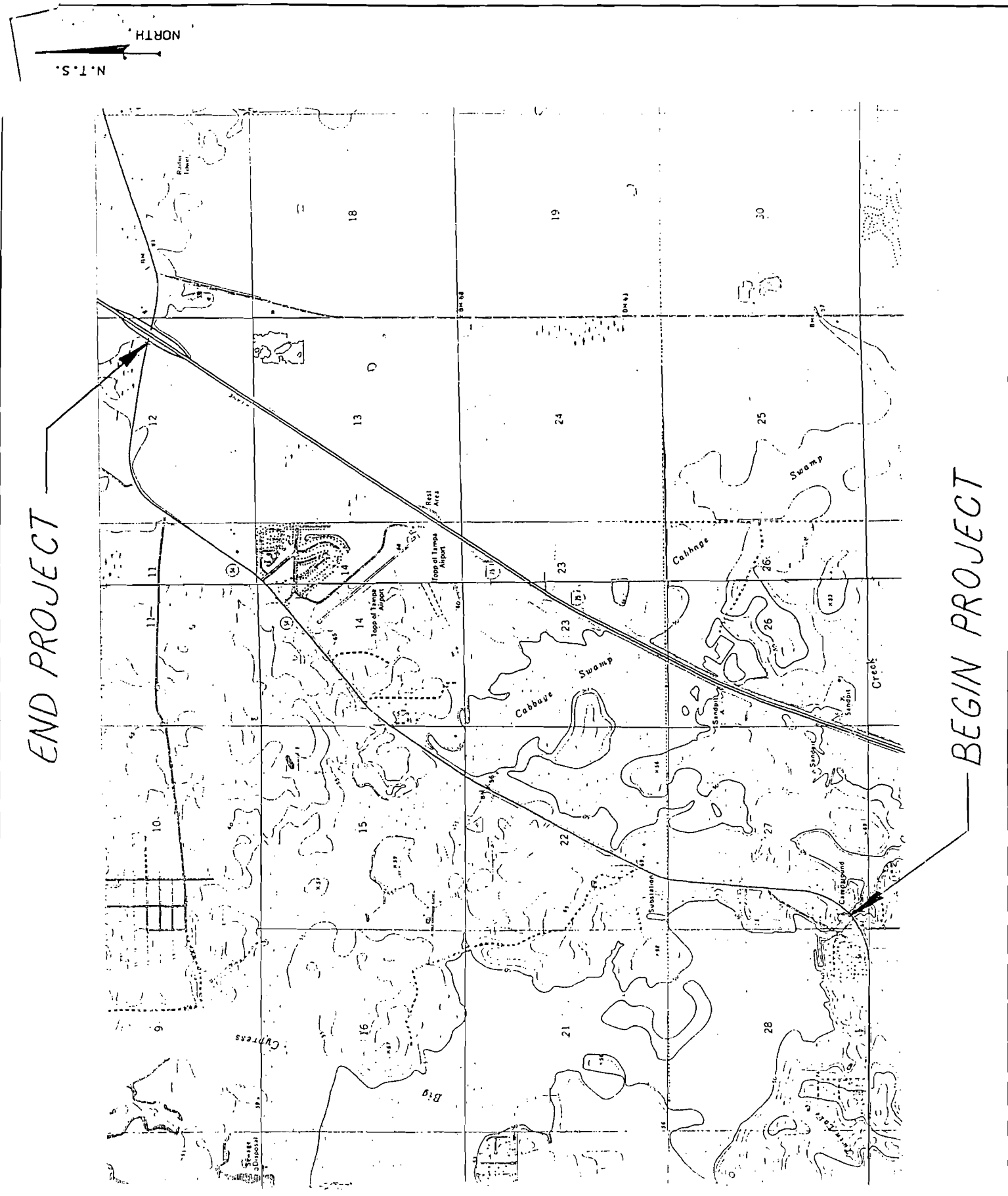
II. PROJECT DESCRIPTION

a. Existing: The project limits for SR 54 are from west of the Cypress Creek Bridge to the west of the access ramps for I-75 (See Figure 1). The project is approximately 4.9 miles. Within these project limits, SR 54 is a two lane rural facility with left turn lanes provided at several intersections. The existing right-of-way width varies from 100 feet to 115 feet, with 100 feet being predominant. The existing segments from Cypress Creek Bridge to Pasco Road and Pasco Road to I-75 are projected to operate at level of service (LOS) E and F, respectively, before the design year 2010. The existing drainage is accomplished primarily through roadside ditches and swales. There are numerous side drains, ten cross drains, a quad box culvert (Cabbage Swamp) and a bridge (Cypress Creek). Field reviews noted that the majority of the cross drains are functioning poorly as there is standing water at both ends. The ditches and swales are generally well maintained and appear to function adequately. There are existing aerial utilities including power, cable and telephone, which will have to be relocated. These relocations will be coordinated during the final design phase.

