

**STATE ROAD 45 (U.S. 41)  
PROJECT DEVELOPMENT  
AND  
ENVIRONMENTAL STUDIES  
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA  
State Project Nos. 10040-1506 & 14010-1510  
W.P. Nos. 7113216 & 7115842  
Federal Aid No. F-301-4(8)**

# **ENVIRONMENTAL ANALYSIS REPORT**

**C.R. 582A (Fletcher Avenue) in Hillsborough County  
to State Road 52 in Pasco County**

**Submitted To:  
THE FLORIDA DEPARTMENT OF TRANSPORTATION**

**Submitted By:  
GREINER, INC.  
Tampa, Florida**

**APRIL 1990**

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## LIST OF EXHIBITS

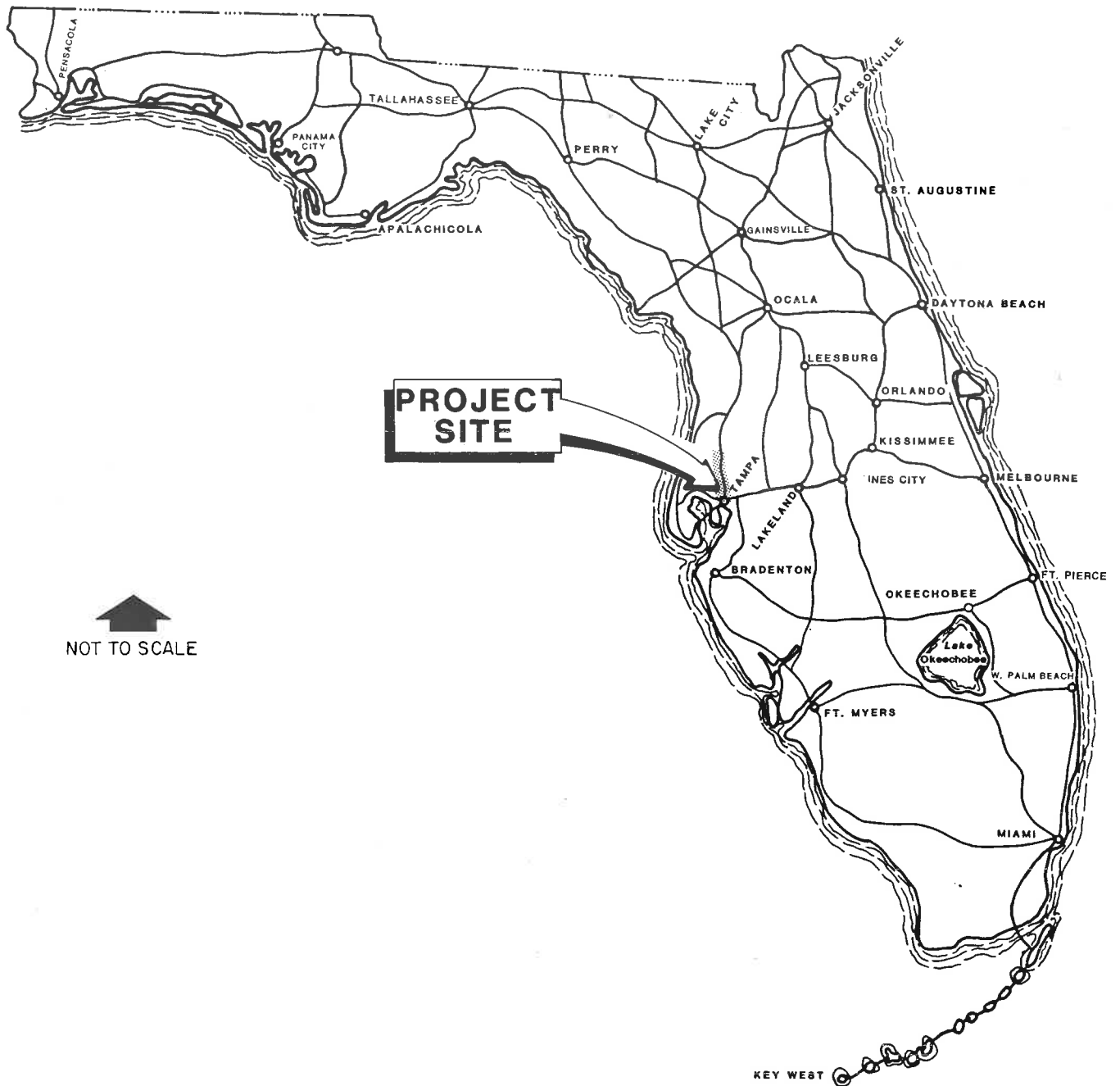
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## I. INTRODUCTION

This Environmental Analysis Report documents the results of evaluations conducted to assess the impacts of proposed improvement alternatives to S.R. 45 (U.S. 41). A Categorical Exclusion Package has been prepared which summarizes the impacts of the preferred alternative. This report serves as a supplement to that package.

The proposed project involves an 18.5-mile segment of S.R. 45 (U.S. 41) from Fletcher Avenue to C.R. 582A in Hillsborough County, and from C.R. 582A to S.R. 52 in Pasco County. Exhibit 1 illustrates the general location of the study area. The study area is within the jurisdictional limits of Hillsborough and Pasco counties. Exhibit 2 illustrates the jurisdictional boundaries and the limits of the proposed project.

The existing roadway S.R. 45 (U.S. 41) is a two-lane rural roadway, which is to be upgraded to a multi-lane divided highway. Continuous vertical curb and gutter will be used on both sides of the roadway and additional turn lanes will be constructed, as required.



↑  
NOT TO SCALE

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**ENVIRONMENTAL ANALYSIS REPORT**

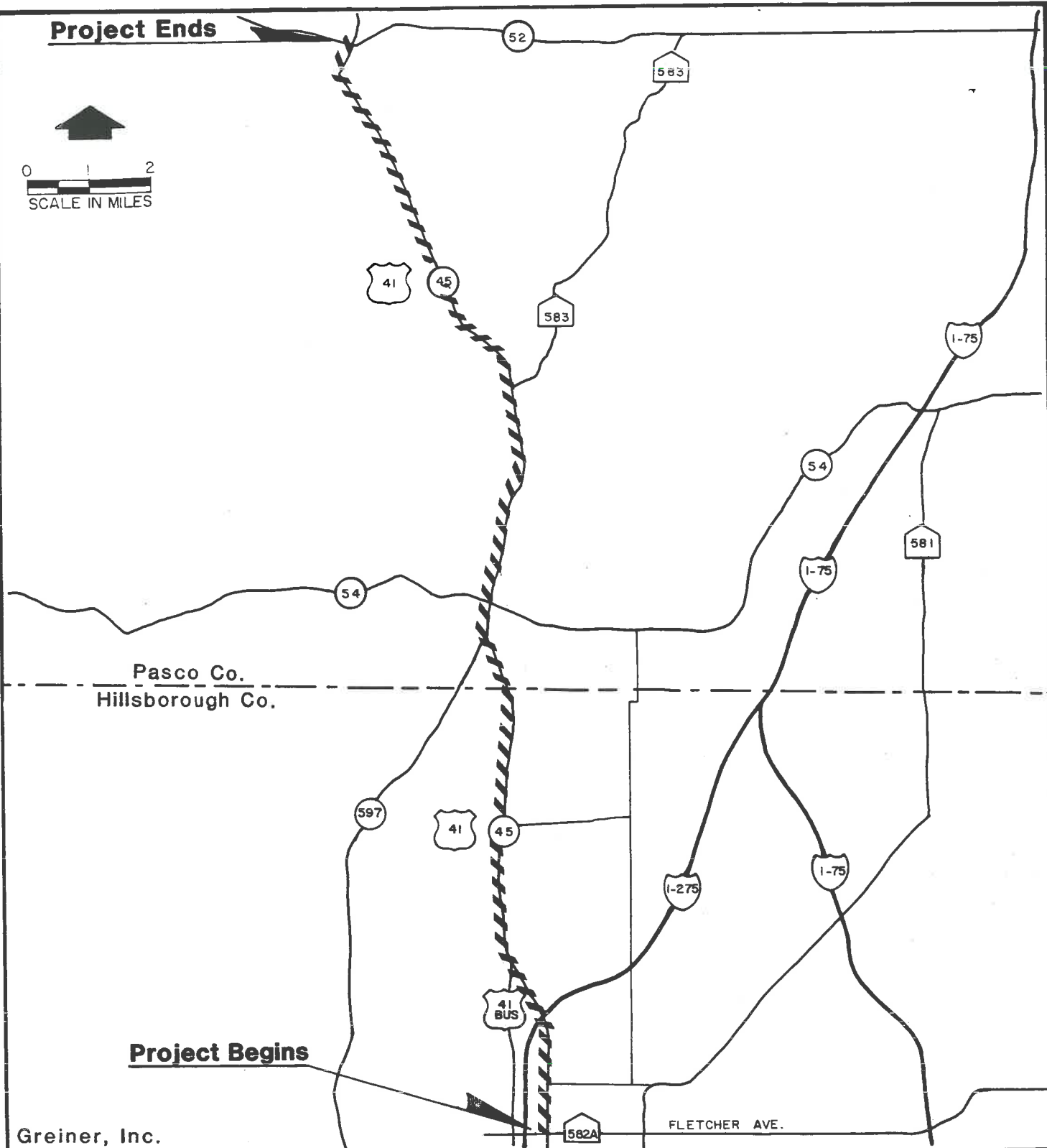
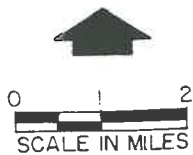
**S.R. 45 (U.S. 41)**

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

**LOCATION MAP**

**EXHIBIT 1**

**Project Ends**



**LEGEND**

//// Project Area

**FLORIDA DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL ANALYSIS REPORT**

**S.R. 45 (U.S. 41)**

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

**VICINITY MAP**

**EXHIBIT 2**



## **II. PROJECT DESCRIPTION**

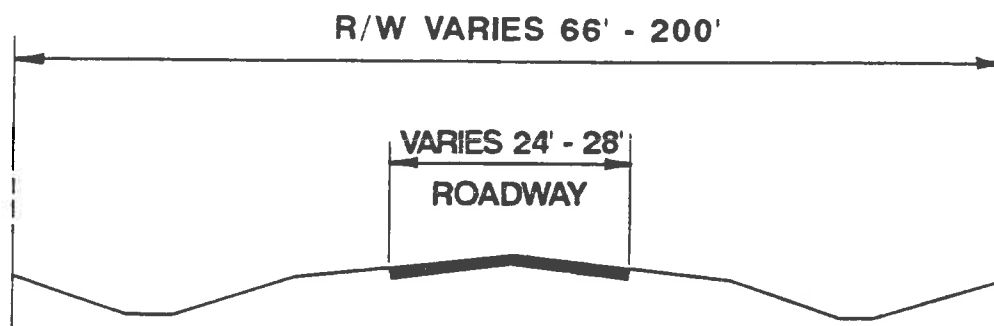
### **A. EXISTING ROADWAY**

In its present configuration, S.R. 45 (U.S. 41) is a two-lane rural roadway. The existing roadway is predominantly 24 to 28 feet wide with 6- to 10-foot grassed shoulders. The existing right-of-way varies throughout the project from 66 to 100 feet in urban areas and 200 feet in rural areas, with the northernmost 0.8-mile section having a 100-foot right-of-way. The existing roadway is projected to operate at level-of-service (LOS) F in the year 2010. The existing typical section is shown on Exhibit 3.

### **B. PROPOSED IMPROVEMENTS**

Proposed improvements to S.R. 45 involve upgrading the existing facility to a multi-lane divided highway with grassed medians in rural areas and a multi-lane divided highway with raised or painted medians in urban areas.

The S.R. 45 improvements begin at C.R. 582A (Fletcher Avenue) and extend north with a four-lane urban section to south of Florida Avenue. The improvements then transition into a six-lane urban section from Florida Avenue to north of C.R. 583. This four- and six-lane divided highway will provide 12-foot inside lanes and 14-foot outside lanes to accommodate bicycles in the areas utilizing curb and gutter. North of C.R. 583, the existing right-of-way widens to approximately 200 feet. In this area, a four-lane rural facility with four 12-foot lanes, 4-foot paved shoulders to accommodate bicycles, a 46-foot grassed median, and open drainage ditches is proposed. Typical sections of the proposed improvements are shown on Exhibit 4.



### EXISTING TYPICAL SECTION

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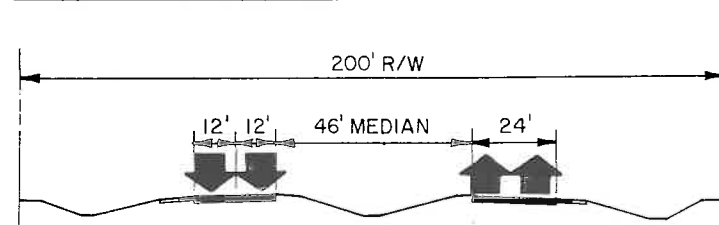
**ENVIRONMENTAL ANALYSIS REPORT**

**S.R. 45 (U.S. 41)**

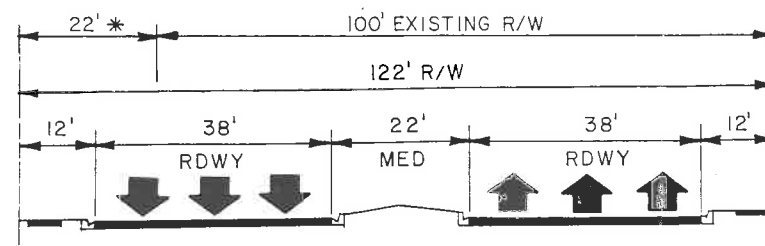
From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

**EXISTING TYPICAL SECTION**

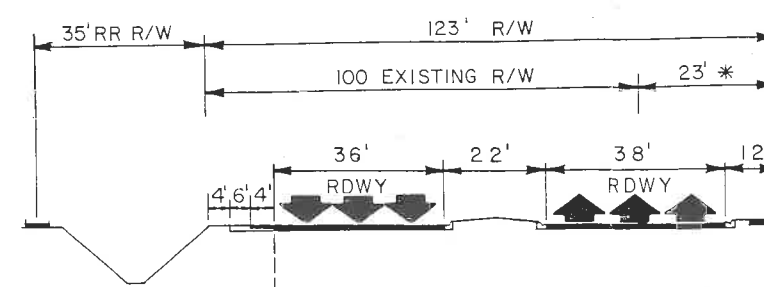
**EXHIBIT 3**



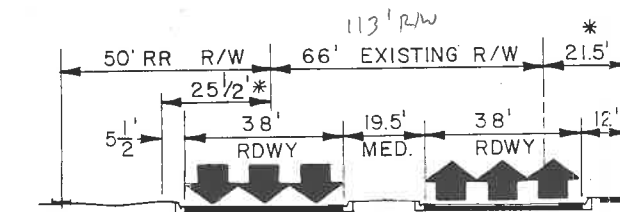
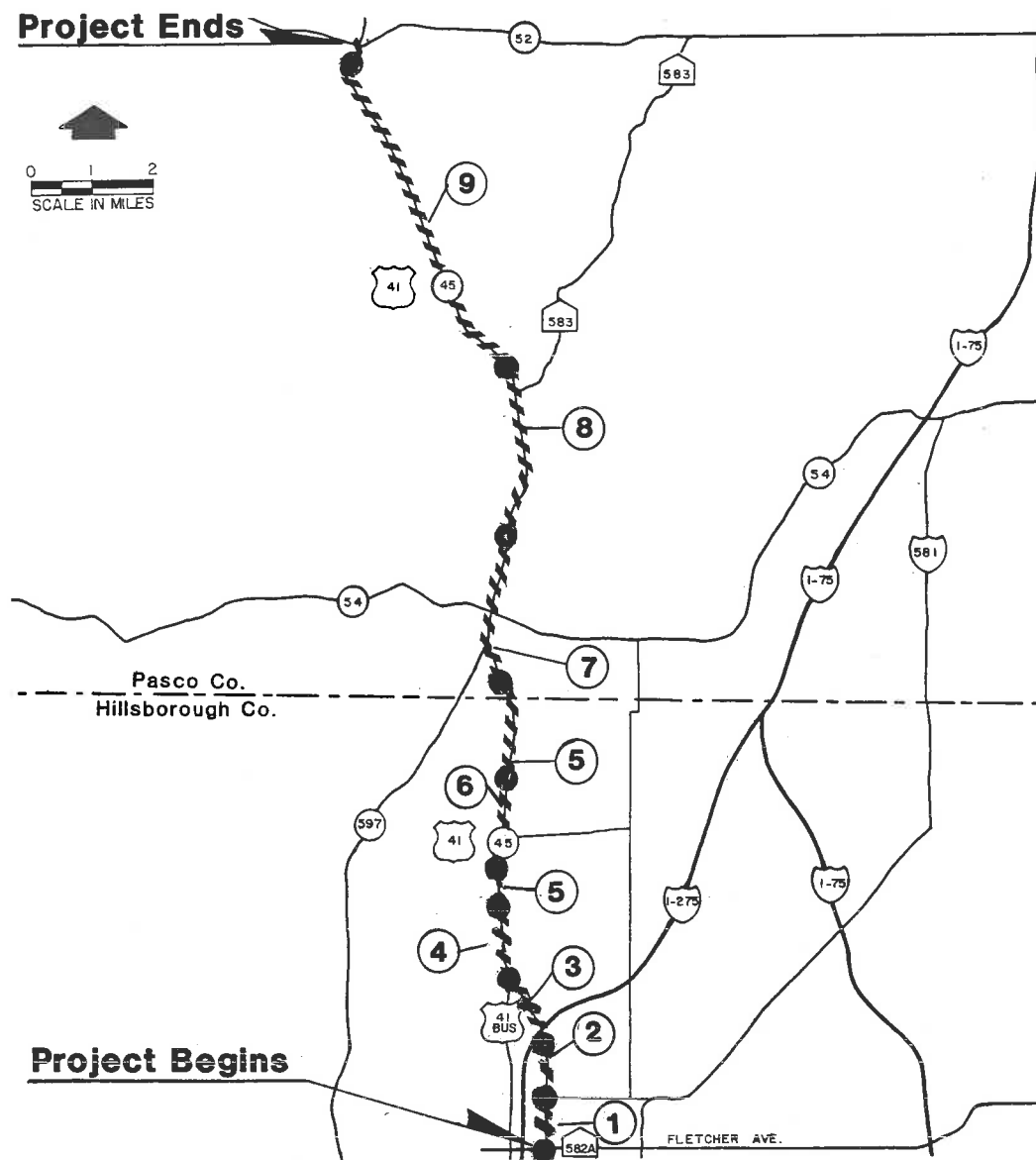
⑨ North of C.R 583 to S.R. 52



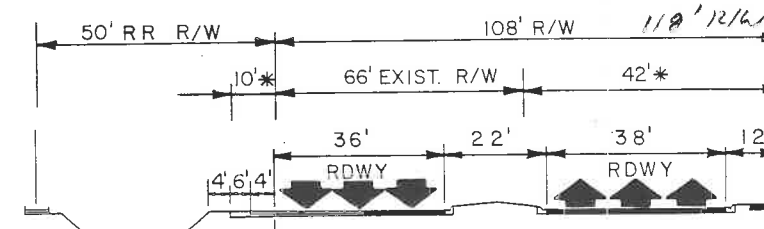
⑧ South of Lake Patience Road to North of C.R. 583



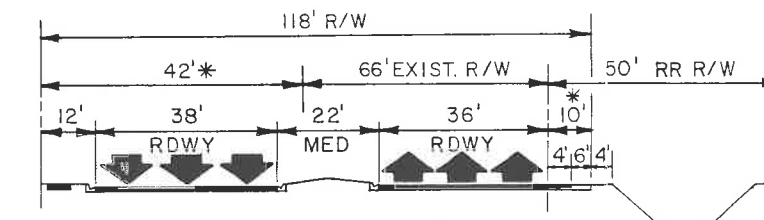
⑦ 1000' North of County Line Road to South of Lake Patience Road



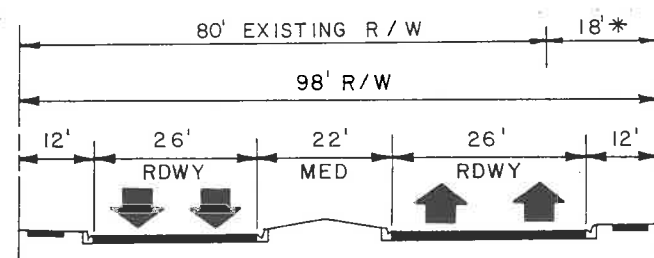
⑥ Lutz Elementary School to Lutz Cemetery



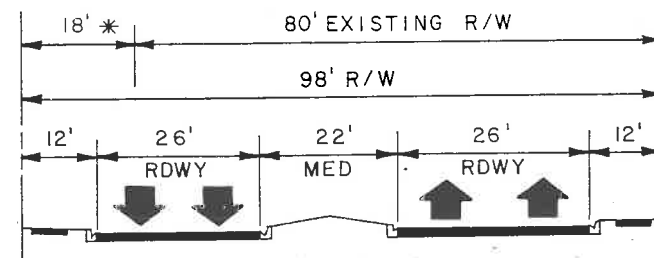
⑤ Lakeside Drive to Lutz Elementary School and from Lutz Cemetery to 1000' North of County Line Road



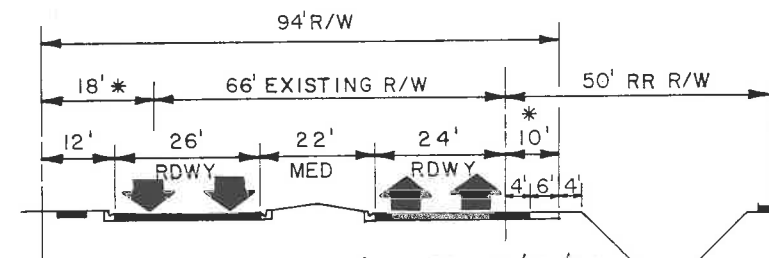
④ Florida Avenue to Lakeside Drive



① Fletcher Avenue to 139th Avenue  
Greiner, Inc. ✓ Conforms to 90% Plans 4/14/94 WPI # 7113743



② 139th Avenue to Lake Burrel Drive  
✓ Conforms to 90% Plans 4/14/94 WPI # 7113843



③ Lake Burrel Drive to Florida Avenue  
✓ Conforms to 90% Plans 4/14/94 WPI # 7113843

\* RIGHT OF WAY ACQUISITION

FLORIDA DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL ANALYSIS REPORT

S.R. 45 (U.S. 41)

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

PROPOSED TYPICAL SECTIONS

The existing drainage system will be replaced with crossdrains, box culverts and catch basins. Surface water quality will be maintained through a combination of open ditches and a curb and gutter system that will discharge into detention ponds for water quality treatment. General design recommendations for the project are presented on Table 1.

Approximately 70 acres of property will be necessary for roadway and retention basin right-of-way. Right-of-way acquisition is estimated to result in the displacement of 14 homes and 34 business establishments, as presented in Table 2. The proposed improvements comply with all 13 AASHTO Controlling Design Criteria. The proposed improvements will result in improved traffic capacity and increased safety. By the design year (2010), the projected level-of-service will be LOS D.

