



Contamination Screening Evaluation Report

**Tampa Interstate Study
Supplemental Environmental Impact Statement**

**I-275 from Howard Frankland Bridge to
North of Dr. Martin Luther King, Jr. Boulevard
and**

**I-4 from I-275 to East of 50th Street with New Alignment from I-4 South to
the Existing Selmon Expressway and Improvements to the Selmon
Expressway from the Kennedy Boulevard Overpass East to Maydell Drive**

Work Program Segment #258337-2

TIS Segments 1A, 2A

September 2018

SUMMARY

The purpose of this Contamination Screening Evaluation Report (CSER) is to document screening methodology and present evaluation results in accordance with Part 2, Chapter 20 of the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual. Risk ratings of “No,” “Low,” “Medium,” or “High” were assigned to each potential contamination site and pond location in accordance with Chapter 20.

The study area for the CSER includes TIS Segments 1A and 2A. The contamination study area is illustrated in **Figure 1-1** and in **Appendix A**.

A total of 213 potential contamination sites were identified in previous studies as detailed in the March 1997 Final Preliminary Engineering Report. Relevant information from these reports is included herein. Excerpts from the report are provided in **Appendix F**.

The contamination screening evaluation identified eighty-seven (87) potential contamination sites within the study area. Please note that the outermost proposed right-of-way from the most current design footprints were used to evaluate each site and assign one risk rating per site. Therefore, risk ratings do not differ between Project Alternatives or Design Options. The risk ratings are as follows:

Table 1-1 Potential Contamination Site Summary

Risk Rating	TIS FEIS Segment 1A	TIS FEIS Segment 2A	Risk Rating Total
High	5	11	16
Medium	9	0	9
Low	24	10	34
No	22	6	28
Total	60	27	87

When potential contamination sites were identified in proximity to the right-of-way, they were assigned a risk rating using the FDOT’s standard methodology (High, Medium, Low or No). In a similar manner, each pond site was assigned a risk rating. Please note that the pond sites evaluated do not differ between Project Alternatives or Design Options. The risk ratings are as follows:

Table 1-2 Proposed Pond Site Risk Rating Summary

Pond Name	Risk Rating
SMF-3	Low
SMF-5	Low
SMF-8	Medium
SMF-10	Low
SMF-11	Low
SMF-12	High
SMF-14	Medium

Note: SMF: Stormwater Management Facility



Based on the conclusions of the contamination screening evaluation and the risk ratings noted above, the following recommendations are made for this project:

For the locations rated “No” for potential contamination, no further action is planned. The site has been evaluated and determined not to have any potential contamination risk to the study area at this time.

For those locations rated “Low” for potential contamination, no further action is required at this time. These sites/facilities have the least potential to impact the project, but based on select variables have been determined to have low risk to the project at this time. Variables that may change the risk rating include a facility’s non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities should be considered.

For those locations with a risk rating of “Medium” or “High,” a Level II Impact to Construction Assessment should be conducted during the design phase to assess the type and extent of contamination, and to identify impacts to construction and associated remediation costs. These sites have been determined to have potential contaminants, which may impact the project.

Additional information may become available or site-specific conditions may change from the time this report was prepared and should be considered prior to acquiring right-of-way and/or proceeding with roadway construction.



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Acronyms

AST	Aboveground Storage Tank
ATRP	Abandoned Tank Restoration Program
CAR	Contamination Assessment Report
CBD	Central Business District
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator of Hazardous Waste
CSER	Contamination Screening Evaluation Report
CTL	Cleanup Target Level
DEIS	Draft Environmental Impact Statement
EDM	Environmental Data Management, Inc.
EIS	Environmental Impact Statement
EPCHC	Environmental Protection Commission of Hillsborough County
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment



FBI	Federal Bureau of Investigation
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEIS	Final Environmental Impact Statement
FGS	Florida Geological Survey
FHWA	Federal Highway Administration
GCTL	Groundwater Cleanup Target Level
HFB	Howard Frankland Bridge
HOV	High Occupancy Vehicle
I	Interstate
ID	Identification
IRA	Interim Remedial Action
LCAR	Limited Contamination Assessment Report
LQG	Large Quantity Generator
L RTP	Long Range Transportation Plan
LSSI	Low-Scored Site Initiative
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NFA	No Further Action
PD&E	Project Development and Environment
PSTA	Pinellas Suncoast Transit Authority
RAP	Remedial Action Plan
ROD	Record of Decision
ROW	Right-of-way
SAR	Site Assessment Report
SCTL	Soil Cleanup Target Level
SEIS	Supplemental Environmental Impact Statement
SMF	Stormwater Management Facility
SQG	Small Quantity Generator of Hazardous Waste
SR	State Road
SRCO	Site Rehabilitation Completion Order
STRF	Storage Tank Registration Form
SVOC	Semi-Volatile Organic Compound
TBARTA	Tampa Bay Area Regional Transportation Authority
TBX	Tampa Bay Express
TIA	Tampa International Airport
TIP	Transportation Improvement Program
TIS	Tampa Interstate Study
TRPH	Total Recoverable Petroleum Hydrocarbons
TSAR	Template Site Assessment Report
USEPA	United States Environmental Protection Agency



USGS	United States Geological Society
UST	Underground Storage Tank
VOC	Volatile Organic Compound

1. INTRODUCTION

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the Tampa Interstate Study (TIS) Project in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision (ROD) in 1997 and 1999. FDOT and FHWA are conducting this study based on a proposed design change that includes a new alternative not previously considered, as well as modified alternatives presented in the 1996 TIS FEIS to accommodate tolled or non-tolled express lanes and other capacity and mobility improvement alternatives, some of which are being considered by FDOT in separate studies. FDOT, in coordination with FHWA, will prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

1.1 Purpose of Report

The purpose of this Contamination Screening Evaluation Report (CSER) is to document screening methodology and present evaluation results in accordance with Part 2, Chapter 20 of FDOT's *Project Development and Environment (PD&E) Manual* (2017). Previous contamination studies have been completed for this project as detailed in the March 1997 Final Preliminary Engineering Report. This current contamination study is intended to update the information from these previous studies and present new information that has become available since their publication.

After a review of all available data and a site reconnaissance, risk ratings of "No," "Low," "Medium," or "High" were assigned to each contamination site and pond location in accordance with Chapter 20. This system expresses the degree of concern for potential contamination problems.

The study area for the CSER includes TIS Segments 1A and 2A. The contamination screening area is illustrated in **Figure 1-1** and in **Appendix A**.

1.2 Location of the TIS SEIS Project

The proposed TIS SEIS Project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of I-275 and I-4, an approximate 4.4-mile segment of the Selmon Expressway, and an approximate 0.8-mile segment of the I-4/Selmon Expressway Connector (previously known as the Crosstown Connector). The proposed improvements would involve the reconstruction/widening of I-275 from east of Howard Frankland Bridge (HFB) to North of State Road (SR) 574 (Dr. Martin Luther King [MLK] Jr. Boulevard), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B (see **Figure 1-1**). Segment 3C improvements have already been constructed, and because no additional improvements are proposed for this area as part of the project, it is not addressed in this report.

1.3 Background of the TIS SEIS Project

The TIS Project has been under consideration for many years. The Tampa Interstate system is the cornerstone of the Tampa Bay Region's surface transportation system and improvements to the system have been a priority to the State since the 1980's. The proposed improvements to the interstate system are found in the Hillsborough Metropolitan Planning Organization's (MPO) *2035 Long Range Transportation Plan for Hillsborough County* (LRTP) (2009) and the *Imagine 2040: Hillsborough Long Range Transportation Plan* (2014).

1.4 Purpose of the TIS SEIS Project

In the 1996 TIS FEIS, the purpose for the proposed action was to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa urban area while maintaining access to the surrounding community.

The current SEIS Purpose is consistent with the 1996 TIS FEIS Purpose and expands upon the originally identified purpose and need to include congestion relief that improves accessibility, mobility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing quality of life for Tampa Bay residents and visitors.