b. Proposed Improvements: The proposed improvements to SR 54 include additional travel lanes as well as intersection improvements. The proposed typical section is shown in Figure 2. For SR 54 from Cypress Creek to Pet Lane (Scarborough Office Park), a four lane rural divided facility is proposed within 250 feet of right-of-way. The typical section will consist of two 12 foot travel lanes and a four foot paved shoulder in each direction. These lanes will be separated by a 74 foot grassed median. Drainage will be accommodated with roadside ditches and swales. While SR 54 is presently not a designated bicycle route, bicycle traffic can be accommodated with the four foot paved shoulder. Between Pet Lane (Scarborough Office Park) and Magnolia Boulevard, the proposed right-of-way narrows to transition between the rural typical section and an urban typical section. From Magnolia Boulevard to the west ramp termini of I-75, a six lane urban divided facility within 134 feet of right-of-way is proposed. This typical section consists of three 12 foot lanes and a four foot bicycle lane in each direction. These lanes will be divided by a 32 foot median. The total border width will be 15 feet which includes the four foot bicycle lane, curb and gutter and a five foot sidewalk on both sides of the roadway. Curb and gutter will be provided on the outside of the lanes as well as in the median. Pedestrians and bicyclists are accommodated with this typical section. Drainage will be a closed system and will be piped to off-site retention areas. These roadway improvements will require approximately 66 acres in total right-of-way. Right-of-way acquisition is expected to displace approximately two businesses and four residences. These proposed improvements will result in improved capacity and increased safety along this roadway. With the proposed improvements, the facility is anticipated to operate at LOS C or better for the volumes projected for design year 2010.

6A. SOCIAL IMPACTS

1. Land Use Changes - The proposed improvements are consistent with the Pasco County Comprehensive Plan, Pasco County Metropolitan Planning Organization's Long Range Transportation Plan and Transportation Improvement Program. Improvements are not anticipated to have a substantial effect on land use within the project area. SR 54 serves as the primary east/west route in south Pasco County. The land uses along the corridor include



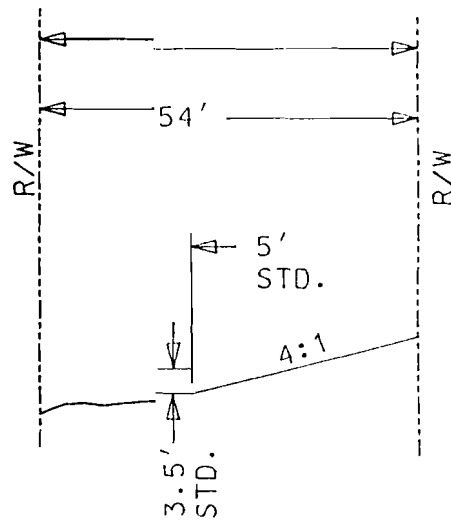
STATE OF FLORIDA



DEPT. OF TRANSPORTATION

S.R. 54
PROJECT LOCATION MAP
U.S.G.S. QUAD.: LUTZ, FLA. &
WESLEY CHAPEL, FLA.

DATE: SEPT. 2, 1993
S.P.N.: 14090-1516
W.P.L.: 7115973
FIGURE: 1



STATE OF FLORIDA



DEPT. OF TRANSPORTATION

DATE: APRIL 19, 1998

SP.N.: 14090-1316

W.P.L.: 7113978

FIGURE: 2

undeveloped property, agricultural, residential, commercial and light industrial uses. Most of the agricultural land is unimproved pasture used for cattle grazing. The commercial land uses consist of commercial conversion of residences, strip commercial and scattered commercial establishments. The proposed improvements will not significantly induce new development but will respond to existing development and growth planned. The proposed improvements serve an existing need for increased capacity, therefore no impacts to land use are expected with this project.