**TABLE 1**  
**GENERAL DESIGN RECOMMENDATIONS**

<b><u>Roadway Characteristics</u></b>	<b><u>4-Lane Rural</u></b>	<b><u>4-Lane Urban</u></b>	<b><u>6-Lane Urban</u></b>
Outside Lane Widths	12'	14'	14'
Other Lane Widths	12'	12'	12'
Paved Shoulder	yes	no	no
Median Type	depressed grassed	raised grassed	raised grassed
Median Width	46'	22'	22'
Curb and Gutter	no	yes	yes
Drainage System	surface	enclosed	enclosed
Sidewalks	no	yes	yes
Typical Right-of-Way Width	200'	98'	122'
Level of Service, 2010	D	D	D

**TABLE 2**  
**ESTIMATES OF RIGHT-OF-WAY AND RELOCATION REQUIREMENTS**

**Estimated Displacement**

Residential (Units)	14
Business (Buildings)	34
Total	48

**Right-of-Way Estimates (acres)**

Total Area	70
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### III. ALTERNATIVES CONSIDERED

The proposed alternative was selected after an evaluation process which included examining the feasibility of improving S.R. 45 by constructing a new facility in a new corridor or a parallel facility. It was determined that constructing a new facility would result in greater impacts on wetland areas and significantly higher cost associated with land acquisition. Construction cost of a parallel facility would most likely be less than or the same as the cost of reconstructing S.R. 45 on the existing alignment due to a lower cost for maintenance of traffic. However, a major disadvantage to constructing a parallel corridor would be the extensive impact to wetlands.

Therefore, after thorough examination, the only feasible alternative for the project is to upgrade the existing facility. The alternative selection process is discussed in further detail in the Preliminary Engineering Report.

## **IV. IMPACTS**

### **A. SOCIAL IMPACTS**

#### **1. Land Use Changes**

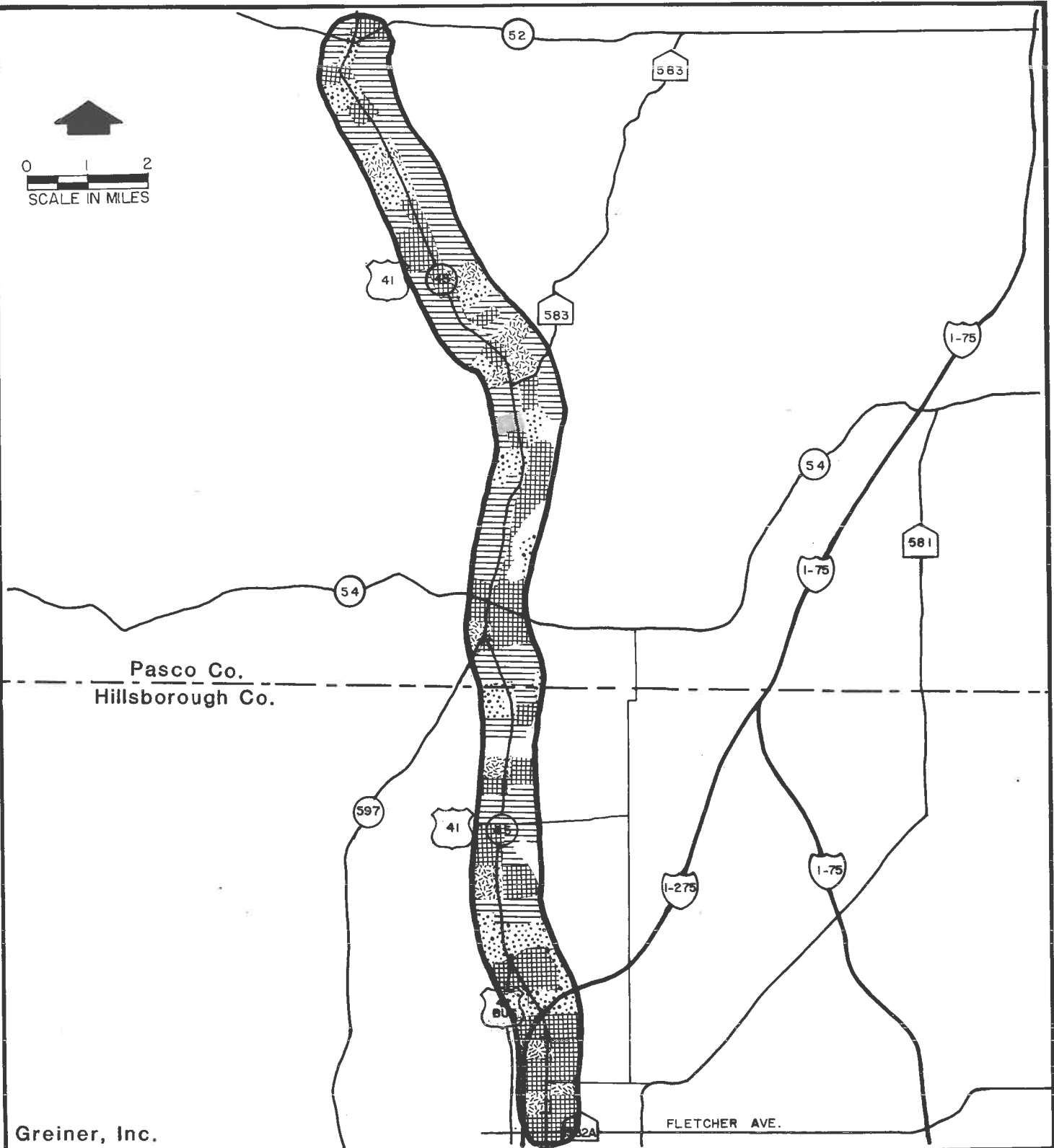
The S.R. 45 study area is located in a semi-developed portion of Hillsborough and Pasco counties. Currently, S.R. 45 serves as the primary route through the unincorporated cities of Lutz and Land O'Lakes. The predominant land uses along the corridor are commercial, residential, and agricultural/pasture. Very little vacant land is found along the roadway in Hillsborough County; therefore, changes in land use are not expected in the future. In Pasco County, however, a large amount of undeveloped agricultural/pasture land currently exists which could experience land use changes in the future. Existing land uses along the corridor are depicted on Exhibit 5.

The alternative being considered is not expected to have any substantial effect upon land use within the study area. The proposed improvements are in conformance with the Hillsborough County adopted 1990 Land Use Plan and the Comprehensive Development Master Plan (1982), and the Pasco County adopted 1990 Land Use Plan and the Comprehensive Development Master Plan (1982). The improvements serve an existing need for increased capacity.

#### **2. Community Cohesion**

The proposed improvements would not have any particular effect upon neighborhood values or the quality of life within the study area. This facility is a main





### LEGEND

-  Agricultural
-  Business
-  Mobile Home
-  Park
-  Single Family

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#### ENVIRONMENTAL ANALYSIS REPORT

#### S.R. 45 (U.S. 41)

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

### EXISTING LAND USE

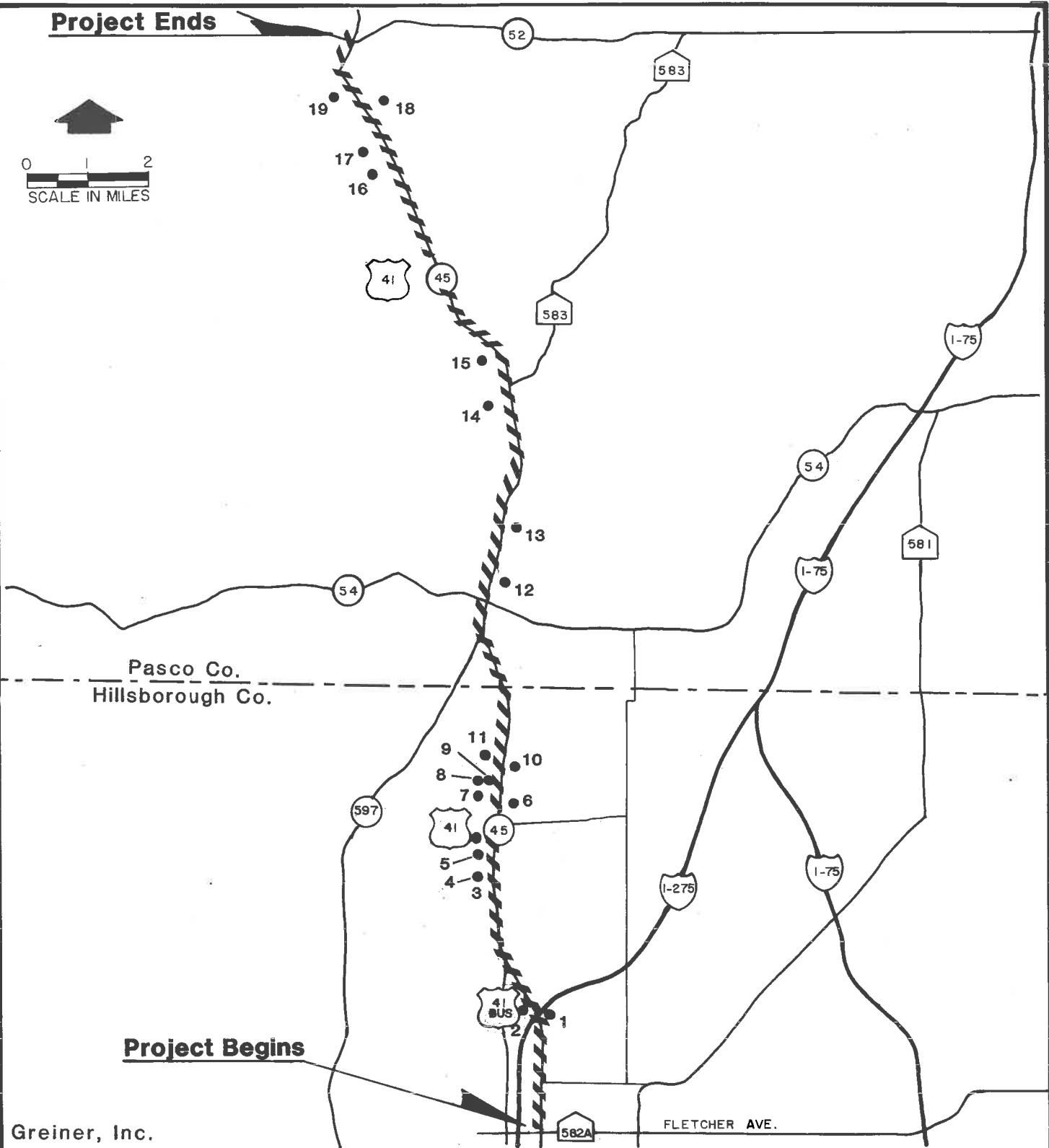
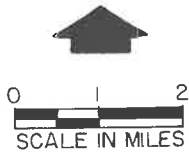
thoroughfare through the unincorporated cities of Lutz and Land O'Lakes. The residential areas which are located between Fletcher Avenue and S.R. 52 are primarily zoned commercial, residential and agricultural. The area is relatively stable in nature and is comprised of primarily middle class residents.

The project alternative being examined is not expected to have any substantial effect upon the socioeconomic and demographic characteristics of the study area. The roadway improvements would not have any marked effect on housing, employment, land use, or community services. Community service facilities (shown on Exhibit 6) would not be affected by the project. The right-of-way acquisition, residential relocations, and business relocations which would occur with the improvements would not substantially disrupt or alter neighborhood character.

### **3. Relocation Potential**

The proposed improvements require some right-of-way acquisition and relocations. Table 2 summarizes the right-of-way and relocation necessary for the project. Right-of-way acquisition associated with the project occurs along both sides of the project corridor. The total amount of right-of-way necessary for the roadway construction is estimated to be approximately 70 acres. This would involve the acquisition of approximately 14 homes and 34 business properties. The relocations are approximate because the design of the roadway is preliminary at this time. The proposed project will require some right-of-way acquisition from the old Lutz School, which is eligible for listing on the National Register of Historical Sites.

**Project Ends**



**LEGEND**

-  Project Area
-  Community Service Facilities

**FLORIDA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL ANALYSIS REPORT**

**S.R. 45 (U.S. 41)**

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

**COMMUNITY SERVICES FACILITIES**

The areas which are necessary for relocation are not considered to be especially unique or extraordinary in nature. Homes are available in the study area of comparable value and character for residential relocations. Suitable commercial sites exist in the vicinity for the business relocations. The businesses which may be relocated are not major employers in the study area, and the temporary close of business during relocation would not substantially affect the local employment or economy.

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 Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

The FDOT 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 FDOT has offered the relocate 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 displaced 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 relocate to:

1. reimburse the relocate 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 \$15,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$4,000, 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 FDOT'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.

#### 4. Churches and Schools

The proposed improvements will have a minor effect upon churches and schools within the study area. Although right-of-way acquisition is proposed on two parcels owned by Pasco County school boards, there would be no substantial affect upon any school within the project. Approximately .34 acres are estimated to be acquired from the Hillsborough County School Board on property associated with the Old Lutz School, a site which is eligible for listing on the National Register of Historic Places. This taking has been determined to have no affect upon the school. Further discussion regarding the Old Lutz School is found in Attachment B. The churches located along the project corridor are the Tabernacle Baptist Church, First Baptist Church, Apostolic Pentecostal Church, Central Pasco Baptist Church, First United Methodist Church, Land O'Lakes Church of God, and the Land O'Lakes Church of Christ. These churches will not be substantially affected. Churches and school locations are shown on Exhibit 6, previously referenced.

**5. Title VI Considerations**

The proposed improvements will not impact any particular organization or group including ethnic groups, minorities, the elderly, or handicapped. 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.

A Public Information Workshop was held on January 27, 1988 in Zephyrhills, Florida. The purpose of this workshop was to inform residents and interested parties of the design alternatives being considered for this project. Primary concerns were related to right-of-way requirements and access.

**7. Energy**

The proposed project will utilize energy resources during construction, but should save energy after construction by providing increased level-of-service.

**8. Utilities and Railroads**

Utilities currently located adjacent to the existing facility would require relocation during the project construction phase. The relocation of utilities is not expected to

significantly impact residents, nor the utility service. Coordination between the Florida Department of Transportation and the utility companies has been initiated and shall be maintained throughout the project. To determine the extent of utility adjustments for roadway improvements, local utility companies were asked to submit the location of their existing and planned facilities. Utility owners with existing facilities located within or near the roadway right-of-way include Hillsborough County Sewer and Water, General Telephone, Florida Satellite Cable Television, Tampa Electric, Pasco County Sewer and Water, Florida Power Corporation, and Withlacoochee Co-op Electric. Street lights owned by the Florida Power Corporation which are the shared responsibility of the FDOT and the Hillsborough and Pasco County.

The Public Works Departments for Hillsborough and Pasco counties maintain all the traffic signals within the project limits, including wire detector loops, telephone conduits and power conduits. Exact locations of these utilities will be determined in the field prior to any construction. During final engineering design, the specific relocation requirements will be determined by the FDOT Utility Coordinator.

CSX Transportation, Inc. owns and operates a single track railroad line which parallels the facility between Lake Burrell Avenue in Hillsborough County and Lake Patience Road in Pasco County, a distance of approximately 8.2 miles. The proposed improvements will require the acquisition of some right-of-way from the railroad corridor but will not require the relocation of any track.

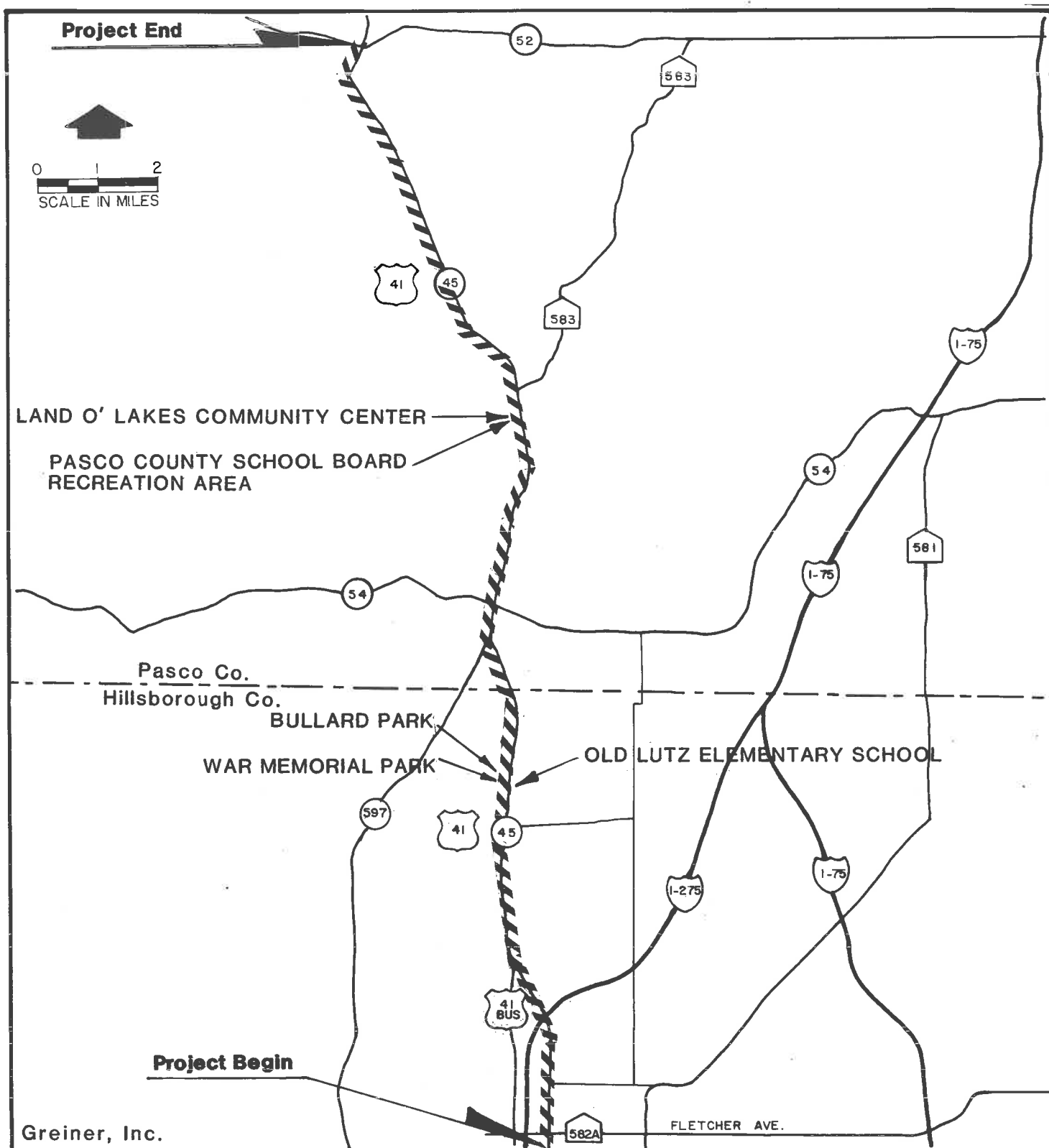


## **B. CULTURAL IMPACTS**

### **1. Section 4(f) Lands**

The proposed improvements will have minor involvement with three Section 4(f) resources: The Old Lutz School, a Pasco County Schoolboard recreational area, and the Land O' Lakes Community Center. The location of the three sites is illustrated on Exhibit 7. The Old Lutz School (Exhibit 8) is a closed school used for various civic functions. It is owned by the Hillsborough County School Board and the structure is eligible for listing on the National Register of Historic Places. Impacts to the site are limited to the acquisition of approximately .06 acres of property, relocation of a flagpole, modification of a walkway, and the removal of a few trees and shrubs. Noise Levels at the school are expected to exceed the FHWA Noise Abatement Criteria. It has been determined that these noise levels can not be mitigated (Attachment D). The FHWA determined through Section 106 consultation with the SHPO that the proposed project would have "no effect" upon the Old Lutz School.

The project will require the acquisition of approximately .34 acres (2% of the total area) from a Pasco County School Board recreational area (Exhibit 9) located adjacent to Sanders Elementary School and the Land O' Lakes Community Center. The property involved is vacant. The school Board has indicated that it considers the project to have a minor effect upon the property and that it would not impair the use of the remaining portion of the site.