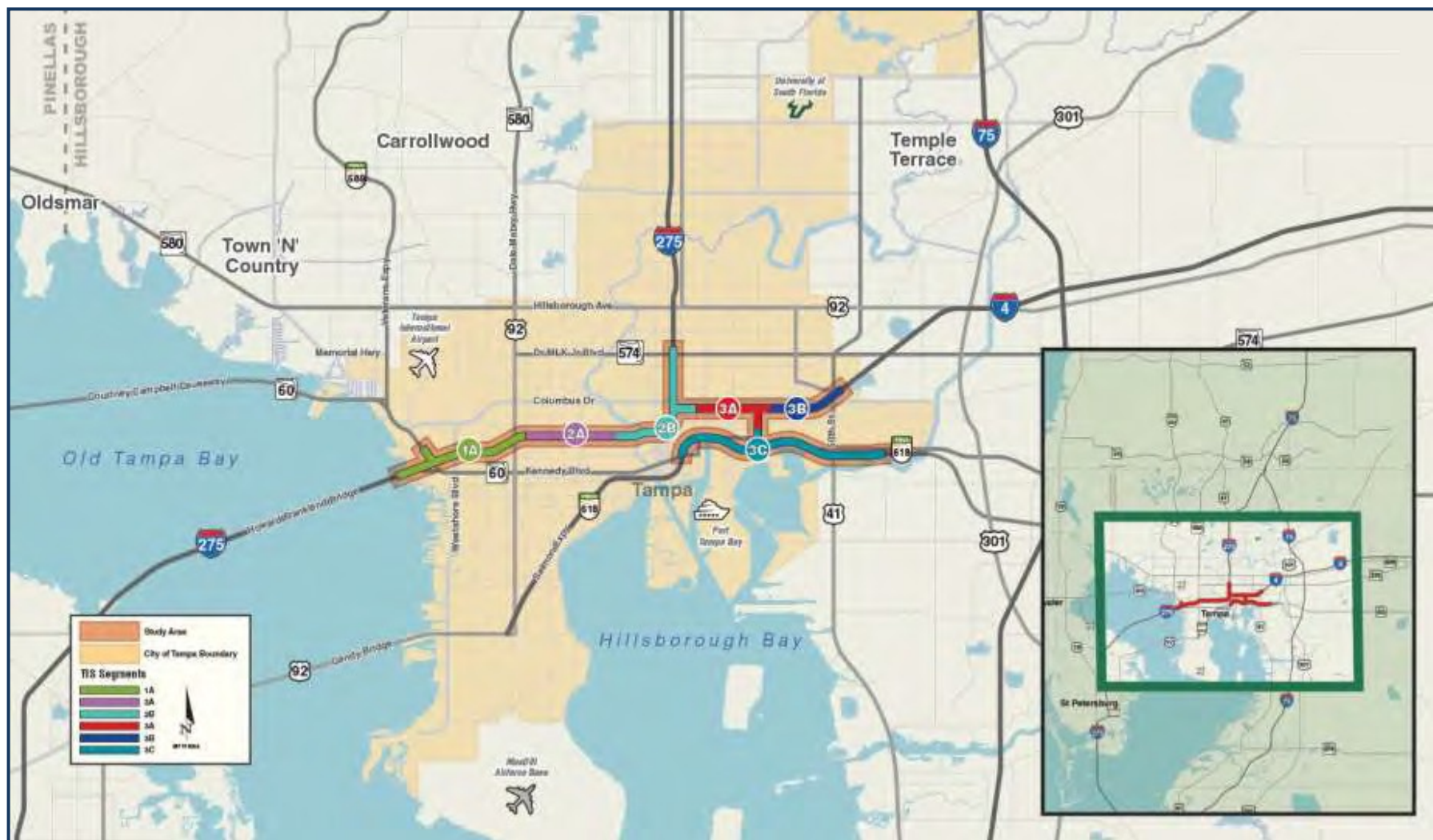
In 1983, FDOT began to identify potential improvements to the Tampa Interstate system, which was constructed in the early 1960's. These improvements included potential short-term safety solutions and design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and congestion. The 1983 study considered all transportation needs within the study area, including concurrent highway, rail, and/or transit improvements.

Using the 1983 study as a documented base, FDOT began Phase I of the TIS in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential HOV facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. Based on the work performed, FDOT published the *TIS Master Plan Report* in 1989. The Hillsborough County MPO adopted the Tampa Interstate Master Plan Concept into the 2010 LRTP in November 1989.

Following completion of the *TIS Master Plan Report*, FHWA, in cooperation with FDOT, began the preparation of an Environmental Impact Statement (EIS) and the supporting documentation necessary for state and federal approvals and subsequent funding of the *TIS Master Plan Report* concepts. The EIS evaluated impacts associated with a Selected Alternative, a Long-Term Preferred Alternative, and a No-Action Alternative, addressed agency and citizen concerns, and identified ways to minimize impacts.