2. Community Cohesion - The proposed project will not divide or separate neighborhoods from one another since SR 54 presently acts as a boundary for neighborhoods along the project limits. The project will not isolate a portion of an ethnic group or neighborhood, separate residences from community facilities or substantially change travel patterns. The project in the long term may increase the quality of life within the area. Neighborhood or community access and property values can benefit since it will increase accessibility to many of the surrounding areas due to reduction of future travel times for motorists within the project area. The project is not anticipated to harm elderly persons, handicapped individuals, non-drivers and transit-dependent individuals or minorities.

3. Relocation Potential - The proposed roadway improvements will require the acquisition of approximately 66 acres. As presently conceived, this will displace approximately 4 residences and 2 businesses within the community. The two business relocations are an animal hospital and a sheet metal company. According to documentation on these businesses, these would not be considered major employers. There are existing available properties for relocating these businesses with an approximate ratio of three to one. There are existing commercial spaces as well as vacant lands. The residential relocations could be relocated within the same subdivision or to other subdivisions within the project limits. Properties are available at an approximate three to one ratio.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646). The brochures, which describe in detail the Department's relocation assistance program and right-of-way acquisition program, are "Your Relocation" and "Coming Your Way". Both of these brochures are distributed at all public hearings and are made available upon request to any interested persons.

The Florida Department of Transportation provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; (4) moving owner - occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. provide reimbursement of expenses, such as legal fees and other eligible closing costs incurred in buying a replacement dwelling;
4. make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation" and "Coming Your Way". Both of these brochures are distributed at all public hearings and are made available upon request to any interested persons.

5. Title VI Considerations - The project is not expected to impact any distinct minority, ethnic, elderly or handicapped groups. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

6. Controversy Potential - An Advance Notification was forwarded to national, state and local agencies having interest or involvement in the project. Comments from the agencies which responded were related primarily to procedural requirements and were not controversial in nature. The Advance Notification package was redistributed to the Clearinghouse on September 3, 1993 to notify the agencies of the current project limits and to request any comments. The agencies were given 45 days to respond. There were no significant comments received.

A public information workshop was held on November 15, 1988, for the purpose of informing the public of the proposed SR 54 improvements between US 19 and I-75, to answer questions and to receive comments. Between 400-500 people attended the workshop. Both verbal and written comments were received. Most of the comments were related to the effects the alternatives would have on individual properties, concerns regarding drainage and flooding and the preferences for the alternatives. There were no negative comments concerning the need for the improvements or the effects it would generally have. There were several positive comments on the need for the project. A public hearing was held on August 31, 1989, for the purpose of informing the public of the proposed improvements along SR 54 between US 19 and I-75. These project limits are referred to in the project documentation as Segment 7. The conceptual design plans, technical reports and FDOT staff were available to answer questions and receive comments. Approximately 240 people were recorded as attending the hearing. A public involvement report (including public hearing transcripts) has been prepared for this project. A court reporter was available and 25 oral comments were recorded. No additional written comments were received.

As a result of property owners submitting additional information, the proposed alignment was revised to avoid a developing residential area. Affected property owners from 600 feet east of Oaks Boulevard to 2500 feet west of Pasco Road were given an opportunity to comment on the revised alignment within this section of the project during a May 6, 1992 public workshop. 27 persons attended the meeting and no pertinent comments were received.

7. Energy- Energy will be expended during construction and maintenance of the facility but will be saved in fuel economy as a result of reduced travel time and improved travel conditions.

8. Utilities and Railroads - Some utilities adjacent to the existing roadway will require relocation. Utility owners located in the affected areas include: Florida Power Corporation, Withlacoochee River Electric Corporation, General Telephone Company of Florida and Mad Hatter Utility Corporation. Coordination between the Department and the utility companies will be maintained throughout the project. Specific relocation requirements shall be determined by the FDOT Utility Engineer during final engineering and design. Utility relocations will not substantially impact the area residents or the utility companies since they will be relocated within the roadway right-of-way.

6B. CULTURAL IMPACTS

2. Historic and Archaeological Sites - A Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project, inclusive of SR 54 between US 19 and I-75. As a result of the assessment, five (5) prehistoric archaeological sites (Florida Master Site File 8Pa294, 8Pa295, Pa297) and one (1) historic archaeological site (Florida Master Site File 8Pa299), were identified within the project limits. The Federal Highway Administration, after application of the National Register Criteria of Significance, found that the sites were not eligible for listing on the National Register of Historic Places. The SHPO rendered the same opinion. Based on the fact that no additional archeological or historical sites are expected to be encountered during subsequent project development, the Federal Highway Administration, after consultation with the SHPO, has determined no other National Register properties would be impacted.