### LEGEND

/// Project Area

### FLORIDA DEPARTMENT OF TRANSPORTATION

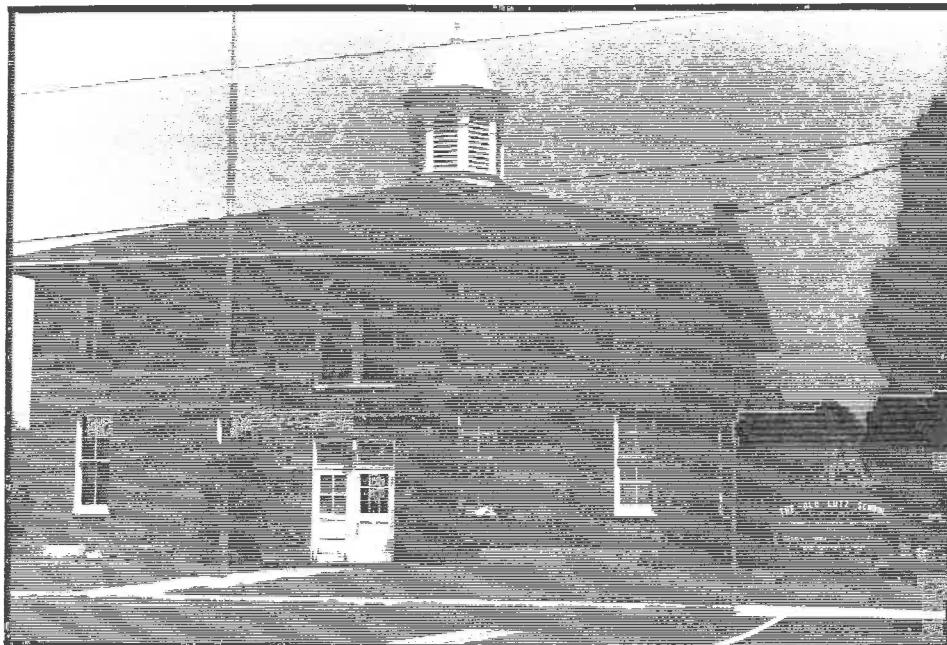
ENVIRONMENTAL ANALYSIS REPORT

**S.R. 45 (U.S. 41)**

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

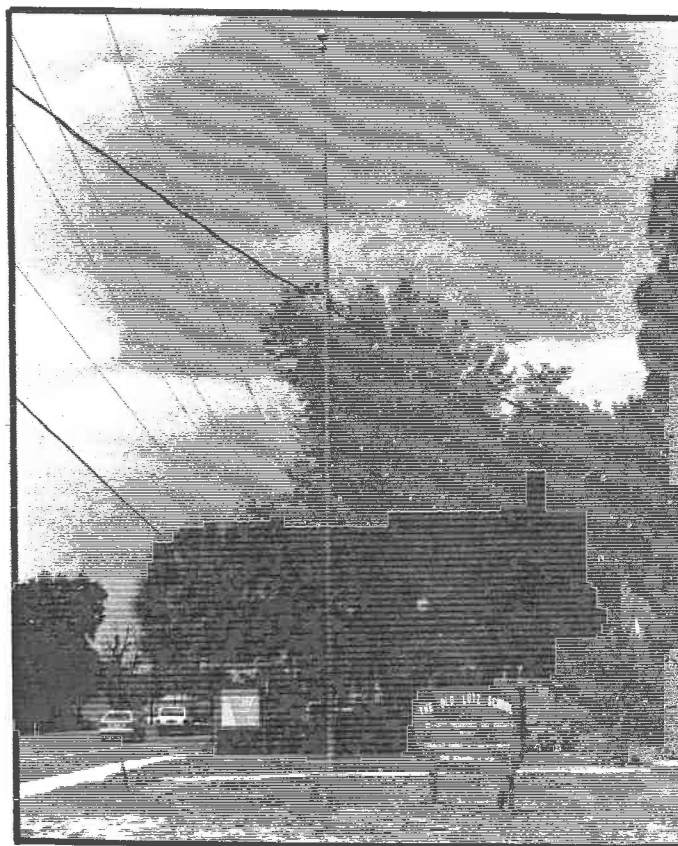
### **SECTION 4(f) SITES LOCATION**

EXHIBIT 7



Looking East Across S.R. 45

Looking North At Parcel To Be Acquired



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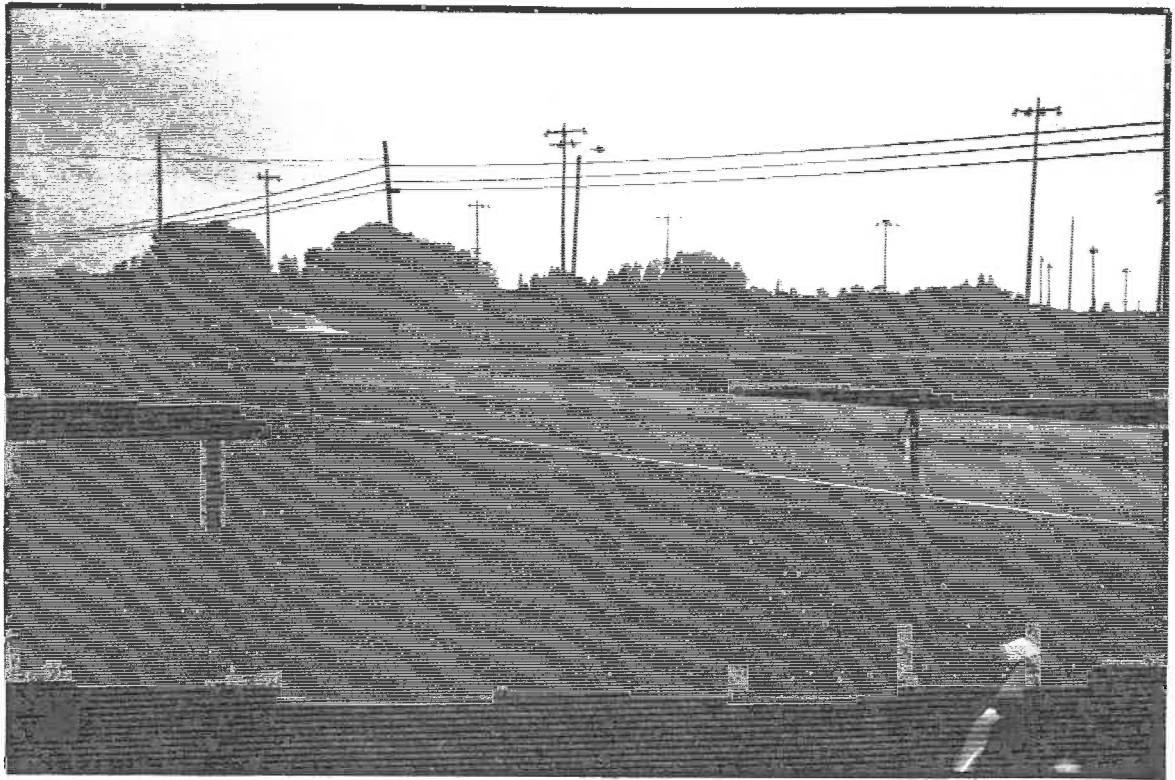
**FLORIDA DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL ANALYSIS REPORT**

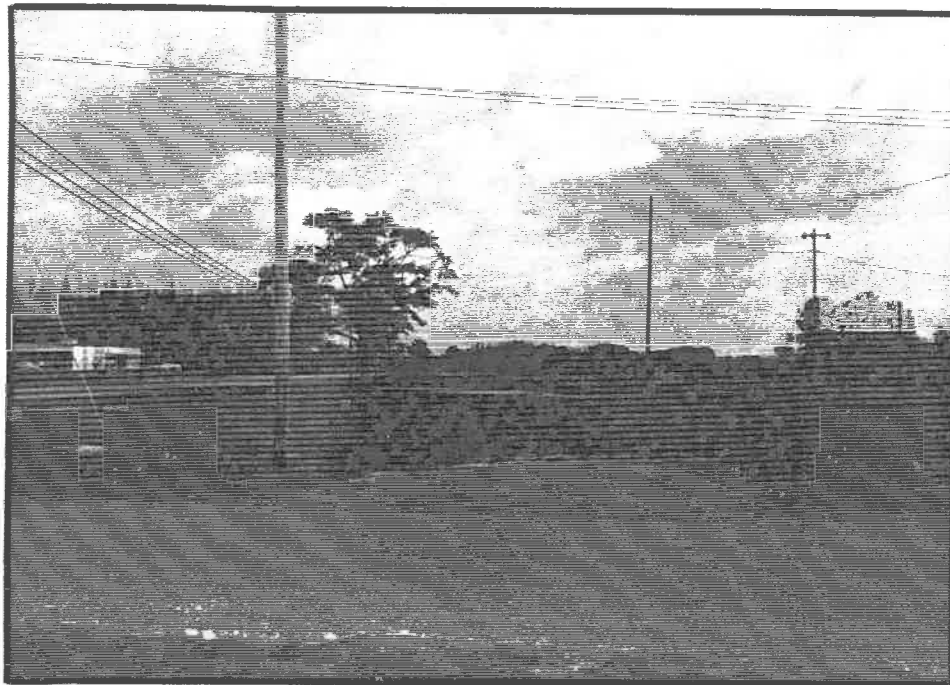
**S.R. 45 (U.S. 41)**

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

**OLD LUTZ ELEMENTARY SCHOOL**



Looking Southwest Across S.R. 45



Looking South At Area To Be Acquired

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**FLORIDA DEPARTMENT OF TRANSPORTATION**  
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**S.R. 45 (U.S. 41)**

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

**PASCO COUNTY SCHOOL BOARD**  
**RECREATION AREA**

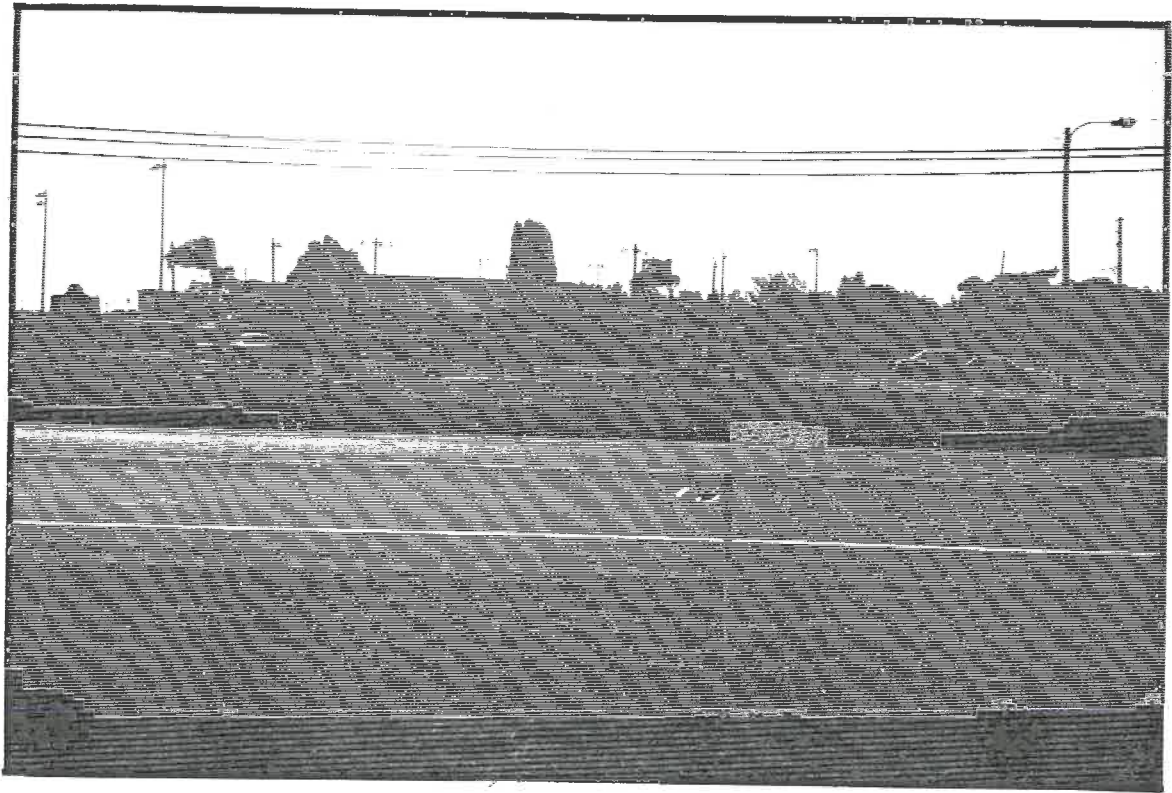
EXHIBIT 9

The project will require the acquisition of approximately .12 acres of property (4% of the total area) from the Pasco County Land O' Lakes Community Center. This would require the relocation of the park sign, a historic marker (not specific to the site) and playground fence (Exhibit 10). Because projected noise levels in the park will exceed the FHWA Noise Abatement Criteria, relocation of the playground is recommended to mitigate the impact. The Pasco County Parks and Recreation Department has indicated that the project is acceptable provided that the facilities described above are relocated and a right-turn lane is installed.

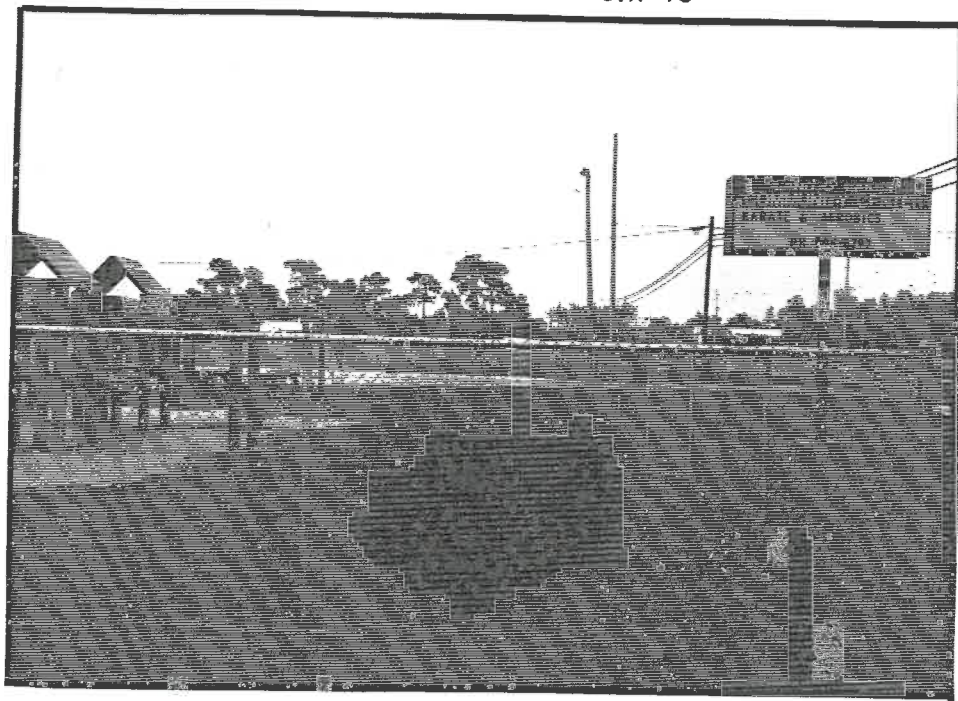
An evaluation of alternatives to avoid the three Section 4(f) resources was conducted and it was determined that there were no feasible and prudent alternatives to the proposed action. The results of the analysis and coordination are documented in a Programmatic Section 4(f) Evaluation available at the FDOT District VII office in Tampa.

## **2. Historical Sites**

In accordance with the procedures contained in 36 CFR, Part 800, a Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. As a result of the assessment, it was determined there was one site of historical significance, the Old Lutz School (Florida Master File Site Number 8Hi1062). The Old Lutz School has been determined to be eligible for listing on the National Register of Historic Places. The proposed improvements will result in the acquisition of a small parcel of property from the school and the relocation of some minor facilities (discussed above).



Looking West Across S.R. 45



Looking North At Area To Be Acquired

Greiner, Inc.

**FLORIDA DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL ANALYSIS REPORT**

**S.R. 45 (U.S. 41)**

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

**LAND O' LAKES COMMUNITY CENTER**

Through the application of the Criteria of Adverse Effect, the Federal Highway Administration, in consultation with the SHPO, determined that these impacts did not constitute an adverse effect on the site. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the Federal Highway Administration has determined that no other National Register properties would be impacted.

### 3. Archaeological Sites

An archaeological Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. As a result of the assessment, 13 properties, (Master Site File Numbers: 8Pa221, 8Pa220, 8Pa219, 8Pa218, 8Hi3292, 8Hi3291, 8Hi3290, 8Hi3286, 8Hi3288, 8Hi2592, 8Pa42, 8Hi3287 and 8Hi3289), were identified. 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 archaeological sites or properties are expected to be encountered during subsequent project development, the Federal Highway Administration, after consultation with the SHPO, has determined that no National Register properties would be impacted.

### 4. Recreation Areas

Four recreation areas are located within the study area: the War Memorial Park, Bullard Park, a Pasco County Schoolboard Recreation area, and the Land O'Lakes

Community Center. Impacts to recreation areas are limited to those discussed above at the Pasco County School Board recreational area and at the Land O' Lakes Community Center.

Presently, there are no designated bicycle facilities on the corridor. The proposed improvements include 14-foot-wide outside curb lanes (urban sections) and 4-foot paved shoulders (rural sections) which can be utilized by bicycles.

## C. NATURAL ENVIRONMENT

### 1. Wetlands

In compliance with Executive Order 11990, the project area has been evaluated for wetlands which could be impacted by the proposed improvements. The project corridor encompasses the existing S.R. 45 roadway and the paralleling 66 to 200 feet of total right-of-way. Identification and inventory of wetlands was accomplished through field reconnaissance, interpretation of 1"=100' scale aerial photographs, review of National Wetlands Inventory (NWI) maps and use of the U.S. Fish and Wildlife Service's (USFWS) wetlands classifications system described in "Classification of Wetlands and Deepwater Habitats." Field reviews were conducted on October 28, November 14, 15, 16, and December 9 and 14, 1988. Appendix C includes a list of flora identified during the field review. All wetlands are shown on Exhibit 11.

Forty-three wetlands systems with a total area of 36.489 acres were identified within the study area. They include mixed wetland hardwoods, cypress swamps, freshwater marshes, wet prairies and open water lakes and ditches. Most wetlands in the study area occur in natural wet depressions and connected Stormwater ditches, but a few





border natural lakes or excavated ponds. The project is located in an area with poor natural drainage. The depressions are generally isolated basins which overflow into each other during heavy rains.

Wetlands identified in the project area border wetlands, agricultural, and urban areas. Many form the edge of natural wet depressions, containing mixed wetland hardwoods, cypress swamps, freshwater marshes, wet prairies and/or lakes. Some of the wetlands border fields used for cattle grazing or plant nurseries. Many also border other roads and businesses along S.R. 45. None are used as a source of public water supply, food or timber. Wetlands within the study area are not likely to be used for recreation because they occur within or adjacent to the highway right-of-way and are bordered by private lands used for business and agriculture.

#### **Mixed Wetland Hardwoods**

Forty-one mixed wetland hardwood communities were identified within the study area. They range in size from 0.01 to 3.24 acres and cover a total area (within the proposed right-of-way) of 32.10 acres. The communities which are not located in ditches would be classified as palustrine, forested or scrub-shrub, broad-leaved deciduous (PFO1 or PSS1) under the USFWS system. The condition of the mixed wetland hardwood communities ranged from slightly disturbed to highly disturbed. The size and shape of most of the communities has been altered through filling and ditching. Some of the wetlands show significant invasion by exotics. Some of the ditched communities are newly developing and contain no full-grown trees.

PFO1 wetlands within the study area generally contain three well-established strata (canopy, shrub layer and ground cover), while PSS1 wetlands contain well-established shrub and ground cover layers. PSS1 wetlands also contain a few trees. Predominant canopy species in the PFO1 wetlands include red maple, laurel oak, Carolina willow, sweet bay and red bay. Shrub layers in the mixed wetland hardwood communities are largely composed of primrose willow, wax myrtle, salt bush, St. John's-wort, elderberry and blackberry. Major ground species include cinnamon fern, royal fern, shield fern, dog fennel, broom sedge, flat sedge, Caesar weed, spikerush and soft rush.

### **Cypress Swamps**

Eleven cypress swamps were identified within the study area. They range in size from 0.06 to 0.77 acres and have a total area of 3.31 acres. These communities would be classified as palustrine, forested, needle-leaved deciduous (PFO2) under the USFWS system. The cypress swamp communities in the project area occur in natural depressions and show very little disturbance. Some communities have been altered at their boundaries by fill placement and ditching.

The cypress swamp communities within the study area exhibit well-established canopies and ground cover layers. Shrub layers are generally thin or absent in these communities. Canopies are composed primarily of bald cypress and include some red maples. Understories are composed primarily of ferns including royal fern, cinnamon fern and shield fern. Pockets of standing water include pennywort and smartweed. Other species observed are listed in Appendix C.

## **Freshwater Marshes**

Twenty-two freshwater marshes were identified within the study area. They range in size from 0.03 to 0.51 acres with a total area of 4.17 acres. The marshes would be classified as palustrine, emergent, persistent (PEM1) and palustrine, scrub-shrub, broad-leaved deciduous (PSS1) under the USFWS system. The marshes generally occur within larger wetland systems. They occur as part of natural lakes, natural depressions and connected ditches. Some are very disturbed, show evidence of past filling, and contain upland grasses, such as bahiagrass. A few have been mowed.

PSS1 marshes within the study area generally contain a well-established shrub layer. All of the marshes contain a well-established emergent layer and most also have floating aquatics. The predominant shrubs in the marshes are Carolina and primrose willow. Emergent layers are composed primarily of pennywort, smartweed, cattail, water hyacinth, arrowhead, soft rush and flat sedge. The floating aquatics layer generally includes duckweed. Other species observed are listed in Appendix C.

## **Wet Prairies**

Two wet prairie communities, with a total area of 0.03 acres, were identified in the study area. They would be classified as palustrine, emergent, persistent under the USFWS system. These communities occur on the edge of natural depressions and are adjacent to mixed wetland hardwood communities. Both show evidence of past filling activity and include upland grasses.

Grasses are well-established in the wet prairie communities, which also include a few shrubs. Predominant grasses include yellow-eyed grass, soft rush, dog fennel and broom sedge. The scattered shrubs are generally St. John's-wort and primrose willow. Other species identified are listed in Appendix C.

### **Open Water**

Portions of three lakes less than 10 acres in size and one open water ditch are located in the study area. Portions of the lakes in the area range from 0.01 to 0.07 acres in size. The total area is 0.09 acres. The study area also includes 0.02 acres of open water ditch. The lakes would be classified as palustrine, open water under the USFWS system. The lakes are located in natural depressions bordered by freshwater marsh and mixed hardwood communities. Two of the wetland systems had been filled in the past.

### **Wetland Functions**

Wetlands perform beneficial hydrologic functions in the study area. They act as pollutant and sediment traps for stormwater runoff entering connected lakes. They serve as collection basins for stormwater runoff and provide some natural flood control. Some of the cypress swamps are in sinkholes and act as recharge areas; however, this occurs at a low rate.

Significant impacts to recharge areas are not expected. A series of catch basins are planned for water quality treatment. Water quality will be protected through the use of Best Management Practices and adherence to federal, state and local water quality standards.

Wetland communities like those in the study area can provide valuable wildlife habitat, particularly for water birds. Since extensive suitable habitat exists adjacent to the study area, only minimal impacts to natural systems are expected.

### **Impacts and Mitigation**

Soil erosion during construction will temporarily affect wetlands in the study area. Siltation impacts will be minimized through the use of Best Management Practices. Potential wetland impacts are summarized in Table 3.

Potential long-term impacts would be related to dredging and filling for project construction. Mitigation measures for wetland impacts will be determined during the permitting process when project plans are more specific. Mitigation measures may include the following:

- \* Minimization of impacts through design considerations, such as steep-ended side slopes or the use of retaining walls to reduce/eliminate wetland encroachment;
- \* Preservation of existing wetland systems through maintaining requisite hydro-periods and possible commitment of land to be preserved as a wetland;
- \* Improvement of existing wetlands through restoring requisite hydro-periods to upgrade existing wetland values;
- \* Enhancement of existing wetlands through the planting of additional hydrophytic vegetation and removing exotic or invader species;

**TABLE 3**  
**WETLAND IMPACTS**

<u>Wetland</u>	<u>USFWS Wetlands Classification</u>	<u>Wetland Acreage Within ROW</u>	<u>Total Wetland Acreage</u>	<u>Data Source (For Total Acreage)</u>
A	PEM1	0.241	7.82	Air-photo
B	PSS1, PEM1	1.199	9.43	Air-photo
C	PFO1	0.229	0.36	Air-photo
D	PFO1, PSS1	0.639	20.96	Air-photo
E	PEM1	0.200	0.42	Air-photo
F	PFO1, PSS1	0.111	40	Sulphur Springs, FL U.S.G.S. Topo 1956, Photorevised 1987
G	PEM1	0.399	0.65	Air-photo
H	PEM1	0.362	0.54	Air-photo
I	PSS1	0.248	0.45	Air-photo
J	PFO2	0.303	2.43	Air-photo
K	PSS1	0.500	6.31	Air-photo
L	PFO1, PEM1	1.126	217	Lutz, FL U.S.G.S. Topo, 1974 (Cooper Lake)
M	PSS1	0.229	9.42	Air-photo
N	PSS1	0.413	40	Lutz, FL U.S.G.S. Topo, 1974 (Deer Lake)
O	PFO1, PSS1, PFO2	1.699	277	Lutz, FL U.S.G.S. Topo, 1974 (Bird Lake)
P	PEM1, POW	0.184	2.74	Air-photo
Q	PFO1, PEM1	0.840	2.18	Air-photo
R	PFO1	0.413	0.62	Air-photo
S	PFO1	0.781	1.07	Air-photo

**TABLE 3**  
**WETLAND IMPACTS**  
**(Continued)**

<u>Wetland</u>	<u>USFWS Wetlands Classification</u>	<u>Wetland Acreage Within ROW</u>	<u>Total Wetland Acreage</u>	<u>Data Source (For Total Acreage)</u>
T	PFO1	0.337	37	Lutz, FL U.S.G.S. Topo, 1974 (Lake Vienna)
U	PFO2	0.039	89	Lutz, FL U.S.G.S. Topo, 1974 (Bell Lake)
V	PFO1, PSS1, PFO2	0.625	357	Lutz, FL U.S.G.S. Topo, 1974 (Bell Lake, King Lake & Lake Ellis)
W	PFO2, PSS1	0.633	200	Lutz, FL U.S.G.S. Topo, 1974 (E. of King Lake)
X	PFO1, PEM1	0.499	200	Lutz, FL U.S.G.S. Topo, 1974 (Lake Thomas)
Y	PEM1	0.083	0.99	Air-photo
Z	PFO1, PEM1	0.789	14	Ehren, FL U.S.G.S Topo, 1954
AA	PEM1	0.042	5	Ehren, FL U.S.G.S Topo, 1954
BB	PFO2	0.057	170	Ehren, FL U.S.G.S Topo, 1954
CC	PFO1	0.579	0.579	Air-photo
DD	PFO2, PSS1, POW	0.847	310	Ehren, FL U.S.G.S Topo, 1954
EE	PFO1, PSS1, PEM1, POW	4.122	74	Ehren, FL U.S.G.S Topo, 1954
FF	PFO2, PFO1, PEM1	1.978	132	Ehren, FL U.S.G.S Topo, 1954
GG	PSS1	0.861	13	Ehren, FL U.S.G.S Topo, 1954



**TABLE 3**  
**WETLAND IMPACTS**  
**(Continued)**

<u>Wetland</u>	<u>USFWS Wetlands Classification</u>	<u>Wetland Acreage Within ROW</u>	<u>Total Wetland Acreage</u>	<u>Data Source (For Total Acreage)</u>
HH	PFO1	0.654	1.10	Air-photo
II	PFO1	0.379	0.379	Air-photo
JJ	PFO1, PFO2	5.686	226	Ehren, FL U.S.G.S Topo, 1954
KK	PFO1, PFO2	1.435	11.95	Air-photo
LL	PFO1	2.220	19.87	Air-photo
MM	PFO1	0.808	3.16	Air-photo
NN	PFO1, PEM1, POW	0.509	0.78	Air-photo
OO	PFO1	2.227	23.38	Air-photo
PP	PFO1, PEM1	0.140	0.16	Air-photo
QQ	PFO1, PFO2	<u>0.824</u>	130	Ehren and Fivay Junction, FL U.S.G.S Topos, 1954 (Green Lake)
<b>TOTAL AREA With Proposed ROW</b>		<b>36.489</b>		

- \* Creation of new wetlands to compensate for impacted wetlands; and
- \* Replacement of existing wetlands with wetlands of greater habitat value.

## **2. Aquatic Preserves**

The project area does not include any areas classified by the State of Florida as Aquatic Preserves (F.A.C., Chapter 17-3), and no impacts to Aquatic Preserves would result from this project.

## **3. Water Quality**

### **Surface Water**

The project site is part of the Hillsborough River Basin. It includes numerous natural depressions containing water intermittently or perennially. There are no streams in the project area, and natural surface drainage is poorly developed. When rainfall is heavy, the depressions fill up and then spill into one another as the water moves southwestward toward the Gulf of Mexico. Drainage along S.R. 45 is facilitated by a system of culverts and unlined, excavated ditches parallel and perpendicular to the roadway. These ditches discharge into the natural depressions.

Marsh communities connected to the following lakes lie within the proposed roadway easement: Deer Lake, Lake Kell, Lake Padgett, East Lake Ellis, Bell Lake, King Lake, Green Lake and Lake Vienna. These marshes would be directly affected by placement of fill. In addition, unnamed lakes and associated marshes in the project area would be impacted by fill placement.

All surface waters in the project area are designated by the State of Florida as Class III Waters (F.A.C., Chapter 17-3). Water quality must be maintained to provide for recreation, propagation and maintenance of fish and wildlife populations. Surface waters in the project area are generally low in total dissolved solids, nitrogen and orthophosphates. The Hillsborough River, which receives runoff from the project area, has moderate orthophosphate levels and has experienced problems with algal blooms and fish kills.

Short-term surface water impacts which could result from the project would be the occurrence of soil erosion during construction. Erosion would increase turbidity and siltation in surface waters. Long-term impacts would result from the increase in impervious surfaces associated with the project. This would result in increased stormwater runoff and a corresponding increase in pollutants, particularly hydrocarbons, nutrients and suspended solids. Both short-term and long-term impacts will be minimized through the use of Best Management Practices and adherence to federal, state and local water quality standards.

### **Groundwater**

The project area is underlain by the Floridan Aquifer and a surficial aquifer. The Floridan Aquifer is the principal water-bearing unit which feeds most wells in the area. The top of this artesian, limestone formation begins about 45 feet below the ground surface. Flow direction of the Floridan Aquifer is to the west towards the Gulf of Mexico in the northern half of the study area, and to the south towards the Hillsborough River in the southern half of the study area.

The surficial aquifer consists of about 15 feet of a fine sand unit above about 25 feet of sandy clay and clayey sand layers. This aquifer is separated from the Floridan Aquifer by a dense clay confining bed approximately 4 feet thick. Some leakage from the surficial aquifer occurs through the confining layer. Flow direction in this aquifer is generally to the southwest towards the Gulf of Mexico.

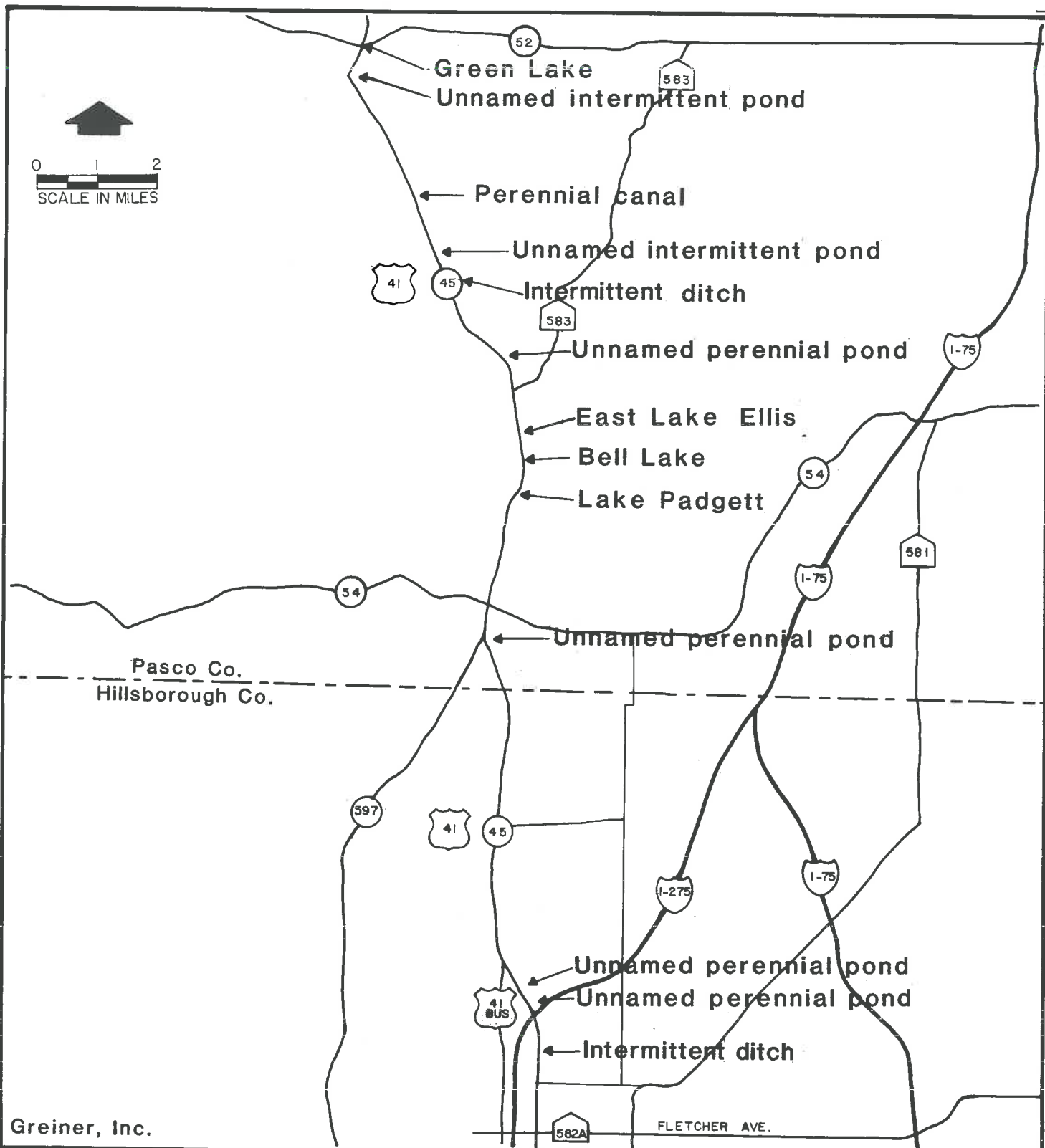
Recharge to the Floridan Aquifer occurs primarily through rainfall. Some recharge also occurs through areas with sandy soils and numerous closed depressions. Some of the cypress domes surrounding the project area are sinkholes which recharge the aquifer, but at a low rate. A low rate of recharge also occurs by leakage between the two aquifers. In general, recharge is low to moderate throughout most of the project area, but high in the northern two miles of the project area.

Groundwater used for municipal supply in Hillsborough and Pasco counties is hard, primarily due to calcium and magnesium bicarbonates dissolved from the surrounding rock. Hillsborough County groundwater also contains moderate sulfate and chloride concentrations and high concentrations of ammonia.

This project is expected to have minimal, if any, impacts on groundwater, recharge areas, or public water supplies. Water resources are shown on Exhibit 12. Impacts will be minimized by adherence to Chapters 17-3 and 17-25 of the Florida Administrative Code (F.A.C.) and Section 104 of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction.

### **Drainage Considerations**

The proposed drainage for the project would include the use of crossdrains, box culverts and catch basins. Four crossdrains are proposed, ranging in size from 10 to



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**WATER RESOURCES**

54 inches. There are 34 box culverts planned ranging in size from 2 feet by 2 feet to 8 feet by 4 feet. There are 125 catch basins planned for the facility which would provide water quality treatment for storm runoff as required under Chapter 17-25 F.A.C.. In addition, the bridge culvert located at milepost 8.614 in Pasco County would be replaced due to roadway realignment in that area.

The Florida Department of Transportation has coordinated with the Florida Department of Environmental Regulation District stormwater personnel/Southwest Florida Water Management District and provided them with a preliminary coordination package describing the conceptual design of the stormwater management system for this project. As a result of that coordination, the Department is developing a stormwater treatment system for the project in accordance with Chapter 17-25, F.A.C. The Department will continue the coordination effort during subsequent project development stages to ensure compliance with Chapter 17-25, F.A.C. This coordination does not relieve the Department of the necessity to acquire permits under 17-25, F.A.C., nor does the preliminary review ensure a favorable permitting review.

Because of the state of the art in highway stormwater research, it is not possible at this time to determine the impact of this discharge on the lakes in the project area. The appropriate Best Management Practices will be used during the construction phase for erosion control and water quality considerations. Any additional stormwater treatment measures found necessary over and above Best Management Practices in order to obtain Chapter 17-25, F.A.C. compliance will be state-funded.

#### **4. Outstanding Florida Waters**

There are no Outstanding Florida Waters located within the study area.

#### **5. Wild and Scenic Rivers**

There are no Wild and Scenic Rivers listed in the National Park Service Southeastern Rivers Inventory. Therefore, the coordination requirements for the Wild and Scenic Rivers Act do not apply to this project.

#### **6. Floodplains**

A floodplain evaluation was conducted in accordance with Executive Order 11988 "Floodplain Management" and FHPM 6-7-3(2) in order to determine the proposed project's encroachment on floodplains. The proposed improvements represent a minor change in the area's topography and would result in minimal floodplain impacts. These impacts would be both longitudinal and transverse to the floodplain.

The 100-year floodplains immediately adjacent to and crossing the project are associated with an area of extensive lowlands, cypress heads and lakes. Within the project limits, the only major waterway that the project crosses is Five-Mile Creek, which is a tributary of the Pithlachascotte River. According to the Floodplain Evaluation Criteria developed by the FDOT drainage office in consultation with FHWA, this project falls within floodplain evaluation Category 3 (projects involving modification to existing drainage structures) and Category 4 (projects on existing alignment involving replacement of existing drainage structures with no record of drainage problems).

The modifications to drainage structures included in this project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no 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.

The proposed structures for this project 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.

#### **7. Coastal Zone Consistency**

The Office of Planning and Budget, Office of the Governor, has determined that this project is consistent with the Florida Coastal Zone Management Plan (Appendix A).

#### **8. Coastal Barrier Islands**

It has been determined that this project is not located within, or in the vicinity of, Coastal Barrier Islands.



## 9. Wildlife and Habitat

The S.R. 45 project area has been evaluated for impacts on threatened and endangered species. A literature review was conducted to determine those possible threatened or endangered species which may inhabit the project area. Informal consultation with the U.S. Fish and Wildlife Service (USFWS) was initiated to request their identification of endangered and threatened species along the project corridor. In addition, the potential for impacts to critical habitat was assessed as to the relationship of the project to the USFWS designated "Critical Habitat."

The literature review resulted in the determination that two endangered or threatened species may occur within the project corridor due to the presence of suitable habitat. The literature review also provided a determination that there is no designated critical habitat for endangered or threatened species within vicinity of this project. A field review on December 1, 1988 did not result in the sighting of any endangered or threatened species or other positive indicators of their presence (i.e., nests, burrows, etc.). However, during previous field visits by Greiner Inc. personnel for wetland jurisdictional assessments, wood storks have been observed within the proposed right-of-way.

Informal contact with the USFWS identified six federally listed threatened or endangered species that may be found in Hillsborough and Pasco counties and consequently may occur within the project area:

<u>Common Name</u>	<u>Scientific Name</u>	<u>Federally Designated Status</u>
Eastern indigo snake	<u>Drymarchon corais couperi</u>	Threatened
Florida scrub jay	<u>Aphelocoma coerulescens</u>	Threatened
Red-cockaded woodpecker	<u>Picoides borealis</u>	Endangered
Southern bald eagle	<u>Haliaeetus leucocephalus</u>	Endangered
Wood stork	<u>Mycteria americana</u>	Endangered
Pygmy fringe tree	<u>Chionanthus pygmaeus</u>	Endangered

Eastern indigo snakes often inhabit dry, sandy areas, especially Florida's high pine communities, but they are actually characteristic of moister habitats. In drier environments, indigo snakes invariably seek shelter in the burrows of gopher tortoises to prevent desiccation. Although suitable habitat is present within the study corridor, the species is not prevalent in any part of its known range as a result of collection by snake enthusiasts and exploitation of gopher tortoises. Because indigo snakes have extremely large home ranges, the likelihood of finding specimens within the areas of impact should be minimal. Therefore, the project should have no significant negative impact on this species.

Florida scrub jays have extremely specific habitat requirements. They reside permanently in oak scrub consisting of live, myrtle, and Chapman's oak, along with saw and sand palmetto with some scattered sand pine and rosemary. The lack of scrub oak communities within the project area indicates that it is highly unlikely for this species to occur on site. Consequently, no significant negative impact to this species is expected due to the proposed project.

Red-cockaded woodpeckers are associated with stands of mature to overmature southern pines. Historically, longleaf pine has been the most utilized, although loblolly, shortleaf, slash and pond pine are used occasionally. Typically, the forests are open park-like

stands and lack a thick understory because of frequent burning. A couple of small, natural, longleaf pine areas and a longleaf pine plantation occur along the corridor. The natural communities have been previously impacted and disturbed, and would not provide suitable habitat for these woodpeckers. Trees in the plantation are not within the proposed right-of-way, only a mowed area fronting the plantation occurs within the corridor. Consequently, red-cockaded woodpeckers would not be expected to occur within the proposed project corridor and therefore would not be adversely impacted by the proposed project.

Southern bald eagles are usually found near riparian habitats, nesting near water bodies where they feed along the shore or over extensively shallow water. Some interior pairs nest far from expanses of open water on tree islands, in marshes, or in mainly dry prairies with small marshes and ponds. Suitable habitat for this species does not occur within the project boundaries nor within a 1,500-foot radius of the corridor. No significant negative impacts are expected on this species or its habitat.

The wood stork characteristically nests in cypress or mangrove swamps and feeds in freshwater marshes, flooded pastures, and flooded ditches. Wood storks have been observed feeding in pastures, ditches, and swales both adjacent to and within the proposed right-of-way. Suitable nesting habitat is also present in the project corridor. However, extensive wetlands adjacent to the project site and relocation of ditches and swales should result in no significant loss of available habitat for the species. Consequently, no significant negative impacts to this species are anticipated due to the proposed project.

Pygmy fringe trees are one of the species largely restricted to white, coarse, excessively leached, wind-deposited sands that form the central Florida scrub. Soil in habitats within the project corridor are predominantly moist, not well-drained and do not support scrub communities. Consequently, it is unlikely that this species would occur on the project site and therefore would not be adversely impacted (directly or indirectly) by the proposed improvements due to the following considerations:

- Lack of preferred and/or appropriate habitat within the study corridor.
- Minimal impacts to existing natural systems.
- Presence of extensive adjacent suitable habitat.

#### 10. Farmlands

The proposed project is excluded from the requirements for farmlands evaluation, and coordination with the Soil Conservation Service because it has been determined to be a Categorical Exclusion as defined in 23 CFR 771. (Letter of Agreement, January 9, 1985, Federal Highway Administration and the Soil Conservation Service.)

## **D. PHYSICAL IMPACTS**

### **1. Noise**

A noise analysis was accomplished using methods established in Title 23 CFR, Part 772, U.S. Department of Transportation FHWA, Procedures for Abatement of Highway Traffic Noise and Construction Noise. Further details are provided in a Noise Report, published separately.

#### **Noise Sensitive Areas**

Noise sensitive areas in the study corridor include single family homes, mobile homes, motels, a park, a cemetery, churches and meeting halls. Existing land uses are shown on Exhibit 5, previously referenced. Because there are portions of the project area along existing S.R. 45 that are not fully developed, some changes in land use could occur in the future.

#### **Predicted Noise Levels**

Existing and future noise levels within the study area were evaluated by considering noise measurements and by predicting traffic noise levels with the FHWA computer prediction model STAMINA 2.0/OPTIMA. The computer model was validated by running the program with traffic data gathered during noise monitoring, and by comparing measured results with predicted results. Predicted and measured levels were found to be within an acceptable difference of 3 dBA. Based on this comparison, the STAMINA/OPTIMA model was considered to be a reliable tool for the determination of noise levels for this project.

Noise prediction analyses were performed for the Existing condition in 1988, and the No-Build and Build conditions in 2010. The traffic characteristics used to perform the analysis represent the conditions (vehicle volume, mix and speed) present during the peak hour (demand) or at level-of-service (LOS) C, whichever is less. For modeling purposes, the posted speed limit was assumed for all roadway segments. Traffic considerations are discussed in further detail in the Traffic Memorandum, published separately. Traffic projections assumed growth rates ranging from 1.3 percent (between C.R. 582A and Skipper Road) to 5 percent (between Dale Mabry Highway and S.R. 54). The Peak Hour Factor (K) was assumed to be 9 percent in Hillsborough County and 10 percent in Pasco County. Vehicle mix percentages during peak hour were assumed to be 95 percent cars, 1.7 percent medium trucks and 3.3 percent heavy trucks in Hillsborough County. In Pasco County, vehicle mix percentages were assumed to be 94 percent cars, 2 percent medium trucks and 4 percent heavy trucks.

The approximate noise levels at properties adjacent to the roadway were estimated by determining the noise levels at specific distances from the roadway for the various segments of each study scenario. Table 4 compares the distances from the roadway centerline where noise levels of 67 dBA are estimated to occur. As would be expected, the areas of greatest change in traffic volume are predicted to receive the greatest change in noise level.

### **Noise Impact Analysis**

The noise impact potential of the proposed project was determined by comparing land use, existing noise levels, and predicted noise levels with established criteria, which consider exceedance and significant increase. Although noise levels will not increase

**TABLE 4**  
**NOISE ISOPLETH**  
**Hourly Leq of 67 dBA**

<u>Roadway Section</u>	<u>Approximate Distance From Roadway Centerline (ft)</u>		
	<u>1988</u>	<u>2010</u>	
	<u>Existing</u>	<u>No-Build</u>	<u>Build</u>
C.R. 582A (Fletcher Avenue) to Bearss Avenue	96	96	130
Bearss Avenue to Florida Avenue	110	110	147
Florida Avenue to Proposed E.W. Arterial	110	110	195
Proposed E.W. Arterial to Sunset Lane	96	96	200
Sunset Lane to Lutz Lake Fern Road	96	96	175
Lutz Lake Fern Road to County Line Road	88	95	172
County Line Road to Dale Mabry Highway	115	118	173
Dale Mabry Highway to C.R. 54	105	105	265
C.R. 54 to Hale Road	105	105	221
Hale Road to C.R. 583	98	105	208
C.R. 583 to S.R. 52	118	138	218

substantially, they will exceed recommended criteria. FHWA Noise Abatement Criteria, shown in Table 5, establish guidelines for traffic noise impact assessments with respect to land use. When the traffic noise of a proposed roadway project is predicted to approach or exceed the criteria established for certain activity categories, noise abatement measures must be considered. For purposes of impact evaluation, the FDOT considers "approach" to normally mean within 2 dBA of the FHWA Noise Abatement Criteria.

Predicted noise levels were determined to approach or exceed the Noise Abatement Criteria for Activity Categories B and E for the Existing, No-Build, and Build conditions. Activity Category B impacts were identified primarily at single family homes and mobile homes, and Category E impacts were identified primarily at motels. Noise impacts estimates are presented in Table 6. The location of noise impacted sites is illustrated on Exhibit 13.

#### **Noise Abatement Measures**

Various noise abatement measures were considered for this project because levels were determined to approach or exceed the FHWA Noise Abatement Criteria.