Additional coordination with the SHPO was necessary due to the minor re-alignment of the proposed roadway near Cypress Creek. The SHPO reviewed the Florida Site File and concurred that the shift will have no effect on any historic properties listed, or eligible for listing in the National Register of Historic Places.

6C. NATURAL ENVIRONMENT

1. Wetlands - In accordance with Executive Order No. 11990, project impacts to wetlands were analyzed. Ten wetland sites with a total area of 26.96 acres for isolated systems and over 250 acres for contiguous systems were identified during the field review phase. Implementation of the proposed project will impact approximately 10.08 acres. The project's impact on wetlands is considered minor since the majority of the wetland encroachments will occur in areas that were impacted previously as a result of the original road construction. The most affected wetland class will occur in the forested wetlands.

Four major wetland types were identified within the project limits. The potential acreage impact based on a worst-case scenario is noted above. Of the 10.08 total impacted acres, 7.78 acres occur in the forested class. These dome, strand and floodplain swamps occur in natural wet depressions or as part of contiguous systems (i.e. Cabbage Swamp, Cypress Creek). Typical vegetation observed in the forested communities include red maple, water oak, laurel oak, pond cypress, bald cypress, American elm, hickory, black gum and red bay.

The scrub-shrub wetland communities impacted by the proposed project will result in a 1.14 acre loss. Common assemblage encountered in the scrub-shrub class include Virginia willow, Carolina willow, primrose willow, red maple and swamp dogwood.

Emergent wetland vegetation was found in one isolated depression. Anticipated project impacts to this wetland class are 0.16 acres. Vegetation found in this class include arrowhead, cattail, pickerel weed and soft rush.

The Riverine system associated with Cypress Creek is classified as lower perennial. Impacts to Cypress Creek are estimated to be 1.0 acre due to the bridge replacement.

Results of the Wet II analyses indicate that floodflow alteration, sediment/toxicant retention, nutrient removal/transformation and wildlife diversity/abundance are the primary functions performed by the impacted wetlands. Surface water draining to and contained in isolated systems have a high effectiveness ranking for floodflow alteration, sediment/toxicant retention and nutrient removal/transformation. Seven out of the ten wetlands ranked high for wildlife diversity/abundance. These functions will be mitigated for by the construction of water quality treatment and/or flood volume attenuation ponds.

Initial field reconnaissance revealed areas that have been previously dehydrated and/or heavily disturbed by current land uses. Conceptual mitigation could include revitalizing the hydrology to these areas by restoring the natural berms and eliminating the drainage ditching which lowers the water table while ensuring adequate hydraulics. Coordination with permitting agencies regarding this project provided preliminary concurrence of mitigation ratios. Wetland creation adjacent to the wetlands at ratios of 2.5:1 for forested and 1.5:1 for non-forested could provide additional habitat for wildlife diversity/abundance through monitoring and Best Management Practices.

Based upon the above considerations, it is determined that there is no practicable alternative to this proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Short term construction related impacts will be minimized by the adherence to FDOT's "Standard Specifications for Road and Bridge Construction".

3. Water Quality - The existing drainage is accomplished primarily by open roadway ditches and swales. Right-of-way acquisition and reconstruction associated with the proposed project will require the relocation of the existing drainage ditches for the southern portion of the project while a closed drainage system will be introduced for the northern segment. Retention/detention ponds will be required in conformance with applicable design criteria for the management of surface water and filtration of stormwater runoff. Retention/detention ponds will be located and permitted during the final design phase.

The FDOT has coordinated with the Florida Department of Environmental Regulation (FDER) and Southwest Florida Water Management District (SWFWMD) through the Advance Notification process. This Advance Notification was resubmitted on September 3, 1993. The FDOT will develop a stormwater treatment system for the project in accordance with Chapter 17-25, Florida Administrative Code (FAC). The FDOT will continue the coordination effort during the project's final design stages to ensure compliance with Chapter 17-25, FAC. Current coordination does not relieve the FDOT of the necessity to acquire permits under 17-25, FAC, nor does the preliminary review ensure a favorable permitting review.

The existing flow patterns along SR 54 drain to two main waters, Cypress Creek and Trout Creek in the Big Cypress Swamp sub-basin. From 7000 feet north of Cypress Creek the water flows southerly to the creek. From the point 7000 feet north of Cypress Creek, the area flows to the north to Trout Creek. From I-75, the flow is to the south to Trout Creek. Trout Creek and Cypress Creek flow to the south and join on the southeast side of SR 54. This sub-basin is included in the Hillsborough River Basin.