Noise abatement measures evaluated and determined to be infeasible for this project include roadway alignment, traffic system management, noise barriers and property acquisition. The proposed roadway alignment is primarily within the existing right-of-way and was selected because it minimized the property acquisition and relocation. Any alternative on a new alignment is not viable because it does not eliminate the need to improve S.R. 45. Shifting the alignment along the existing corridor is not effective because it does not substantially reduce noise levels and because sensitive



**TABLE 5**  
**FHWA NOISE ABATEMENT CRITERIA**

<u>Activity Category</u>	<u>Leq (h)</u>	<u>Description of Activity Category</u>
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D		Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

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References: 23 CFR, Part 772

TABLE 6

## NOISE IMPACT ESTIMATES

Roadway Section	Site Description	# of Units	Activity Category	Worst-Case Exterior Hourly LEQ (dBA)			Increase with Project
				1988	2010		
				Existing	No-Build	Build	
C.R. 582A (Fletcher Avenue) to Bearss Avenue to Skipper Road	Palm Lane Trailer Terrace	3	B	63	63	66*	3
	Palm Lane Trailer Terrace	1	B	65*	65*	67**	2
	Single Family Homes	2	B	66*	66*	69**	3
	Fountain Palms Apts	2	B	67**	67**	70**	3
	Kum Back Mobile Home Park	1	B	72**	72**	73**	1
	Kum Back Mobile Home Park	1	B	71**	71**	71**	0
	Kum Back Mobile Home Park	1	B	69**	69**	69**	0
	Kum Back Mobile Home Park	1	B	66*	66*	67**	1
	Kum Back Mobile Home Park	1	B	65*	65*	66*	1
	Flying Cloud Motel	1	E	69	69	70*	1
	Flying Cloud Mobile Home Park	1	B	69**	69**	70**	1
	Flying Cloud Mobile Home Park	1	B	72**	72**	72**	0
	Flying Cloud Mobile Home Park	2	B	69**	69**	71**	2
	Flying Cloud Mobile Home Park	1	B	68**	68**	69**	1
	Flying Cloud Mobile Home Park	1	B	69**	69**	70**	1
	Flying Cloud Mobile Home Park	1	B	67**	67**	69**	2
	Flying Cloud Mobile Home Park (2nd row)	2	B	62	62	65*	3
Skipper Road to Bearss Avenue	Chalet Village Mobile Home Meeting Center	1	B	66*	66*	69**	3
	Mobile Home	1	B	65*	65*	67**	2
Bearss Avenue to Crenshaw Lake Road	Town House Apartments	1	B	68**	68**	71**	3
	Single Family Homes	2	B	63	63	65*	2
	Single Family Home	1	B	66*	66*	69**	3
	Single Family Home	1	B	69**	69**	71**	2
	Single Family Home	1	B	65*	65*	Taken with project	
Crenshaw Lake Rd to E.W. Arterial	Pinetree Village Mobile Home	1	B	69**	69**	73**	4
	Pinetree Village Mobile Home	1	B	68**	68**	73**	5
	Pinetree Village Mobile Homes	2	B	65*	65*	70**	5
	Pinetree Village Mobile Homes	2	B	61	61	66*	5
	Single Family Home	1	B	64	64	68**	4
	Single Family Homes	8	B	67**	67**	70**	3
	Mobile Home	1	B	63	63	68**	5
	Mobile Home	1	B	60	60	65*	5
	Mobile Home	1	B	62	62	67**	5

TABLE 6

NOISE IMPACT ESTIMATES  
(continued)

Roadway Section	Site Description	# of Units	Activity Category	Worst-Case Exterior Hourly LEQ (dBA)			Increase With Project
				1988 Existing	2010 No-Build	2010 Build	
E.W. Arterial to Sunset Lane	Single Family Home	1	B	65*	65*	69**	4
	Single Family Home	1	B	67**	67**	71**	4
	Single Family Home	1	B	61	61	66*	5
	Sunrise Park Mobile Homes	3	B	62	62	66*	4
	Sunrise Park Mobile Home	1	B	64	64	68**	4
	Single Family Home	1	B	62	62	66*	4
	Single Family Home	1	B	62	62	67**	5
	Single Family Home	1	B	64	64	70**	6
	Single Family Home	1	B	63	63	67**	4
	Single Family Home	1	B	61	61	65*	4
Sunset Lane to Lutz Lake Fern Road	Single Family Home	1	B	65*	65*	68**	3
	Single Family Home	1	B	72**	72**	Taken with Project	
	Single Family Home	1	B	74**	74**	Taken with Project	
	Single Family Home	1	B	65*	65*	69**	4
	Old Lutz Elementary	1	E	69	69	73**	4
	Lions Club	1	E	71*	71*	Taken with Project	
	Memorial Park	1	B	63	64	68**	5
	Single Family Homes	2	B	61	61	65*	4
	Single Family Home	1	B	64	65*	69**	5
	Single Family Homes	2	B	63	63	67**	4
Lutz Lake Fern Road to County Line Road	Single Family Home	1	B	62	62	66*	4
	Lutz Cemetery	1	B	68**	68**	72**	4
	Single Family Home	1	B	65*	66*	72**	7
	Single Family Home	1	B	63	64	69**	6
	Single Family Home	1	B	63	64	68**	5
	Single Family Homes	2	B	66*	66*	70**	4
	Single Family Home	1	B	61	61	65*	4
	Single Family Home	1	B	62	63	66*	4
	Single Family Home	1	B	62	62	66*	4
	Single Family Home	1	B	62	62	66*	4
	Single Family Home	1	B	62	62	66*	4
	Single Family Home	1	B	62	62	66*	4
	Single Family Home	1	B	62	62	66*	4
	Single Family Home	1	B	62	62	66*	4
	Single Family Home	1	B	62	62	66*	4

TABLE 6

NOISE IMPACT ESTIMATES  
(continued)

Roadway Section	Site Description	# of Units	Activity Category	Worst-Case Exterior Hourly LEQ (dBA)			Increase with Project
				1988 Existing	2010 No-Build	Build	
County Line Road to Dale Mabry Hwy	Single Family Home	1	B	64	64	66*	2
	Mobile Home	1	B	65*	65*	67**	2
Dale Mabry Hwy to C.R. 54	Mobile Home	1	B	65*	65*	70**	5
C.R. 54 to Hale Road	Single Family Home	1	B	65*	65*	70**	5
	Mobile Home	1	B	62	62	67**	5
	Single Family Home	1	B	66*	66*	71**	5
	Single Family Home	1	B	60	60	65*	5
	Sunshine Village Mobile Home	1	B	66*	66*	71**	5
	Mobile Home	1	B	61	61	66*	5
	Mobile Home	1	B	63	63	69**	6
	Mobile Homes	2	B	67**	67**	71**	4
	Mobile Home	1	B	68**	68**	74**	6
	Mobile Home	1	B	60	60	65*	5
	Mobile Home	1	B	63	63	68**	5
	Mobile Home	1	B	61	61	67**	6
	Single Family Home	1	B	69**	69**	75**	6
	Single Family Home	1	B	60	60	65*	5
	Single Family Home	1	B	66	66	71*	5
	Florida Motel	1	E	66	66	71*	5
	Single Family Homes	2	B	60	60	65*	5
	Sugar N' Spice Day Care	1	E	70*	70*	72**	2
	Single Family Home	1	B	71**	71**	73**	2
	Single Family Home	1	B	62	62	66*	4
Sunny Palms Motel (left) Sunny Palms Motel (right) Cottage Next to Motel (1) Cottage Next to Motel (2 & 3)	Single Family Home	1	B	61	61	65*	4
	Single Family Homes	2	B	63	63	68**	5
	Single Family Home	1	B	68**	68**	73**	5
	Single Family Homes	3	B	63	63	67**	4
	Mobile Home	1	B	70**	70**	73**	3
	Mobile Home	1	B	63	63	67**	4
	Single Family Home	1	B	64	64	69**	5
	Sunny Palms Motel (left)	1	E	69	69	75**	6
	Sunny Palms Motel (right)	1	E	67	67	72**	5
	Cottage Next to Motel (1)	1	B	68**	68**	73**	5
	Cottage Next to Motel (2 & 3)	2	B	66*	66*	72**	6

TABLE 6

NOISE IMPACT ESTIMATES  
(continued)

Roadway Section	Site Description	# of Units	Activity Category	Worst-Case Exterior Hourly LEQ (dBA)			Increase with Project
				1988 Existing	2010		
					No-Build	Build	
S.R. 54 to Hale Road (continued)	Single Family Home	1	B	67**	67**	72**	5
	Mobile Home	1	B	64	64	69**	5
	Mobile Home	1	B	66*	66*	72**	6
	Garland Motel Court	1	E	67	67	73**	6
	Garland Motel Court	1	E	66	66	72**	6
	Garland Main Motel	1	E	65	65	70*	5
	Mobile Home	1	B	70**	70**	76**	6
	Mobile Home	1	B	66*	66*	70**	4
	Mobile Home	1	B	62	62	68**	6
	Mobile Home	1	B	61	61	66*	5
	Garland Apartments (Unit 1)	1	B	66*	66*	70**	4
	Garland Apartments (Unit 2)	1	B	62	62	68**	6
	Garland Apartments (Unit 3)	1	B	61	61	66*	5
	Condominiums (Units 1-5)	5	B	61	61	66*	5
	Hale Road to C.R. 583	Single Family Home	1	B	66*	66*	70**
Playground & Picnic Area		1	B	68**	68**	73**	5
Baseball Diamond		1	B	61	61	66*	5
Single Family Home		1	B	63	63	67**	4
C.R. 583 to S.R. 52	Drexel Court Motel	1	B	71**	72**	73**	2
	Single Family Home	1	B	71**	72**	72**	1
	Single Family Home	1	B	65*	66*	69**	4
	Mobile Homes	3	B	65*	66*	70**	5
	Mobile Home	1	B	64	65*	69**	5
	Mobile Home	1	B	66*	67**	70**	4
	Mobile Homes	3	B	63	64	67**	4
	Winnebago Park Within Lake Bambi	1	B	68**	69**	72**	4
	Lake Bambi Shuffie Board	2	B	67**	68**	72**	5
	Mobile Homes	2	B	62	63	67**	5
	Single Family Home	1	B	63	64	66*	3
	Mobile Home	1	B	65*	66*	69**	4
	Mobile Home	1	B	65*	66*	67**	2
	Single Family Home	1	B	67**	67**	70**	3
	Mobile Home	1	B	64	65*	69**	5

TABLE 6

NOISE IMPACT ESTIMATES  
(continued)

Roadway Section	Site Description	# of Units	Activity Category	Worst-Case Exterior Hourly LEQ (dBA)			Increase with Project
				1988 Existing	2010 No-Build	2010 Build	
C.R. 583 to S.R. 52 (continued)	Mobile Homes	2	B	61	62	66*	5
	Single Family Home	1	B	67**	67**	69**	2
	Mobile Home	1	B	60	61	65*	5
	Single Family Homes	2	B	61	62	65*	4
	Mobile Home	1	B	62	63	66*	4
	Single Family Home	1	B	62	63	66*	4
	Single Family Home	1	B	65*	66*	69**	4
	Single Family Home	1	B	69**	70**	71**	2
	Mobile Home	1	B	67**	68**	70**	3
	Mobile Home	1	B	65*	66*	69**	4
	Single Family Homes	4	B	65*	66*	69**	4
	Mobile Home	1	B	63	64	67**	4
	Mobile Home (R.V. Park)	1	B	65*	66*	68**	3
	Mobile Home	1	B	64	65*	67**	3
	Single Family Home	1	B	64	65*	67**	3
	Single Family Home	1	B	66*	67**	69**	3
	Single Family Home	1	B	65*	66*	68**	3
	Single Family Home	1	B	62	63	65*	3
	Single Family Home	1	B	67**	67**	69**	2
	Single Family Home	1	B	66*	67**	69**	3
	Single Family Home	1	B	64	65*	67**	3
	Single Family Home	1	B	63	64	67**	4
	Single Family Home	1	B	67**	67**	69**	2
	Mobile Home	1	B	62	63	66*	4
	Single Family Home	1	B	61	62	66*	5
	Single Family Home	1	B	64	65*	69**	5
	Single Family Home	1	B	65*	66*	69**	4
	Single Family Home	1	B	63	64	66*	3
	Single Family Home	1	B	62	63	65*	3
	Mobile Home	1	B	63	64	66*	3
	Mobile Home	1	B	62	63	65*	3
	Mobile Home	1	B	64	65*	67**	3
	Single Family Home	1	B	67**	67**	69**	2
	Single Family Home	1	B	62	63	65*	3
	Single Family Home	1	B	65*	66*	66*	1

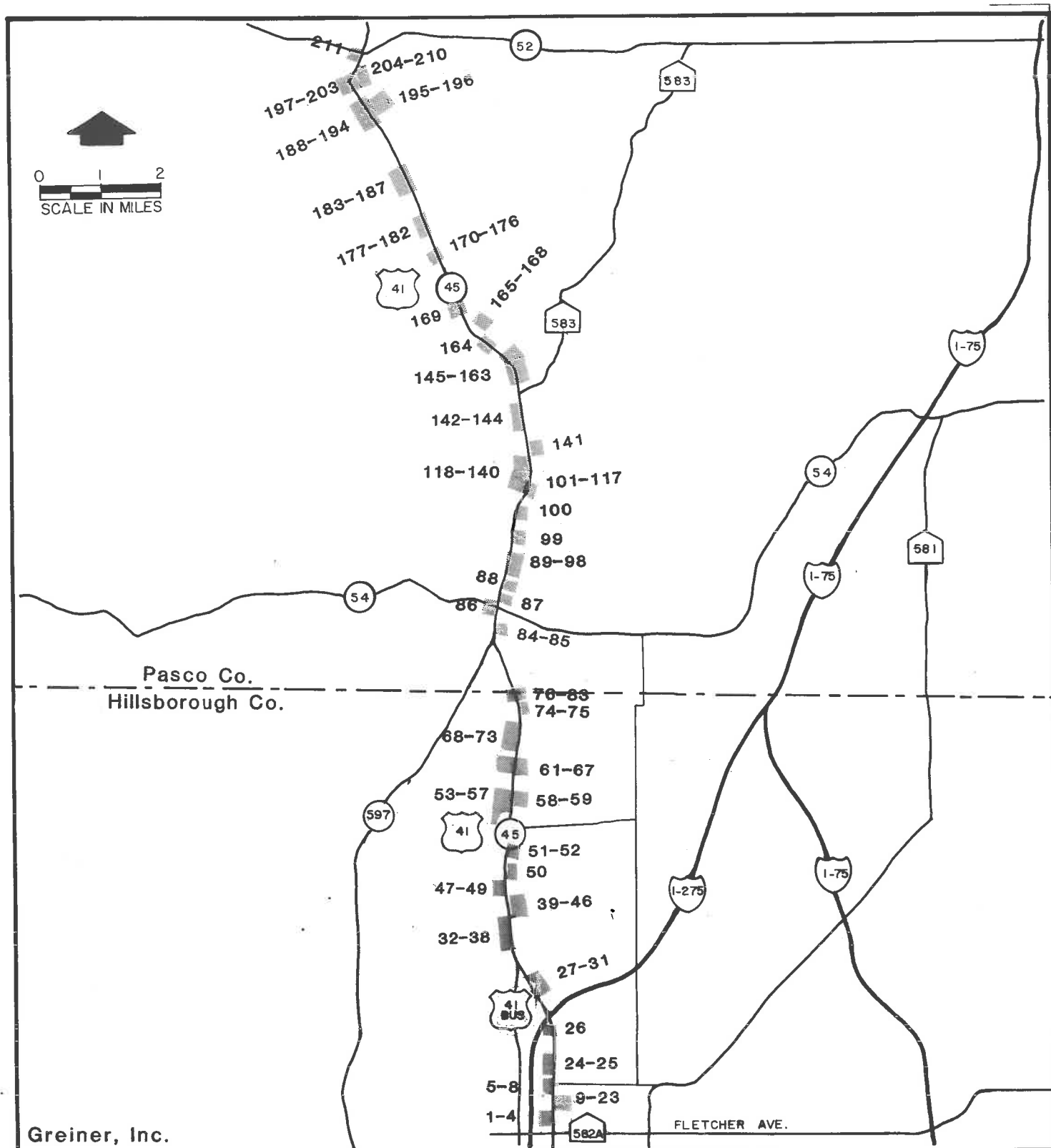
TABLE 6

NOISE IMPACT ESTIMATES  
(continued)

Roadway Section	Site Description	# of Units	Activity Category	Worst-Case Exterior Hourly LEQ (dBA)		
				1988 Existing	2010 No-Build      Build	Increase with Project
S.R. 583 to S.R. 52 (continued)	Single Family Homes	4	B	64	65*      66*	2
	Single Family Home	1	B	69**	70**      70**	1
	Single Family Home	1	B	68**	69**      69**	1
Total Number of Units Expected to Approach or Exceed Noise Abatement Criteria						

\*Noise levels predicted to approach noise abatement criteria.

\*\*Noise levels predicted to exceed noise abatement criteria.



### LEGEND



Noise Impacted Areas

### FLORIDA DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL ANALYSIS REPORT

#### S.R. 45 (U.S. 41)

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

### NOISE IMPACTED AREAS



sites are found on both sides of the roadway. Traffic system management alternatives would not be consistent with the project objectives of increasing vehicle flow and capacity. Noise barriers (either walls, berms, or landscaping) would not be effective because of the frequent breaks in the system which could be necessary for access to side streets, homes, and businesses. Property acquisition solely for noise abatement is not considered to be cost-effective. A measure to minimize the potential for future noise impacts would be the implementation of policies by local jurisdictions which would control the future development of noise sensitive uses adjacent to the roadway.

Based on the noise analyses performed there are no apparent solutions available to mitigate the noise impacts at the identified noise impacted areas. Future noise impacts will be minimized through prudent land use controls implemented by local jurisdictions.

## 2. Air Quality

The impact of the proposed improvements upon air quality was evaluated. It was determined that the improvements would result in improved air quality in the study area and would not result in an exceedance of the National Ambient Air Quality Standards.

Monitoring is the most reliable means of determining ambient air quality conditions. Unfortunately, there are no historical or existing air monitoring stations adjacent to S.R. 45 in either Hillsborough or Pasco counties. However, the Hillsborough County Environmental Protection Commission (EPC) operates several air monitoring stations near the study area, and a general profile of the existing air quality can be derived from this information.

A synopsis of the most recent air monitoring data obtainable is presented in Table 7. This information is summarized in terms of monitoring station location, distance and direction from the study area, pollutant measured and maximum recorded levels. Comparison of these data with the Ambient Air Quality Standards (AAQS) is also made.

According to the Clean Air Act Amendments of 1977, all areas within the state are to be designated with respect to the AAQS as either attainment, non-attainment, or unclassifiable. Areas that meet the AAQS are designated as attainment. Conversely, areas that violate the AAQS are designated as non-attainment. In areas designated as non-attainment, a State Implementation Plan (SIP) is developed to bring the area into compliance with the AAQS. The attainment, non-attainment and unclassifiable designations for Hillsborough and Pasco counties are shown in Table 8.

As shown on Table 8, the U.S. Environmental Protection Agency (EPA) has designated Hillsborough County as a non-attainment area for ozone ( $O_3$ ) and particulate matter (PM). As a result of this designation, Hillsborough County is currently subject to the guidelines of a SIP. Essentially, the SIP calls for the reduction and control of PM and hydrocarbon emissions, which are a precursor of  $O_3$ .

The microscale analysis was conducted for select areas of the S.R. 45 corridor having a combination of the heaviest traffic volumes, lowest vehicular speed and closest sensitive receptors. The premise of this approach is that CO concentrations elsewhere along the project corridor will be lower when compared to these worst-case locations. Based on these criteria, the intersections of S.R. 45/C.R. 582A (Fletcher Avenue) and S.R. 45/Crenshaw Lake Road were selected for the microscale analysis. CO

TABLE 7

AIR MONITORING DATA<sup>a</sup>

<u>Monitoring Station Location</u>	<u>Distance and Direction from Study Area<sup>b</sup></u>	<u>Pollutant(s) Measured</u>	<u>Ambient Air Quality Standard<sup>c</sup></u>	<u>Average Duration</u>	<u>Highest Recorded Level(s)</u>	<u>Exceeds Standard</u>
Temple Terrace	4.5 miles, ESE	Particulate matter	150 ug/m <sup>3</sup> 60 ug/m <sup>3</sup>	24-hour Annual Arithmetic mean	63-77 ug/m <sup>3</sup> 35 ug/m <sup>3</sup>	No No
Seminole Heights	4.5 miles, S	Carbon monoxide	35 ppm 9 ppm	1-hour 8-hour	15-23 ppm 5-7 ppm	No No
		Lead	1.5 ug/m <sup>3</sup>	Quarterly	0.2 ug/m <sup>3</sup>	No
		Particulate matter	150 ug/m <sup>3</sup> 60 ug/m <sup>3</sup>	24-hour Annual Arithmetic mean	96-97 ug/m <sup>3</sup> 56 ug/m <sup>3</sup>	No No
Tampa Stadium	7 Miles, SSW	Carbon monoxide	35 ppm 9 ppm	1-hour 8-hour	14 ppm 5-6 ppm	No No

<sup>a</sup> Source: Ambient Air Quality in Florida - 1986, Florida Department of Environmental Regulation.

<sup>b</sup> Distance and direction from study area for S.R. 45 (U.S. 41).

<sup>c</sup> Ambient Air Quality Standards established by the U.S. Environmental Protection Agency which represent levels of air pollutants that pose no significant threat to human health or welfare.

ug/m<sup>3</sup> = micrograms per cubic meter

ppm = part per million

**TABLE 8**  
**ATTAINMENT/NON-ATTAINMENT DESIGNATIONS<sup>a</sup>**

<u><b>Pollutant</b></u>	<u><b>Designations</b></u>	
	<u><b>Hillsborough</b></u>	<u><b>Pasco</b></u>
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide	Attainment	Attainment
Sulfur dioxide	Unclassified	Attainment
Ozone	Non-attainment	Attainment
Lead	Attainment	Attainment
Particulate matter	Non-attainment	Attainment

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<sup>a</sup> Source: Section 17-2, (410), (420), and (430) of the Florida Administrative Code.

Designations: -Attainment: areas within which the AAQS are not being violated.  
 -Non-attainment: areas within which the AAQS are being violated.  
 -Unclassified: areas which cannot be classified as attainment or non-attainment.

concentrations were predicted at these worst-case locations for the years 2000 and 2010 to coincide with the assumed opening year and the design year of the facility.

The dispersion model used in the microscale analysis was the TEXIN2 intersection model. Peak-hour traffic volumes and corresponding operating conditions modeled for the selected intersections were obtained from data derived from the S.R. 45 traffic analysis. Input data concerning vehicle mix, operating mode, ambient air temperature and other important modeling parameters for the S.R. 45 analysis are provided in the Air Quality Report for this project.

Receptors were located representing sites of closest routine public access in the area of each intersection modeled. As such, four receptors were placed at these sensitive sites in the vicinity of the S.R. 45/C.R. 582A (Fletcher Avenue) intersection, and three receptors were placed in the vicinity of the S.R. 45/Crenshaw Lake Road intersection.

The results of the microscale analysis are presented in Tables 9 and 10. For ease in assimilating the data, results are shown with and without the proposed improvements, and CO concentrations are compiled to include contributions from future-year traffic and background concentrations. Both the one-hour and eight-hour values are provided along with a brief description of each receptor location. For comparative purposes, the corresponding one-hour and eight-hour AAQS for CO are also shown.