The southern segment of the project, from Cypress Creek to Pet Lane, will continue to handle the drainage with open roadway ditches. From Pet Lane to I-75 the drainage system will be closed and consist of curb and gutter and stormwater piping. Retention/detention ponds will be utilized for storage and treatment.

The constituents of the runoff due to the proposed improvements will consist mainly of oils, gases and pavement constituents but are not anticipated to be significant. The impacts of the discharge to the Hillsborough River will be evaluated during the final design phase as per the guidelines contained in FHWA publications. The appropriate stormwater management practices contained in FHWA publications, Management Practices for Mitigation of Highway Stormwater Runoff Pollution (1985) and Retention, Detention, and Overland Flow for Pollutant Removal from Highway Stormwater Runoff: Interim Guidelines for Management Measures (1988) will be used to mitigate stormwater runoff impacts. The actual impacts and permitting requirements will be determined during the final design phase in coordination with the permitting agencies.

The initial impacts of the proposed project on surface water quality will essentially be limited to the adverse effects of erosion during construction. These potentially adverse effects of construction are considered temporary and minimal. This project is not expected to have any adverse effect on ground water, recharge areas or public water supplies. This will be controlled

by adherence to Chapters 17-3 and 17-25 of the FAC and FDOT's "Standard Specifications for Road and Bridge Construction".

To date, no groundwater wells have been identified within the project limits. The proposed project will have no significant impact on water resources in the project area.

6. Floodplains - A floodplain evaluation was conducted to determine the encroachment of the proposed project on the 100-year floodplain. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Pasco County (Community No. 120230, Panels 410 E, 425 E and 430 E) indicate that there are several areas where the existing grade of SR 54 occurs within the 100-year floodplain. The proposed project will not substantially change the 100-year base floodplain elevation.

There are ten cross-drains and one (1) box culvert within the limits of the study area. According to the Floodplain Evaluation Criteria developed by the Drainage Office of the Department in consultation with FHWA, this project falls within the floodplain elevation Category 4 (projects on existing alignment involving replacement of existing drainage structures with no record of drainage problems). The proposed structures will perform hydraulically in a capacity equal to or greater than the existing structures and backwater surface elevations are not expected to increase. Modifications to existing drainage structures will result in insignificant changes in their capacity to carry floodwater and these changes will cause minimal increases in flood heights and flood limits. There will be no significant adverse impact to natural or beneficial floodplain values, no change in flood risk and no change in potential for interruption or termination of emergency service or emergency evacuation. Therefore, it has been determined that these encroachments are not significant.

There are no regulatory floodways within the project limits.

7. Coastal Zone Consistency - On January 20, 1989, the Office of Planning and Budget, Office of the Governor determined that this project is consistent with the Florida Coastal Zone Management Plan.

9. Wildlife and Habitat - This project has been evaluated for impacts on threatened and endangered species. A literature review along with various field surveys were conducted to determine those possible threatened and endangered species which may inhabit the project area. This included, among other methods, using the FDOT's computer list of threatened and endangered species (August, 1992). In addition, the U.S. Fish and Wildlife Service (USFWS) and the Florida Natural Areas Inventory (FNAI) were contacted for lists of confirmed, reported or potentially occurring threatened and endangered species. Based on a review of the published literature, advanced notification responses, agency contacts and field reviews, the search resulted in the findings that no listed species would be affected by the proposed project. At the request of USFWS, a Biological Assessment was submitted by the Department. The Service concurred on July 21, 1993, that the proposed improvements will not impact the Florida scrub jay, red-cockaded woodpecker, bald eagle, or wood stork. With the standard FDOT construction precaution for the eastern indigo snake, the Service concurs that the project will not impact this species. Furthermore, the potential for impacts to critical habitat was assessed as to the relationship of the project to the U.S. Fish and Wildlife Service's designated "Critical Habitat".

Therefore, the project will have "No Effect" on any federally protected threatened or endangered species.

10. Farmlands- Through coordination with the U.S. Soil Conservation Service, it has been determined that no farmlands as defined by 7 CFR 658 are located in the project vicinity.

6D. NOISE IMPACTS

1. Noise - A Noise Study Report was completed in April 1990 to determine the effect of the proposed improvements inclusive of SR 54 between US 19 and I-75. This CE addresses receivers located from the Cypress Creek Bridge to the west termini of the access ramps for I-75. Two noise sensitive receiver sites were identified along this project corridor. The first receiver is one (1) single family home located near Cypress Creek. The second receiver is eight (8) multi-family dwelling units to the west of I-75. The following represents the noise levels at these two receivers for the existing, no-build and build alternatives:

	<u>Existing/No-Build</u>	<u>Build</u>
R62	63dB	69dB
R63	69dB	68dB

Because noise levels are projected to reach Noise Abatement Criteria (NAC) levels, abatement considerations were evaluated. Based on the evaluation performed, there appears to be no apparent solutions available to mitigate the noise impacts at the two locations identified above. Noise abatement for the noise sensitive sites in reference to SR 54 was not considered economically reasonable. Noise barriers of continuous and sufficient length were not able to be constructed due to driveways or required breaks in the proposed barrier.

A recent field review identified five additional receivers located on the Cypress Estates Subdivision which were not identified with the original report. These receivers were individual residences. Two of these five receivers are considered relocations. The remaining three sites had predicted noise levels equal to or greater than 65 dBA. These sites were evaluated for abatement. It was determined that it is not economically reasonable to provide abatement for these three sites to obtain a minimum 5 dBA insertion loss.

Further analysis regarding abatement measures for all receivers identified will be made, as necessary, during subsequent project phases and reevaluations. If the re-evaluations warrant changes, the Noise Study Report will be updated and sent to the local government officials within the project limits.

2. Air Quality - Based on the highest volume, lowest speed and closest receptor, the intersection of Pasco Road and SR 54 was selected for the "No Build" alternative and the intersection of the proposed new alignment of SR 54 and the existing SR 54 was selected for the "Build" alternative.

The Screening Test for Rural Areas was used. The "Build" alternative passed the Screening Test and the "No Build" alternative automatically failed due to average speeds falling below 12.5 MPH. However, the closest reasonable receptor at the Pasco Road/ SR 54 intersection is over 600 feet away which is beyond the reasonable receptor distance determined by the Desk-Top Review analysis. Since this is the case, the "Build" alternative will not have an impact on air

quality.

All State and local agencies were provided an opportunity to comment on this project. There were no adverse comments regarding air quality.

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project. This project is in conformance with the State Implementation Plan because it will not cause violations of air quality standards and will not interfere with any transportation control measures.

4. Construction - Construction activities for the proposed project will have a temporary but minimal air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

5. Contamination - A contamination screening evaluation report which was conducted in November 1989 for SR 54 between US 19 and I-75 this report revealed the existence of nine (9) potentially contaminated sites for this project corridor. A recent field review determined that conditions reported in the original report have not changed. Several establishments have changed their operating names. The revisions are noted in the following listing.

The project corridor is mainly agricultural interspersed with areas of commercial and high density residential areas.

As a result of the evaluation and rating process, one (1) site was rated "no", three (3) sites were rated "low" and five (5) sites were given a "medium" rating. Three (3) of the "medium" rated sites are EDI sites, one (1) of which has known contamination, all are in various stages of assessment.

Gulf Coast Signs is located on SR 54 in Land O' Lakes. Poor on-site conditions, including a rusty fuel storage tank warrant soil and groundwater testing, however impacts are expected to be minimal.

The 7 Circles Convenience Store/U-Haul Rental Facility, originally the 7-eleven, located on the southwest corner of SR 54 and Magnolia Avenue has past record of contamination and is an EDI site. Soil and groundwater testing is recommended however, impacts are expected to be minimal.

The Circle K located on 7475 SR 54 is an EDI site. Soil and groundwater testing is recommended for this EDI site however, impacts are expected to be minimal.

The Master's Inn Motel, originally the Day's Inn motel, located at 27807 SR 54 is the site of a former gas station. Due to the little information known about this station, soil and groundwater testing is recommended. Impacts are expected to be minimal.

The Chevron station is located on the northwest corner of I-75 and SR 54 and is an EDI site. Soil and groundwater testing is recommended for this site however, impacts, if any, are expected to be minimal.

The Chevron station is located on the northwest corner of I-75 and SR 54 and is an EDI site. Soil and groundwater testing is recommended for this site however, impacts, if any, are expected to be minimal.

After careful review of the above referenced parcels it may be concluded that this proposed project contains no known significant contamination involvement. Any potentially contaminated sites which require further investigation will be addressed during the final design phase and subsequent project reevaluations.