As shown in Table 9, by 2000, the highest predicted one- and eight-hour CO concentrations in the vicinity of the S.R. 45/C.R. 582A (Fletcher Avenue) intersection

TABLE 9  
PREDICTED (2000) ONE- AND EIGHT-HOUR, WORST-CASE  
CARBON MONOXIDE LEVELS IN THE  
S.R. 45 (U.S. 41) STUDY AREA

<u>Intersection</u>	<u>Receptor Number<sup>a</sup></u>	<u>Without Improvements</u>		<u>With Improvements</u>		<u>Receptor Location</u>
		<u>One-Hour Average<sup>b</sup></u>	<u>Eight-Hour Average<sup>b</sup></u>	<u>One-Hour Average<sup>b</sup></u>	<u>Eight-Hour Average<sup>b</sup></u>	
S.R. 45 (U.S. 41)/ C.R. 582A (Fletcher Avenue)	1	10	6	8	5	N.W. quadrant
	2	12	6	9	5	N.E. quadrant
	3	13	7	10	5	S.E. quadrant
	4	12	6	9	5	S.W. quadrant
S.R. 45 (U.S. 41)/ Crenshaw Lake Road	1	8	5	7	4	N.W. quadrant
	2	5	3	5	3	S.E. quadrant
	3	8	5	8	4	S.W. quadrant

<sup>a</sup> See Air Quality Report for receptor locations.

<sup>b</sup> Includes background concentration of 2.0 ppm.

Ambient Air Quality Standards (AAQS) for carbon monoxide--  
levels considered not to pose any significant health risk:

\*One-Hour = 35 parts per million

\*Eight-Hour = 9 parts per million

**TABLE 10**  
**PREDICTED (2010) ONE- AND EIGHT-HOUR, WORST-CASE**  
**CARBON MONOXIDE LEVELS IN THE**  
**S.R. 45 (U.S. 41) STUDY AREA**

<u>Intersection</u>	<u>Receptor Number<sup>a</sup></u>	<u>Without Improvements</u>		<u>With Improvements</u>		<u>Receptor Location</u>
		<u>One-Hour Average<sup>b</sup></u>	<u>Eight-Hour Average<sup>b</sup></u>	<u>One-Hour Average<sup>b</sup></u>	<u>Eight-Hour Average<sup>b</sup></u>	
S.R. 45 (U.S. 41)/ C.R. 582A (Fletcher Avenue)	1	11	6	11	6	N.W. quadrant
	2	12	7	12	7	N.E. quadrant
	3	13	7	13	7	S.E. quadrant
	4	12	6	12	6	S.W. quadrant
S.R. 45 (U.S. 41)/ Crenshaw Lake Road	1	8	5	8	5	N.W. quadrant
	2	5	4	5	3	S.E. quadrant
	3	9	5	9	5	S.W. quadrant

<sup>a</sup> See for Air Quality Report for receptor locations.

<sup>b</sup> Includes background concentration of 2.0 ppm.

Ambient Air Quality Standards (AAQS) for carbon monoxide--  
levels considered not to pose any significant health risk:

\*One-Hour = 35 parts per million

\*Eight-Hour = 9 parts per million

without the proposed improvements are 13 and 7 ppm, respectively. By comparison, the highest predicted one- and eight-hour CO concentrations at these same receptors with the improvements are 10 and 5 ppm, respectively. Similarly, the highest predicted one- and eight-hour CO concentrations in the vicinity of the S.R. 45/Crenshaw Lake Road intersection without the proposed improvements are 8 and 5 ppm, respectively. By comparison, the highest predicted one- and eight-hour CO concentrations at these same receptors with the improvements are 8 and 4 ppm, respectively. These results indicate that by 2000, CO concentrations could decrease somewhat with the improvements, and no exceedances of either the one- or eight-hour AAQS for CO are likely to occur at any of the receptors analyzed.

As shown in Table 10, by 2010, the highest predicted one- and eight-hour CO concentrations in the vicinity of the S.R. 45/C.R. 582A (Fletcher Avenue) intersection with or without the proposed improvements are 13 and 7 ppm, respectively. Similarly, the highest predicted one- and eight-hour CO concentrations in the vicinity of the S.R. 45/Crenshaw Lake Road intersection with or without the proposed improvements are 9 and 5 ppm, respectively. These results indicate that by 2010, CO concentrations will remain essentially the same, with or without the proposed improvements, and no exceedances of either the one- or eight-hour AAQS for CO are likely to occur at any of the receptors analyzed.

Construction activities can have a short-term impact on local air quality primarily during periods of site preparation, with particulate matter (dust) having the greatest impact. This impact would occur in association with excavation and earth moving; cement, asphalt, and aggregate handling; heavy equipment operation; use of haul roads; and wind erosion of exposed areas and materials storage piles.



This project is in an air quality non-attainment area where transportation improvement plans are in effect and is included in the Hillsborough County Metropolitan Planning Organization's Transportation Improvement Plan. In addition, this project is in conformance with the SIP because it would not cause violations of air quality standards and would not interfere with existing transportation control measures.

### 3. Construction

Air quality, increased noise levels, and traffic maintenance are short-term impacts to be considered in the construction of the proposed project. The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankments and haul road areas. Noise and vibration impacts will result from heavy equipment movements and other construction activities. Both construction noise and air quality impacts will be minimized on this project by adherence to the controls listed in the FDOT's Standard Specifications for Road and Bridge Construction.

Maintenance of traffic will be planned to minimize traffic delays. Accessibility to all businesses will be maintained to the extent practicable throughout the construction phases. Short-term construction impacts will inevitably occur and will be minimized to the greatest degree possible by the contractor. Appropriate Best Management Practices will be implemented to satisfy permit requirements and minimize secondary construction impacts.

#### **4. Hazardous Materials**

A hazardous material survey was conducted within the vicinity of S.R. 45. The survey identified the known and potential hazardous materials sites within the project corridor and evaluated their potential impact to the project. The survey was conducted following FDOT's Project Development and Environmental Study Guidelines, Part 2, Chapter 22.

At this time, there is no single comprehensive source of information available which identifies all known and potential hazardous material sites along the project corridor. Therefore, this evaluation consisted of the following tasks:

- \* Contacting representatives and reviewing files of the following agencies and departments responsible for pollution control, hazardous material regulation and public safety:
  - Florida Department Environmental Regulation (FDER), and
  - Hillsborough County Environmental Protection Commission (EPC).
- \* Consulting the following publications by the FDER and Tampa Bay Regional Planning Council (TBRPC) for locations of potential environmental contamination:
  - Groundwater System Hazardous Waste Quick Look (FDER),
  - Stationary Tank Inventory System (FDER),
  - County Government Hazardous Waste Management Assessment for Hillsborough County (TBRPC), and
  - County Government Hazardous Waste Management Assessment for Pasco County (TBRPC).
- \* Performing field investigations within the study area focusing on known or suspected sites of underground storage tanks and hazardous materials use.
- \* Conducting informal interviews, whenever possible, with business personnel to gather additional information on the site history.
- \* Documenting with photographs the current condition of the identified sites.

All of the available information from these various sources was compiled and analyzed to evaluate the potential for hazardous material site involvement with the proposed project.

The results of the survey identified 71 potential hazardous material sites in the S.R. 45 project area. Exhibits 14 and 15 illustrate the approximate location of each site. Site-specific information including locations and site characteristics is provided in Table 11.

Of the 71 identified sites, 32 are suspected hazardous material users, 32 contain petroleum storage tanks, six sites are salvage yards, and one is a spill location. For easier assimilation, these sites are categorized according to the facility type or service provided.

The 32 hazardous material users are categorized as follows:

- \* 23 automotive or truck service facilities
- \* two tractor service facilities
- \* one pump service facility
- \* one paint manufacturer
- \* one lawn mower service facility
- \* two equipment holding yards
- \* one dry cleaner
- \* one marine service facility

The 32 petroleum storage tank sites consist of the following facilities:

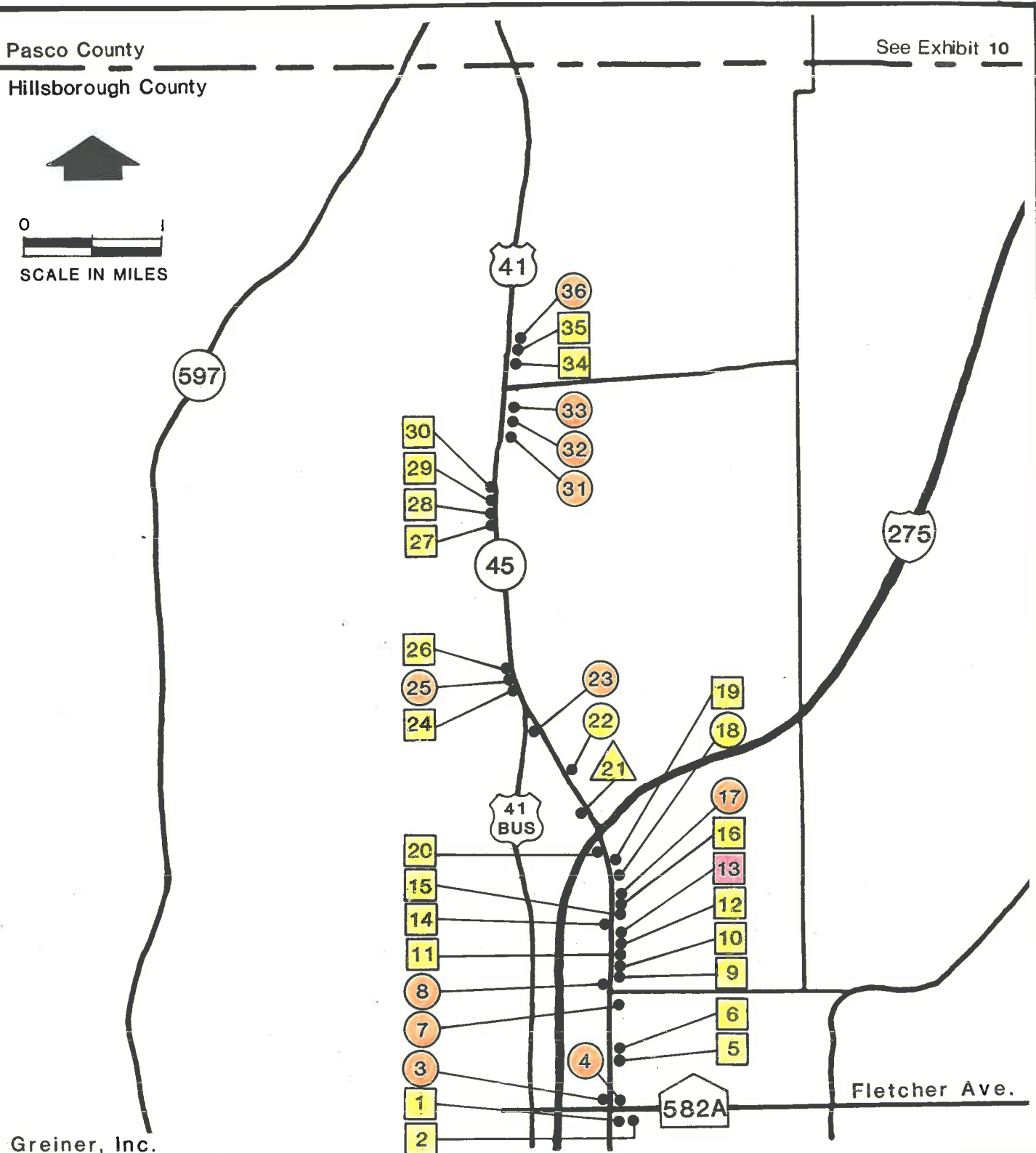
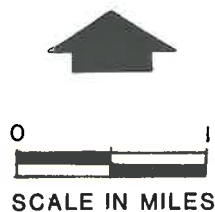
- \* 21 operating gas stations
- \* eight former gas stations
- \* two citrus packing plants
- \* one plant nursery

The six salvage yard sites consist of the following:

- \* five automobile salvage yards
- \* one salvage yard with an assortment of used appliances, tools, and household goods

Pasco County  
Hillsborough County

See Exhibit 10



### LEGEND

#### Site Categories

- Hazardous Material User
- Storage Tanks
- Salvage Yard
- Spill

#### Site Ratings

- High
- Medium
- Low

### FLORIDA DEPARTMENT OF TRANSPORTATION

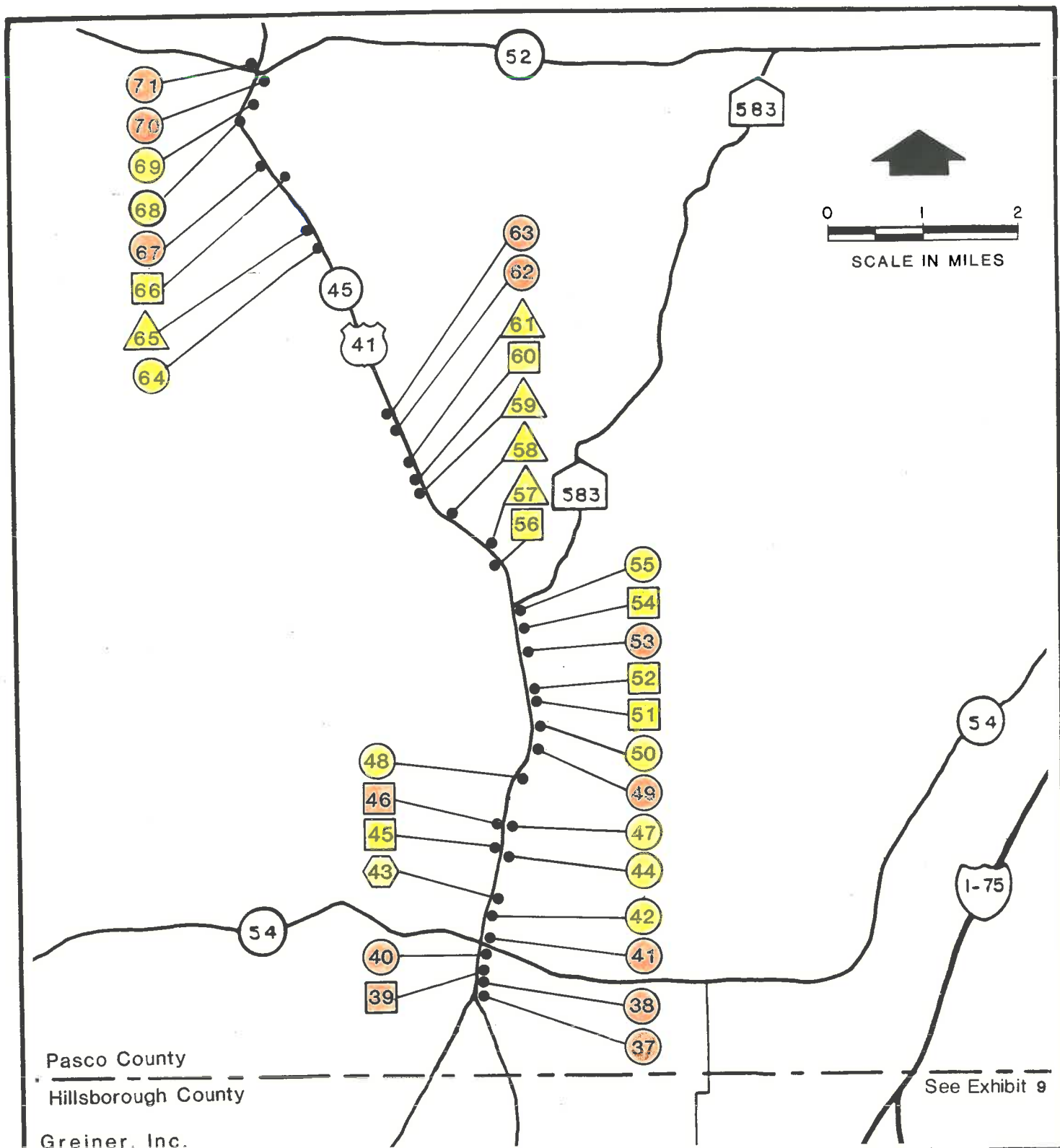
#### ENVIRONMENTAL ANALYSIS REPORT

#### S.R. 45 (U.S. 41)

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

### INVESTIGATED HAZARDOUS MATERIAL SITES IN HILLSBOROUGH COUNTY

EXHIBIT 14



### LEGEND

#### Site Categories

- Hazardous Material User
- Storage Tanks
- Salvage Yard
- Spill

#### Site Ratings

- High
- Medium
- Low

### FLORIDA DEPARTMENT OF TRANSPORTATION

#### ENVIRONMENTAL ANALYSIS REPORT

#### S.R. 45 (U.S. 41)

From C.R. 582A to S.R. 52  
Hillsborough and Pasco Counties

### INVESTIGATED SITES IN PASCO COUNTY

EXHIBIT 15

TABLE 11

## INVESTIGATED HAZARDOUS MATERIAL SITES

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/ Contamination</u>	<u>Hazardous Material Rating</u>
1	Z-Doc's 913 E. Fletcher Ave. Tampa, Florida	Automotive repair	None	7538	Motor fluids	No	60	None reported	Low
2	Fletcher Avenue Paint & Body 915 E. Fletcher Ave. Tampa, Florida	Automotive repair	None	7531	Paints & thinners	No	0	None reported	Low
3	Fina #401-6568-709- Radiant Oil Co. 13502 U.S. Hwy 41 Tampa, Florida	Gas station	298624808	5541	Petroleum	Yes	10	Contamination of monitoring well, soil, and groundwater reported to DER on 12-11-86 EDI No. 290556. Currently under review.	Medium
4	Benzon's Produce Nebraska Avenue & Fletcher Avenue Tampa, Florida	Former gas station	None	5541	Petroleum	Possible	10	None reported	Medium
5	Pinellas Carburetor 14309 Nebraska Avenue Tampa, Florida	Automotive service	4029P00176 Small Quantity Hazardous Waste Generator	7538	Motor fluids	No	80	None reported	Low
6	Ron's Auto 14311 N. Nebraska Avenue Tampa, Florida	Automotive service	None	7538	Motor fluids	No	60	None reported	Low
7	Circle K #4875 14517 N. Nebraska Avenue Tampa, Florida	Gas station	298521222	5541	Petroleum	Yes	0	None reported	Medium*
8	Suncoast Auto Repair 14628 N. Nebraska Avenue Tampa, Florida	Automotive service & former gas station	None	7538	Motor fluids & petroleum	Yes	10	None reported	Medium
9	Florida Tractor & Mower 14745 N. Nebraska Avenue Tampa, Florida	Tractor service	None	7699	Motor fluids	No	80	None reported	Low

TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/ Contamination</u>	<u>Hazardous Material Rating</u>
10	Florida Equipment Rental 14751 N. Nebraska Avenue Tampa, Florida	Tractor service	None	7699	Motor fluids	No	50	None reported	Low
11	General Pump Co., Inc. 14821 N. Nebraska Avenue Tampa, Florida	Pump service	None	7699	Motor fluids	No	40	None reported	Low
12	Northside Collision 14825 N. Nebraska Avenue Tampa, Florida	Automotive service	None	7531	Paints & thinners	No	40	None reported	Low
13	Paints by A.L. Hendry & Company 14919 N. Nebraska Avenue Tampa, Florida	Paint manufacturer	4029P80372 Hazardous Waste Non-handler	2851	Solvents, acidic, and alkaline waste	No	70	DER suspects fire caused groundwater contamination. Preliminary contamination assessment completed 8-18-87.	High
14	Gentry Brothers 15006 N. Nebraska Avenue Tampa, Florida	Truck service	None	7538	Motor fluids	No	150	None reported	Low
15	Clarke's Body Shop 15101 N. Nebraska Avenue Tampa, Florida	Former automotive service site	None	7531	Paints & thinners	No	130	None reported	Low
16	Frank Collins Trucking 15107 N. Nebraska Avenue Tampa, Florida	Truck service	None	7538	Motor fluids	No	130	None reported	Low
17	Fina #141-Patriot Petroleum Gas 15115 N. Nebraska Avenue Tampa, Florida	Gas station	298625760	5541	Petroleum	Yes	20	Contamination of monitoring well and groundwater EDI No. 291069. Currently under review.	Medium

TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/Contamination</u>	<u>Hazardous Material Rating</u>
18	Neuborn Groves, Inc. 15315 N. Nebraska Avenue Tampa, Florida	Citrus packing plant	298624841	5541	Petroleum	Yes	40	None reported	Low
19	A-Z Garage Wrecker Service 15405 Nebraska Avenue Tampa, Florida	Automotive service	None	7538	Motor fluids	No	30	None reported	Low
20	J. Switzer & Sons Equipment, Inc. 15620 N. Nebraska Avenue Tampa, Florida	Equipment holding yard	None	4214	Motor fluids	No	20	Site Inspected on 5-16-88 by EPC, nothing was found.	Low
21	North Tampa Used Auto Parts Salvage yard 16102 N. Nebraska Avenue Tampa, Florida		None	5521	Motor fluids	No	70	None reported	Low
22	Holmes Nursery 16330 N. Nebraska Avenue Lutz, Florida	Plant nursery	298625355	5541	Petroleum	Yes	90	None reported	Low
23	Richard Lacy Used Cars 16634 N. Nebraska Avenue Lutz, Florida	Former service station	None	5541	Petroleum	Possible	0	None reported	Medium
24	Dumas Tires, Inc. 17022 U.S. Hwy. 41 Lutz, Florida	Automotive service	N.A.	7534	Motor fluids	No	0	None reported	Low
25	Presto #05 17102 N. Nebraska Avenue Lutz, Florida	Gas station	298509016	5541	Petroleum	Yes	0	None reported	Medium*
26	D.A. Ramsey's Auto Service 17102 U.S. Hwy. 41 Lutz, Florida	Automotive repair	N.A.	7538	Motor fluids	No	0	None reported	Low
27	Lutz Auto Maintenance Barn 17908 U.S. Hwy. 41 Lutz, Florida	Automotive service	N.A.	7538	Motor fluids	No	30	None reported	Low



TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/ Contamination</u>	<u>Hazardous Material Rating</u>
28	Crystal Palace 17908 U.S. Hwy. 41 Lutz, Florida	Automotive service	None	7531	Paints & thinners	No	30	None reported	Low
29	Custom Pools 17908 U.S. Hwy. 41 Lutz, Florida	Equipment holding yard	None	1799	Motor fluids	No	30	None reported	Low
30	Leroy's Jumpstart Garage 17918 U.S. Hwy. 41 Lutz, Florida	Automotive service	None	7538	Motor fluids	No	30	None reported	Low
31	Presto #06 18213 U.S. Hwy. 41 Lutz, Florida	Gas station	298509018	5541	Petroleum	Yes	0	None reported	Medium*
32	Phillips 66 - Pick and Go 18849 U.S. Hwy. 41 Lutz, Florida	Gas station	298625091	5541	Petroleum	Yes	0	None reported	Medium*
33	Citgo 19015 U.S. Hwy. 41 Lutz, Florida	Gas station	518520383	5541	Petroleum	Yes	0	None reported	Medium*
34	Lorenz Auto Repair Service 19033 U.S. Hwy. 41 Lutz, Florida	Automotive service	None	7538	Motor fluids	No	10	None reported	Low
35	Donovan's Service 19019 U.S. Hwy. 41 Lutz, Florida	Automotive service	None	7538	Motor fluids	No	0	None reported	Low
36	Gatlin's Body & Paint Garage 19101 U.S. Hwy. 41 Lutz, Florida	Automotive service & former gas station	None	7531	Paints, thinners, & petroleum	No	10	None reported	Medium

TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/ Contamination</u>	<u>Hazardous Material Rating</u>
37	Donuts & More U.S. Hwy. 41 & Hwy. 597 Land O'Lakes, Florida	Gas station	518626610	5541	Petroleum	Yes	0	None reported	Medium*
38	Land O'Lakes Discount Auto Parts 2024 U.S. Hwy. 41 Land O'Lakes, Florida	Former gas station	None	5541	Petroleum	Possible	0	None reported	Medium
39	Liberty Cleaners 2116 U.S. Hwy. 41 Land O'Lakes, Florida	Dry cleaners	None	7216	Cleaning fluids	No	0	None reported	Low
40	Majik Market, #51031 Hwy. 41 & S.R. 54 Mango, Florida	Gas station	518520049	5541	Petroleum	Yes	0	None reported	Medium*
41	Citgo-Wandy Food Store 2400 U.S. Hwy. 41 Land O'Lakes, Florida	Gas station	Not Reported	5541	Petroleum	Yes	0	None reported	Medium
42	Bob's Filtered Oil Co. 2700 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	518841173	5541	Petroleum	Yes	0	None reported	Low
43	Petroleum Spill Along Land O'Lakes Blvd. Land O'Lakes, Florida	Spill	None	7538	Motor fluids	No	0	None reported	Low
44	Warren Fruit 3424 Land O'Lakes Blvd. Land O'Lakes, Florida	Citrus packing plant	518519871	5541	Petroleum	Yes	0	None reported	Low
45	Florida Fuel Injection 3619 Land O'Lakes Blvd. Land O'Lakes, Florida	Automotive service	None	7538	Automotive Repair	No	10	None reported	Low

TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/ Contamination</u>	<u>Hazardous Material Rating</u>
46	Vacant Lot Formerly Bryan Tom's Tire Service U.S. 41 & Patient Rd. Land O'Lakes, Florida	Former gas station	518514991	5541	Petroleum	No	0	Contamination of groundwater from a leaking storage tank. Applied for reimbursement of cleanup, 4-18-88.	Medium
47	Teresa Foods - Spur 3934 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	518515033	5541	Petroleum	Yes	0	None reported	Low
48	Farm Store #2860 U.S. Hwy 41 N. & Bell Lake Road Land O'Lakes, Florida	Gas station	518626636	5541	Petroleum	Yes	15	None reported	Low
49	Sunset Pure Truck Terminal 4610 Land O'Lakes Blvd. Land O'Lakes, Florida	Vacant gas station	None	5541	Petroleum	Yes	20	None reported	Medium
50	Circle K #8540 4736 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	518630228	5541	Petroleum	Yes	20	None reported	Low
51	Superior Auto Repair 5016 Land O'Lakes Blvd. Land O'Lakes, Florida	Automotive service	None	7538	Motor fluids	No	50	None reported	Low
52	Land O'Lakes Marine Land O'Lakes Blvd. Land O'Lakes, Florida	Marine service	None	7699	Motor fluids	No	80	None reported	Low
53	Chevron-Harvey's Hardware 5400 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	518514971	5541	Petroleum	Yes	10	Contamination of monitor well and groundwater, EDI No. 511278. Currently under review.	Medium
54	Truckers Sales & Service 5710 Land O'Lakes Blvd. Land O'Lakes, Florida	Former truck service	None	7538	Motor fluids	No	70	None reported	Low

TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/ Contamination</u>	<u>Hazardous Material Rating</u>
55	Majik Market #50048 5736 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	518515003	5541	Petroleum	Yes	0	None reported	Low
56	Webb Lawn Mower Repair 6401 Land O'Lakes Blvd. Land O'Lakes, Florida	Lawn mower service	None	7699	Motor fluids	No	90	None reported	Low
57	41 Auto Parts 2462 U.S. Hwy. 41 Land O'Lakes, Florida	Salvage yard	None	5521	Motor fluids	No	40	None reported	Low
58	Baisden's Auto Sales 6920 Land O'Lakes Blvd. Land O'Lakes, Florida	Salvage yard	None	5521	Motor fluids	No	0	None reported	Low
59	Mark's Fleet Service 7025 Land O'Lakes Blvd. Land O'Lakes, Florida	Salvage yard	None	5521	Motor fluids	No	0	None reported	Low
60	Land O'Lakes Automotive 7025 Land O'Lakes Blvd. Land O'Lakes, Florida	Automotive service and salvage	None	7538	Motor fluids	No	0	None reported	Low
61	John Jones, We Buy & Sell 2327 U.S. Hwy. 41 Land O'Lakes, Florida	Salvage yard	None	5521	Motor fluids	No	100	None reported	Low
62	Abandoned Gas Station Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	None	5541	Petroleum	Yes	20	None reported	Medium
63	Circle K 7715 Land O'Lakes Land O'Lakes, Florida	Gas station	Not reported	5541	Petroleum	Yes	20	None reported	Medium

TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/Contamination</u>	<u>Hazardous Material Rating</u>
64	Abandoned Gas Station Land O'Lakes Blvd. Land O'Lakes, Florida	Former gas station	Not reported	5541	Petroleum	Possible	0	None reported	Medium
65	Land O'Lakes Used Auto Parts, U-Pull-It 10031 Land O'Lakes Blvd. Land O'Lakes, Florida	Salvage yard	None	5521	Motor fluids	No	0	None reported	Low
66	Continental Auto 10512 Land O'Lakes Blvd. Land O'Lakes, Florida	Automotive service and salvage	None	7538 & 5521	Motor fluids	No	40	None reported	Low
67	Chevron-Lester Truck and Auto and Don's Paint and Body 10635 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station & automotive service	Not reported	5541, 7538, & 7531	Petroleum, motor fluids, and paints	Yes	0	None reported	Medium*
68	Abandoned Gas Station 10935 Land O'Lakes Blvd. Land O'Lakes, Florida	Former gas station	Not reported	5541	Petroleum	Possible	0	None reported	Medium
69	Texaco-Salls Market 11118 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	278508775	5541	Petroleum	Yes	0	None reported	Low
70	Pick Kwick 11244 Land O'Lakes Blvd. Land O'Lakes, Florida	Gas station	Not reported	5541	Petroleum	Yes	50	None reported	Medium

TABLE 11

INVESTIGATED HAZARDOUS MATERIAL SITES  
(Continued)

<u>Site Number</u>	<u>Site Name &amp; Address</u>	<u>Nature of Site</u>	<u>DER ID Number</u>	<u>SIC Codes</u>	<u>Hazardous Material Concern</u>	<u>Storage Tanks</u>	<u>Approximate Distance from Right-of-Way (ft.)</u>	<u>Regulatory Enforcement/Contamination</u>	<u>Hazardous Material Rating</u>
71	Texaco-Majik Market #51035 1000 A-1 Hwy. 52 Land O'Lakes, Florida	Gas station	518519969	5541	Petroleum	Yes	0	None reported	Medium*

\* It is recommended that this site be assigned a medium potential for hazardous material impact on the basis of right-of-way acquisition.

No: After review of all available information, there is nothing to indicate hazardous material would be a problem. It is possible that hazardous material could have been handled on the parcel; however, all information (DER reports, monitoring wells, water and soil samples, etc.) indicate problems should not be expected.

Low: The operation has a hazardous waste generator ID number, or deals with hazardous materials; however, based on all available information, there is no reason to believe there would be any involvement with hazardous materials.

Medium: After a review of all available information, indications are found (reports, Notice of Violation, consent order, etc.) that identify known soil and/or water contamination and that the problem does not need remediation, is being remediated (i.e., air stripping or the ground water, etc.) or that continued monitoring is required.

High: After a review of all available information, there is a potential for hazardous material problems on the parcel. Further assessment will be required after alignment selection to determine the actual presence and/or levels of hazardous materials and the need for remedial action.

The one spill location is the site of an automobile accident which recently occurred along S.R. 45 near the entrance to Lake Padgett Mobile Home Park. Motor fluids were released in the accident, but appear to have been contained with absorbent material.

Two of the 32 sites of hazardous material use: No. 13 (Paints by A.L. Hendry) and No. 20 (J. Switzer & Sons Equipment, Inc.) are on file with FDER for past environmental inspections. Paints by A.L. Hendry is a paint manufacturer and sales facility. FDER suspects that groundwater contamination was caused by a release of chemicals during a recent fire at the facility. A preliminary contamination assessment of the site was completed on August 18, 1987, but was not conclusive as to the extent of environmental contamination. FDER has requested that A.L. Hendry conduct the second phase of the contamination assessment; however, the second phase currently has not started. The other site, J. Switzer & Sons, is a heavy equipment contractor with an equipment holding yard and truck transfer facility. EPC received a citizen's complaint on May 16, 1988 about improper solid waste disposal at this facility. However, upon reviewing the site, EPC did not find any environmental problems or take further action.

Four of the 32 petroleum storage tank sites have reported environmental contamination to FDER. These sites are No. 3 (Fina), No. 17 (Fina), No. 46 (Bryan Tom's Tire Service), and No. 53 (Harvey's Services). All of these sites are eligible for state cleanup reimbursement, but currently only Bryan Tom's Tire Service has started recovery of the contamination.

Upon compiling this information and considering right-of-way requirements, each site was rated either "No," "Low," "Medium," or "High." This rating assesses the potential impact of the site to the proposed project.

Of the 71 identified sites, only one site, Paints by A.L Hendry, was rated "High." This site was rated "High" because FDER expects to verify contamination upon completing the contamination assessment report and because no remediation has been planned. No right-of-way acquisition is currently planned at this location; however, it is possible that contamination has occurred on the existing FDOT right-of-way. The presence or absence of contamination on the existing right-of-way cannot be confirmed because of limited information available at this time.

A "Medium" rating was assigned to 25 of the 71 identified sites. Nine of the 25 sites: No. 4 (Benzon's Produce), No. 8 (Suncoast Auto Repair), No. 23 (Richard Lacy Used Cars), No. 36 (Gatlin's Body & Paint Garage), No. 38 (Land O'Lakes Discount Auto Parts), No. 49 (Sunset Pure Truck Terminal), No. 64 (Abandoned Gas Station), No. 68 (Abandoned Gas Station) and No. 62 (Abandoned Gas Station) are former gas stations; and four of the sites: No. 41 (Citgo), No. 63 (Circle K), No. 67 (Chevron), and No. 70 (Pick Kwik) are operating gas stations. These 13 sites are rated "Medium" as they are not currently registered with FDER's storage tank inventory and because site Nos. 8, 23, 38, 41, 64, 67, and 68 may require the removal of gas pumps or storage tanks to accommodate right-of-way needs. Another eight of the remaining 25 sites: No. 7 (Circle K), No. 25 (Presto), No. 31 (Presto), No. 2 (Phillips 66), No. 33 (Citgo), No. 37 (Donuts and More), No. 40 (Majik Market), and No. 71 (Majik Market) were rated "Medium" because right-of-way needs may also require that the gas pumps or storage tanks be removed. A "Medium" rating was assigned to the remaining four sites: No. 3 (Fina), No. 17 (Fina), No. 46 (Bryan Tom's Tire Service), and No. 53 (Harvey's Service) because they are gas stations with known petroleum contamination.



The remaining 45 sites were each rated "Low." This rating was assigned because these are sites of hazardous material use, storage tanks, salvage yards, or accidental spills with no known contamination present or suspected.

Based on the ratings assigned to the 71 potential hazardous material sites, it is recommended that further investigations be conducted at sites rated "Medium" and "High." Initially, FDOT should request FDER to conduct field compliance inspections to obtain additional information useful in further evaluating the potential for hazardous material impacts. If this information does not conclude whether or not contamination is present, then subsurface investigations should be performed in areas designated for right-of-way acquisition or utility relocation.

Further investigations should also be conducted at one of the sites with a "Low" rating. Site No. 20 (J. Switzer & Sons Equipment, Inc.) should be inspected in the same manner as the "Medium" and "High" sites because of discrepancies between the citizen's complaint and the decision by EPC upon inspecting the facility to take no further action. If contamination is found, the rating of this site would be changed to reflect conditions as known.

The recommendations of this survey are based on preliminary information only and are not meant to replace the results of more detailed studies which deal with subsurface field investigations. Rather, this information should be used only as a guide in identifying potential hazardous material sites that may require technical studies to determine the existence of contamination prior to right-of-way acquisition. Finally, it should be noted that hazardous material sites may extend beyond those identified in this survey because of illegal dumping practices and a possible lack of compliance with FDER's stationary tank inventory system.

## **5. Navigation**

**There is no involvement with navigational requirements within the study area.**

## **V. COMMENTS AND COORDINATION**

A Public Involvement Program has been developed and is being carried out as an integral part of this project. The purpose of this program is to establish and maintain communication with the public at large and individuals and agencies concerned with the project and its potential impacts. Agencies provided with advance notification are listed on Table 12.

### **Advance Notification**

To ensure open communication and agency and public input, the Department has provided an early notification package to State and Federal agencies and other interested parties defining the project and, in cursory terms, describing anticipated issues and impacts.

In an effort to resolve all issues identified, the Department has concluded an extensive interagency coordination and consultation effort and public participation process. This section of the document details the Department's program to fully identify, address and resolve all project-related issues identified through the public involvement program.

### **Public Information Workshop**

A Public Information Workshop was conducted on January 26, 1988. The meeting was held in an open format style in which interested citizens could discuss the project directly with representatives from the FDOT. Preliminary conceptual plans of the proposed improvements were displayed for public inspection.

### **Public Hearing**

A Public Hearing was conducted for this project on June 6, 1989. Written notification of the Public Hearing was sent to adjacent property owners, interested parties, and elected and appointed officials. All property owners within 300 feet of the centerline of the proposed improvements, as well as other interested parties, were ailed the written notification of the meeting. Elected and appointed officials with jurisdiction in the study area were mailed a personal notification. All mailings were postmarked at least 21 days prior to the Public Hearing.

Eight-one people signed in at the reception desk at the hearing. This represented a total of 96 people. Seventeen comments from 16 people were received. This included 5 oral comments taken by the court reporter, 6 written comments submitted at the hearing, and 6 comments received by mail. One person submitted both an oral and written comment. Some comments endorsed the proposed improvements. The primary reason for their endorsement was the need to relieve the traffic congestion on the existing roadway. Other less frequent comments were related to medians, access, right-of-way, safety, and business damages.

**TABLE 12**  
**AGENCIES PROVIDED WITH ADVANCE NOTIFICATION**

**Federal Agencies**

Federal Highway Administration	No Response
United States Geological Survey-Department of the Interior	No Response
United States Department of Housing and Urban Development	No Response
United States Environmental Protection Agency	No Response
United States Fish and Wildlife Service - Endangered Species Field Office	No Response
United States Army Corps of Engineers	No Response
Federal Railroad Administration	No Response
Federal Aviation Administration - District Office	No Response
Federal Emergency Management Agency	No Response
National Marine Fishing Service	No Response
Bureau of Land Management - Department of the Interior	No Response
National Parks Service - Department of the Interior	No Response
Department of Energy	No Response
Department of Health and Human Services	No Response
Bureau of Indian Affairs - Department of the Interior	No Response
United States Coast Guard (7th Coast Guard District)	No Response
United States Marine Fisheries Commission	No Response
Department of Agriculture - Regional Forester	No Response
National Oceanic and Atmospheric Administration	No Response
Office of Environmental Project Review - Department of the Interior	No Response

**TABLE 12  
(Continued)**

**AGENCIES PROVIDED WITH ADVANCE NOTIFICATION**

**State Agencies**

Florida Game and Fresh Water Fish Commission	No Response
Florida Recreational Trails Council	No Response
Resource Preservation Advisory Council on Historic Preservation	No Response
Office of the Governor	Appendix A
Florida Department of State - Division of Historical Resources	Appendix A

**Local Agencies**

Tampa Bay Regional Planning Council	Appendix A
Tampa Office of the Department of Environmental Regulation	Appendix A
Mr. A.B. Burke	No Response
Mr. D.C. Bullard	No Response
Mr. J.C. Kraft	No Response

## Comments and Responses

Stated below are the pertinent comments from the agencies which responded to the Advance Notification. The letters from these agencies are contained in the Appendix to this report.

Florida Department of State, Division of Historic Resources (11/20/86)

(Exhibit 1)

COMMENT: Review of the Florida Master Site File indicates that one archaeological site (8Pa42-- a lithic site) and two historical sites (8Hi1061-- demolished and 8Hi1062-- Old Lutz Elementary School located at 2025 5th Avenue in Lutz) are located near the project corridor. Furthermore, other sites are expected in or adjacent to the corridor because the area has never been subjected to a systematic, professional survey to locate such sites.

Florida Department of Environmental Regulation (12/5/86)

(Exhibit 2)

COMMENT 1: "The proposed construction can be expected to cause or increase stormwater runoff. Adverse impacts should be minimized as much as possible. Licenses may be required for the discharge of stormwater associated with the proposed construction, pursuant to Chapter 17-25, Florida Administrative Code."

RESPONSE: The Florida Department of Transportation will prepare needed permit applications at appropriate stages of project development to comply with Florida Statutes.

COMMENT 2: "... erosion and siltation should be controlled during all construction activities. Disturbed soil surfaces should be revegetated promptly to prevent erosion."

RESPONSE: All applicable Best Management Practices included in the Department's "Standard Specifications for Road and Bridge Construction" will be used on this project. Specific problems will be field reviewed and alternative controls developed and provided as needed on a site- specific basis.

Office of the Governor, Office of Planning and Budgeting  
(Exhibit 3)

COMMENT: This office transmitted the various agency comments to the advance notification.

Tampa Bay Regional Planning Council (12/23/86)  
(Exhibit 4)

COMMENT: TBRPC recognizes this roadway project as a much needed roadway facility improvement by the region. Development expansion will occur in this area of the region with or without an upgraded roadway facility.

The Department will not make a final decision on the proposed action or any alternative until a public hearing has been held on this project and all comments received have been taken into consideration.



**APPENDIX A**  
**ADVANCE NOTIFICATION RESPONSES**

<u>Page</u>	<u>Agency</u>	<u>Date</u>
A-2	Florida Department of State-Division of Historical Resources	11/20/86
A-4	Florida Department of Environmental Regulation	12/5/86
A-6	Tampa Bay Regional Planning Council	12/23/86
A-9	Office of the Governor	2/20/87



FLORIDA DEPARTMENT OF STATE

George Firestone  
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building  
Tallahassee, Florida 32301-8020  
(904) 488-1480

STATE OF FLORIDA  
Department of State  
Intergovernmental Affairs

DEC 4 1986

RECEIVED

November 20, 1986

In Reply Refer to:

Mr. Ron Fahs, Director  
Office of Planning and Budgeting  
The Capitol  
Tallahassee, Florida 32301

Mike Wisenbaker  
Historic Sites Specialist  
(904) 487-2333

RE: Your letter of November 12, 1986  
Cultural Resource Assessment Request  
SAI No. FL8611100511C, Proposed widening  
(State Project Nos. 10040-1506 and 14010-1510) of U.S. 41  
from Fletcher Avenue in Tampa to S.R. 52, Pasco County,  
Hillsborough and Pasco Counties, Florida

Dear Mr. Fahs:

In accordance with the procedures contained in 36 CFR, Part 800 ("Procedures for the Protection to Historic and Cultural Properties") we have reviewed the above referenced project for possible impact to archaeological and historical sites or properties listed or eligible for listing in the National Register of Historic Places. The authorities for these procedures are the National Historic Preservation Act of 1966 (Public Law 89-665) as amended by P.L. 91-243, P.L. 93-54, P.L. 94-422, P.L. 94-458 and P.L. 96-515, and Presidential Executive Order 11593 ("Protection and Enhancement of the Cultural Environment").

A review of the Florida Master Site File indicates that one archaeological site (8Pa42 -- a lithic site) and two historical sites (8Hil061 -- demolished and 8Hil062 -- Old Lutz Elementary School located at 2025 5th Avenue in Lutz) are located near the project corridor. Furthermore, other sites are expected in or adjacent to the corridor because the area has never been subjected to a systematic, professional survey to locate such sites. Data from environmentally similar areas in Hillsborough and Pasco Counties indicate that archaeological and historic sites are likely to occur in or near the project corridor. It is, therefore, the opinion of this office that there is a

Mr. Ron Fahs  
November 20, 1986  
Page Two

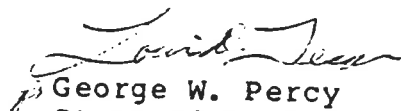
reasonable probability of project activities impacting archaeological and historical sites and properties potentially eligible for listing in the National Register of Historical Places, or otherwise of national, state or local significance.

Since potentially significant archaeological and historic sites may be present, it is our recommendation that, prior to initiating any land clearing or ground disturbing activities within the corridor, it should be subjected to a systematic, professional archaeological and historical survey. The purpose of this survey will be to locate and assess the significance of cultural resources present. The resultant survey report should be forwarded to this agency in order to complete the process of reviewing the impact of this project on archaeological and historic resources.

If you have any questions concerning our comments, please do not hesitate to contact us.

Your interest and cooperation in helping to protect Florida's archaeological and historical resources are appreciated.

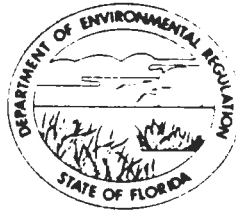
Sincerely,

  
George W. Percy  
State Historic  
Preservation

GWP/efk

STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL REGULATION

TWIN TOWERS OFFICE BUILDING  
2600 BLAIR STONE ROAD  
TALLAHASSEE, FLORIDA 32399-2400

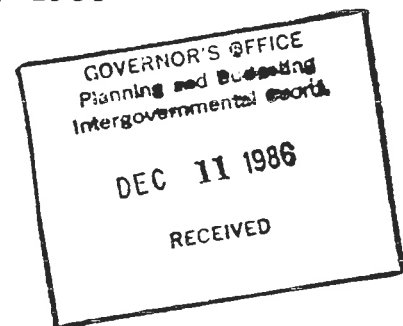


BOB GRAHAM  
GOVERNOR

VICTORIA J. TSCHINKEL  
SECRETARY

December 5, 1986

Mr. Ron Fahs, Director  
Intergovernmental Coordination  
State Planning and Development  
Clearinghouse  
Office of the Governor  
421 Carlton Building  
Tallahassee, Florida 32301



Dear Ron:

Re: Department of Transportation, Advance  
Notification of Intent to Apply for Federal  
Assistance for Widening of US 41 from  
CR 582A to SR 52, Hillsborough and Pasco  
Counties, Florida, SAI No. FL8611100511C

The Department of Transportation proposes to upgrade US 41 from a two-lane roadway to a multilane roadway having four-lane and six-lane segments. The Department of Environmental Regulation has reviewed the above-referenced advance notification and submits the following comments.

The proposed construction will require permits from the department, pursuant to Chapter 403, Florida Statutes, and water quality certification under Public Law 92-500. Project plans should be coordinated with our Southwest District Office in Tampa. Early coordination may help to eliminate problems in the permitting process.

The proposed construction can be expected to cause/increase stormwater runoff. Adverse impacts should be minimized by (a) avoiding direct discharge into waters by channelized and scupper drainage, (b) directing stormwater discharges into vegetated areas, (c) installing erosion control structures and energy dissipaters at points of discharge, and (d) constructing as few lanes as possible. Licenses may be required for the discharge of stormwater associated with the proposed construction, pursuant to Chapter 17-25, Florida Administrative Code.

Mr. Ron Fahs  
Page Two  
December 5, 1986

Erosion and siltation should be controlled during all construction activities. Disturbed soil surfaces should be revegetated promptly to prevent erosion.

The proposed project, at the advance notification stage, is consistent with the DER's statutory authorities in the Florida Coastal Management Program. We would like to review the environmental assessment prepared for this project. A reevaluation of the project will be conducted during the environmental documentation stage of highway planning for the project's continued consistency with the FCMP. Future consistency will be based, in part, on adequate discussion of the comments offered in this and subsequent reviews.

Sincerely,



Allen R. Culpepper  
Environmental Specialist  
Intergovernmental Programs  
Review Section

ARC/jb



9455 Koger Boulevard  
St. Petersburg, FL 33702-2491  
(813) 577-5151/Tampa 224-9380  
Suncom 586-3217

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City of Dunedin

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Mr. J. Benton Stewart

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City of Tarpon Springs

Commissioner

Anthony C. Samarkos

City of Temple Terrace

Councilman

James D. Whittemore

December 23, 1986

Mr. Dick Combs  
District Environmental Administrator  
Florida Dept. of Transportation  
P.O. Box 1249  
Bartow, Florida 33830

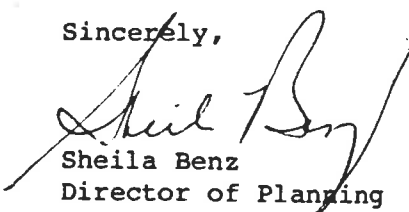
Dear Mr. Combs:

Subject: IC&R #198-86, FDOT Advance Notification For Upgrading  
US-41, Hillsborough & Pasco Counties

The enclosed agenda item regarding the above-referenced matter was considered and staff comments approved by the Clearinghouse Review Committee of the Tampa Bay Regional Planning Council at its December 22, 1986 meeting.

Please contact me, or Sheila Turner of our Council staff, if further information regarding this item is desired.

Sincerely,

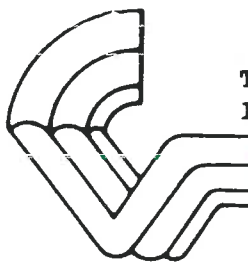
  
Sheila Benz  
Director of Planning

SB/njo

Enclosure

cc: Ron Fahs





# CLEARINGHOUSE REVIEW

The Florida Department of Transportation has requested review and comments through Advance Notice for the proposed upgrading of U.S. 41 from Fletcher Avenue (CR 582A) in Hillsborough County to SR 52 in Pasco County for a length of 18.6 miles. The land surrounding this project is presently experiencing extremely rapid development for both commercial and residential uses. Location: Hillsborough and Pasco Counties; Agency: Federal Highway Administration.

## Council Comments/Concerns

High density, commercial and residential development and the parallel Seaboard Coastline Railroad have drastically altered the surrounding land. Existing wetlands are limited to areas associated with cross drains, ditch swales and Five Mile Creek. The applicant estimates that less than 2.0 acres of wetlands will be impacted by this project. The applicant reports that a field survey for impacts on Federally listed endangered and threatened species along this corridor revealed no individuals, nests, burrows or other signs of any species. The applicant has not described a mitigation plan, however this is early in the process to expect that detail.

TBRPC recognizes this roadway project as a much needed roadway facility improvement by the region. Development expansion will occur in this area of the region with or without an upgraded roadway facility.

## Recommendation

It is recommended that this proposed activity be approved with the following recommendations:


- 1) Wetland should be delineated as to the applicable jurisdiction,
- 2) Disturbed wetlands must be mitigated for a minimum 1:1 disturbed to replaced ratio with in-kind species replacement, and,
- 3) Best Available Technology is to be utilized and turbidity barriers are to be in place during all phases of the project development.

Further it is recommended that any additional comments addressing local concerns be considered prior to approval.

**tampa bay regional planning council**

9455 Koger Boulevard, St. Petersburg, FL 33702 • (813) 577-5151/Tampa 224-9380

Committee adopted December 22, 1986.

  
William D. Vannatta, Chairman  
Clearinghouse Review Committee

This project has been reviewed for consistency with the Council's adopted growth policy, Future of the Region. Upon inclusion of the above-noted recommendations, this proposal would be consistent with Council policies 2.703 and 3.102 which indicate that dredge and fill activities are to be carried out in a manner least harmful to the environment and that development planning should include mechanisms and procedures to abate and mitigate water quality problems.

Local Comments Requested From:

Agency	Request Date	Comment Rec'd.	Comment
Hillsborough County Dept. of Development Coordination			
Pasco County Planning Department			

Please note: Unless otherwise notified, action by the Clearinghouse Review Committee is final. Please append a copy to your application to indicate compliance with Clearinghouse requirements. The Committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process.





STATE OF FLORIDA

# Office of the Governor

THE CAPITOL

TALLAHASSEE, FLORIDA 32399-0001

BOB MARTINEZ  
GOVERNOR

February 20, 1987

Mr. Dick Combs, District Environmental  
Administrator  
Department of Transportation  
P.O. Box 1249  
Bartow, Florida 33830

RE: State Project # 10040-1506 & 14010-1510 - Hillsborough and Pasco  
Counties - Widening of US 41 from Fletcher Avenue in Hillsborough  
County to SR 52 in Pasco County

SAI: FL8611100511C

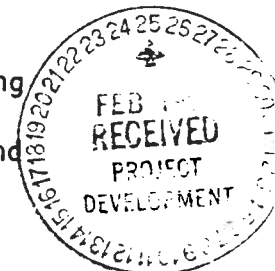
Dear Mr. Combs:

The State Clearinghouse in compliance with Presidential Executive Order #12372, the Governor's Executive Order 83-150, the Coastal Zone Management Act, and the National Environmental Policy Act has coordinated a review of your notification of intent to apply for federal assistance in the amount of \$31,500,000.

During the review process we received comments from the Departments of State, Environmental Regulation, and the Tampa Bay Regional Planning Council. Those comments are summarized below.

Department of Environmental Regulation encourages sound development practices be maintained during all phases of construction. Permits will be required pursuant to Chapter 403, Florida Statutes, and water quality certification under Public Law 92-500. Project plans should be coordinated with their Southwest District Office in Tampa, which may help to eliminate problems in the permitting process. (See enclosed letter.)

Department of State's Historic Preservation Office reviewed the project and the Florida Master Site file, which indicates that one archaeological site (8Pa42 -- a lithic site) and two historical sites (8Hil061 -- demolished and 8Hil062 -- Old Lutz Elementary School located at 2025 5th Avenue in Lutz) are located near the project corridor. Furthermore, other sites are expected in or adjacent to the corridor because the area has never been subjected to a systematic, professional survey to locate such sites. Data from environmentally similar area in Hillsborough and Pasco Counties indicate that archaeological and historic sites are likely to occur in or near the project corridor. It is therefore, the opinion of their office that there is a reasonable probability of project activities impacting archaeological and historical sites and properties potentially eligible for listing in the National Register of Historic Places. Since potentially significant sites may be present, it is their recommendation that prior to initiating any land clearing or ground disturbing activities within the corridor, it should be subjected to a systematic, professional survey to locate and assess the significance of cultural resources present. The resultant



Mr. Dick Combs  
Page two

survey report should be forwarded to the State Historic Preservation Office for final review. (See enclosed letter.)

Tampa Bay Regional Planning Council submitted their comments directly to you. We encourage you to give those comments your consideration.

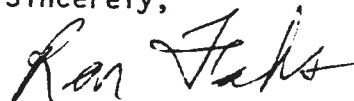
The project will be in accord with State plans, programs, procedures, and objectives when action is taken and consideration given to the comments and requirements of our reviewing agencies.

In addition, funding for highway improvements along the existing alignment is consistent with the Florida Coastal Management Program at the AN stage, based on comments from our reviewing agencies. Subsequent environmental documents will be reviewed to determine continued consistency with the FCMP as provided for in 15 CFR 930.39, and the MOU. These documents should provide thorough information regarding the location, and extent of wetlands dredging and filling, borrow sources, dredging and/or filling associated with bridge construction and stormwater management. Any environmental assessments prepared for this project should be coordinated with the environmental reviewing agencies.

Please append a copy of this letter to your application, and on Item 3a of the SF 424 form insert the above referenced State Application Identifier (SAI) number. Completion of these requirements will assure the federal agency of your compliance with the provisions of Florida's Intergovernmental Coordination and Review Process, and will assist the federal agency in preparing the Notification of Grant-In-Aid Action in accordance with Federal Assistance Award Data System (FAADS). Accommodating this request will reduce the chance of unnecessary delays in processing your application.

Thank you for your cooperation.

Sincerely,



Ron Fahs, Director  
Intergovernmental Coordination

RF/mt  
Enclosure  
CC: DER  
DOS  
J. C. Kraft

**APPENDIX B**  
**HISTORIC AND ARCHAEOLOGICAL RESOURCE FINDINGS**

February 23, 1989

HS-FL

RECEIVED

MAR 1 1989

Mr. James Kennedy, District Secretary  
Florida Department of Transportation  
4950 W. Kennedy Blvd., Suite 500  
Tampa, Florida 33509

Dear Mr. Kennedy:


Subject: Florida - Federal Project No. F-301-4(16)  
State Project No. 10040-1506  
Hillsborough & Pasco Counties  
US 41; Old Lutz Elementary School

Enclosed is a copy of a February 13, 1989 letter from the State Historical Preservation Officer (SHPO) relating his opinion of the effect of the proposed alternative on the Old Lutz Elementary School, a property eligible for inclusion in the National Register of Historic Places.

The Federal Highway Administration has determined, as concurred in by the SHPO, that the proposed widening of US 41 will have no effect on the Old Lutz Elementary School.

A copy of the enclosed letter should be included in the environmental document for this project.

Sincerely yours,

 Dennis B. Laker  
J. R. Skinner  
Division Administrator

Enclosure

cc: Mr. J. C. Kraft, FDOT, w/cy encl.



FLORIDA DEPARTMENT OF STATE

Jim Smith  
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building  
Tallahassee, Florida 32399-0250  
(904) 488-1480

	P.C.P.	
	SECRET	
	ENG. COOC	
	SA E COONU	
	R/W	
	ENG. COOC	
	SA E COONU	

February 13, 1989

Mr. J.R. Skinner, Division Administrator  
Federal Highway Administration  
221 N. Bronough Street  
Tallahassee, Florida 32301

In reply refer to:  
Louis D. Tesar  
Historic Preservation  
Supervisor  
(904) 487-2333

RE: January 19 Determination of Effect Meeting  
Federal Aid Project Number F-301-4(16)  
State Project Number 10040-1506  
Proposed widening of US 41 from CR 582A to SR 52  
in Hillsborough and Pasco Counties, Florida

Dear Mr. Skinner:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the above referenced project for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the National Register of Historic Places. The authority for these procedures is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

The US 41 Widening Project, as presented at the January 19, 1989 meeting, begins at CR 582A and continues north to SR 52 in Hillsborough and Pasco Counties. One significant site is located along that project, the Old Lutz Elementary School, a property considered eligible for listing in the National Register of Historic Places. The significant property is the structure itself, and not the surrounding property, and there are no significant landscape features.

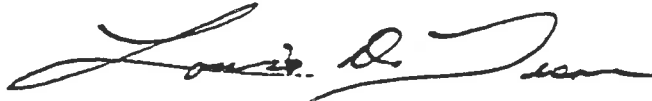
The proposed project will require additional right-of-way from the Old Lutz Elementary School property. This taking, less that one-tenth acre, is not considered significant. The building will remain more than 28 feet from the edge of the roadway, approximately 16 feet from the right-of-way. It is the opinion of Mr. Carl Shiver of our Survey and Registration Section that the loss of the property will not affect the qualities which make the structure significant.

It is the opinion of this office that the proposed widening of US 41 through Lutz, as presented in the meeting of January 19, 1989, will have no effect on any properties listed, or eligible for listing, in the National Register of Historic Places. Unless there are substantive changes in the amount of property taken from in front of the school, the project may proceed without further consultation with this agency.

Mr. J.R. Skinner  
February 13, 1989  
Page Two

Should you have any questions concerning our comments, please do not hesitate to contact us. Your interest and cooperation in helping to protect Florida's archaeological and historical resources are appreciated.

Sincerely,

A handwritten signature in dark ink, appearing to read "George W. Percy". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

*for* George W. Percy, Director  
Division of Historical Resources  
and  
State Historic Preservation Officer

**APPENDIX C**  
**LIST OF IDENTIFIED FLORA**

## APPENDIX C

### LIST OF IDENTIFIED FLORA\*

#### MIXED WETLAND HARDWOOD COMMUNITIES

##### SCIENTIFIC NAME

##### COMMON NAME

<i>Acer rubrum</i>	red maple
<i>Andropogon virginicus</i>	broom sedge
<i>Baccharis angustifolia</i>	salt bush
<i>Bacopa caroliniana</i>	lemon water-hyssops
<i>Bacopa monnieri</i>	water-hyssops
<i>Bidens</i> spp.	begger-ticks
<i>Blechnum serrulatum</i>	swamp fern
<i>Carphephorus paniculatus</i>	deer tongue
<i>Casuarina litorea</i>	Australian pine
<i>Cephalanthus occidentalis</i>	common buttonbush
<i>Cinnamomum camphora</i>	camphore-tree
<i>Cladium jamaicense</i>	saw-grass
<i>Colocasia esculentum</i>	Wild taro
<i>Cyperus</i> spp.	flat sedge
<i>Dichromena</i> spp.	star rush
<i>Dioscorea bulbifera</i>	air potato
<i>Eleocharis</i> spp.	spikerush
<i>Eupatorium</i> spp.	dog fennel
<i>Glyceria</i> spp.	mannagrass
<i>Hydrocotyle umbellata</i>	water pennywort
<i>Hypericum</i> spp.	St. John's-wort
<i>Ilex cassine</i>	dahoon holly
<i>Juncus effusus</i>	soft rush
<i>Juncus</i> spp.	rush
<i>Lachnanthes caroliniana</i>	red-root
<i>Lachnocaulon</i> spp.	bog button
<i>Lantana</i> spp.	lantana
<i>Lemna</i> spp.	duckweed
<i>Liquidambar styraciflua</i>	sweet gum
<i>Lobelia grandulosa</i>	glades lobelia
<i>Ludwigia peruviana</i>	primrose willow
<i>Ludwigia repens</i>	red ludwigia
<i>Lycopus rubellus</i>	bugle-weed
<i>Lygodium japonicum</i>	Japanese climbing fern
<i>Lyonia</i> spp.	fetterbush
<i>Magnolia grandiflora</i>	southern magnolia
<i>Magnolia virginiana</i>	sweet bay
<i>Melaleuca quinquenervia</i>	punk tree
<i>Melia azedarach</i>	chinaberry
<i>Myrica cerifera</i>	wax myrtle
<i>Nephrolepis exaltata</i>	Boston Fern
<i>Nymphaea odorata</i>	water lily
<i>Nymphoides</i> spp.	floating hearts
<i>Nyssa sylvatica</i>	swamp tupelo
<i>Osmunda cinnamomea</i>	cinnamon fern



*Osmunda regalis*  
*Oxypolis filiformis*  
*Panicum hemitomon*  
*Panicum repens*  
*Panicum virgatum*  
*Persea borbonia*  
*Pinus elliotii*  
*Pinus palustris*  
*Polygonum hydropiperoides*  
*Polygonum* spp.  
*Pontederia cordata*  
*Prunus caroliniana*  
*Pteridium aquilinum*  
*Quercus laurifolia*  
*Quercus nigra*  
*Rubus* spp.  
*Sabal palmetto*  
*Sagittaria lancifolia*  
*Sagittaria* spp.  
*Salix caroliniana*  
*Salix floridana*  
*Sambucus canadensis*  
*Sapium sebiferum*  
*Schinus terebinthifolius*  
*Scirpus* spp.  
*Serenoa repens*  
*Setaria* spp.  
*Smilax* spp.  
*Spartina bakeri*  
*Taxodium distichum*  
*Thelypteris* spp.  
*Typha* spp.  
*Urena lobata*  
*Utricularia* spp.  
*Vitis* spp.  
*Woodwardia arcolata*  
*Woodwardia virginica*  
*Xyris* spp.

royal fern  
 water dropwort  
 maidencane  
 torpedo grass  
 switch grass  
 red bay  
 slash pine  
 longleaf pine  
 smartweed  
 smartweed  
 pickerel weed  
 cherry laurel  
 bracken fern  
 laurel oak  
 water oak  
 blackberry  
 cabbage palm  
 arrowhead  
 arrowhead  
 Carolina willow  
 Florida willow  
 elderberry  
 popcorn tree  
 Brazilian pepper  
 bulrush  
 saw-palmetto  
 foxtail  
 brier  
 cordgrass  
 bald cypress  
 shield fern  
 cattail  
 Caesar weed  
 bladderwort  
 fox grape  
 netted chain fern  
 Virginia chain fern  
 Yellow-eyed grass

### CYPRESS SWAMP COMMUNITIES

#### SCIENTIFIC NAME

*Acer rubrum*  
*Andropogon virginicus*  
*Baccharis angustifolia*  
*Bacopa caroliniana*  
*Bacopa monnieri*  
*Bidens* spp.  
*Blechnum serrulatum*  
*Colocasia esculentum*  
*Cyperus* sp.  
*Dioscorea bulbifera*  
*Hydrocotyle umbellata*

#### COMMON NAME

red maple  
 broom sedge  
 salt bush  
 lemon water-hyssops  
 water-hyssops  
 begger-ticks  
 swamp fern  
 wild taro  
 flat sedge  
 air potato  
 water pennywort

*Hypericum* spp.  
*Ilex cassine*  
*Juncus* spp.  
*Lemna* spp.  
*Ludwigia peruviana*  
*Ludwigia repens*  
*Magnolia grandiflora*  
*Myrica cerifera*  
*Nephrolepis exaltata*  
*Osmunda cinnamomea*  
*Osmunda regalis*  
*Panicum hemitomom*  
*Panicum repens*  
*Polygonum hydropiperoides*  
*Pteridium aquilinum*  
*Quercus laurifolia*  
*Quercus nigra*  
*Rubus* spp.  
*Sagittaria lancifolia*  
*Salix caroliniana*  
*Salix floridana*  
*Sambucus canadensis*  
*Schinus terebinthifolius*  
*Smilax* spp.  
*Taxodium distichum*  
*Thelypteris* sp.  
*Typha* spp.  
*Ulmus americana*  
*Urena lobata*  
*Vitis* sp.

St. John's-wort  
 dahoon holly  
 rush  
 duckweed  
 primrose willow  
 red ludwigia  
 southern magnolia  
 wax myrtle  
 Boston fern  
 cinnamon fern  
 royal fern  
 maidencane  
 torpedo grass  
 smartweed  
 bracken fern  
 laurel oak  
 water oak  
 blackberry  
 arrowhead  
 Carolina willow  
 Florida willow  
 elderberry  
 Brazilian pepper  
 briar  
 bald cypress  
 shield fern  
 cattail  
 American elm  
 Caesar weed  
 fox grape

### FRESHWATER MARSH COMMUNITIES

#### SCIENTIFIC NAME

*Acer rubrum*  
*Andropogon virginicus*  
*Baccharis angustifolia*  
*Bacopa caroliniana*  
*Bacopa monnieri*  
*Bidens* spp.  
*Centella asiatica*  
*Cephalanthus occidentalis*  
*Ceratopteris pteridoides*  
*Ceratopteris thalictroides*  
*Dichromena* spp.  
*Eichhornia crassipes*  
*Eleocharis* spp.  
*Eriocaulon* spp.  
*Eupatorium* spp.  
*Fimbristylis* spp.  
*Fuirena* spp.  
*Hydrocotyle umbellata*  
*Hypericum* spp.

#### COMMON NAME

red maple  
 broom sedge  
 salt bush  
 lemon water-hyssops  
 water-hyssops  
 begger-ticks  
 coinwort  
 common buttonbush  
 water horn fern  
 water horn fern  
 star rush  
 water-hyacinth  
 spikerush  
 hat-pins  
 dog fennel  
 fringe-rush  
 umbrella grass  
 water pennywort  
 St. John's-wort

*Juncus effusus*  
*Juncus* spp.  
*Lantana* spp.  
*Lemna* spp.  
*Lobelia grandulosa*  
*Ludwigia peruviana*  
*Ludwigia repens*  
*Myrica cerifera*  
*Osmunda regalis*  
*Oxypolis filiformis*  
*Panicum hemitomon*  
*Panicum repens*  
*Polygonum hydropiperoides*  
*Polygonum* spp.  
*Quercus nigra*  
*Rhynchospora divergens*  
*Rubus* spp.  
*Sagittaria* spp.  
*Salix caroliniana*  
*Salvinia rotundifolia*  
*Sambucus canadensis*  
*Schinus terebinthifolius*  
*Scirpus* spp.  
*Smilax* spp.  
*Thelypteris* spp.  
*Typha* spp.  
*Urena lobata*  
*Vitis* spp.  
*Xyris* spp.

soft rush  
 rush  
 lantana  
 duckweed  
 glades grass  
 primrose willow  
 red ludwigia  
 wax myrtle  
 royal fern  
 water dropwort  
 maidencane  
 torpedo grass  
 smartweed  
 smartweed  
 water oak  
 beak-rush  
 blackberry  
 arrowhead  
 Carolina willow  
 water spangles  
 elderberry  
 Brazilian pepper  
 bulrush  
 briar  
 shield fern  
 cattail  
 Caesar weed  
 fox grape  
 yellow-eyed grass

### WET PRAIRIES COMMUNITIES

#### SCIENTIFIC NAME

#### COMMON NAME

*Cyperus* spp.  
*Dichromena* spp.  
*Eleocharis* spp.  
*Fimbristylis* spp.  
*Glyceria* spp.  
*Hydrocotyle* spp.  
*Hypericum* spp.  
*Juncus* spp.  
*Panicum hemitomon*  
*Panicum repens*  
*Panicum tenerum*  
*Xyris* spp.

flat sedge  
 star rush  
 spikerush  
 fringe-rush  
 mannagrass  
 water pennywort  
 St. John's-wort  
 rush  
 maidencane  
 torpedo grass  
 bluejoint panicum  
 yellow-eyed grass

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\* All species identified by Greiner, Inc. personnel.