FHWA approved the EIS in November 1996, issued the ROD for the 1996 TIS FEIS in 1997, and an amended ROD in June 1999. The 1997 and 1999 RODs are the documents that have governed the development of all improvements to I-275 and I-4 providing a roadway system that includes general use lanes and separated express lanes in each direction, as well as a future transit corridor. The intent of the FHWA and the FDOT is to ultimately construct the Long-Term Preferred Alternative as funding becomes available through the Hillsborough County MPO. Since issuance of the 1997 and 1999 RODs, FDOT has taken several major steps to advance the Project to full implementation. The TIS Project has been re-evaluated several times to advance various elements of the project, many of which FDOT has already constructed including portions of Segment 1A, Segment 2A, Segment 3A, Segment 3B, and Segment 3C (see **Figure 1-2**). The following describes the projects that FDOT has constructed.

- **I-275 Widening Southbound and Remainder of Northbound from east of SR 60 to Downtown Tampa** – Corridor length: 4.2 miles, Construction Cost: \$217.3 million, Start: July 2012 – Completion: Fall 2016. Reconstruction and roadway widening. Improvements included: providing four through lanes in each direction, flattening the profile of the roadway at bridges over the crossroads, aesthetic treatments, improved interchanges, and increased median width for future improvements.



SOURCE: FDOT 1996

Note: Segment 3C has been constructed and is not included in this SEIS.

Figure 1-1 Tampa Interstate Study SEIS Project Study Area



SOURCE: FDOT 2000-2015

Notes: Green line represents TBX Sections 4, 5, and 6, referred to as Segments 1A, 2A, and part of 2B in the 1996 TIS FEIS; Grey line comprises part of TBX Section 5, referred to as Segment 2A in the 1996 TIS FEIS; Dark blue line comprises part of TBX Section 6, referred to as part of Segment 2B in the 1996 TIS FEIS; the light blue line comprises part of TBX Section 6, referred to as Segment 3A and 3C in the 1996 TIS FEIS; the turquoise line comprises part of TBX Section 6, referred to as part of Segment 3B and Segment 3C in the 1996 TIS FEIS.

Figure 1-2 Tampa Interstate Study Completed Improvement Projects

- **I-275 Northbound from Himes Avenue to the Hillsborough River** – Corridor Length: 2 miles, Construction Cost: \$109 million, Start: August 2007 – Completion: Spring 2010. Reconstruction of a 3-lane roadway into a 4-lane roadway primarily south of the existing alignment. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise walls near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.
- **I-4/I-275 Interchange Operational Improvements (Downtown Tampa Interchange)** - Corridor Length: 2.7 miles, Construction Cost: \$81 million, Start: October 2002 – Completion: December 2006. Capacity and safety improvements to the Downtown Tampa Interchange, which widened both interstates to four lanes in each direction. Improvements also included: extending the Ashley Street entrance ramp, providing a local auxiliary exit ramp system, improving weaving movements related to the I-275 southbound to I-4 eastbound flyover ramp, shoulder-mounted 8-foot noise walls near densely developed residential areas, landscaping within infield area and aesthetic treatments.
- **I-4 from West of 14th Street to East of 50th Street** – Corridor Length: 3.2 miles, Construction Cost: \$185 million, Start: February 2004 – Completion: Fall 2007. Reconstruction of a 4-lane roadway into a 6-lane roadway (three lanes in each direction with auxiliary lanes) to tie into the Downtown Tampa Interchange improvement project completed in December 2006. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise walls near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.
- **I-4/Lee Roy Selmon Expressway Interchange** – Corridor Length: 1 mile, Construction Cost: \$425 million, Start: March 2010 – Completion: Spring 2014. Construction of a new north-south toll interchange, which connects I-4 with the Lee Roy Selmon Expressway (SR 618). The elevated roadway with an all-electronic toll collection system links these two, major east-west corridors, and provides “truck-only” lanes for direct access to the Port Tampa Bay to reduce heavy truck traffic from local roads in Ybor City. Aesthetic treatments were also included in this project.

In 2011, FDOT released the *Florida Transportation Vision for the 21st Century*. The vision focused on innovative financing alternatives, advancing projects, and accommodating economic growth. While the 1996 TIS FEIS always included special use lanes along the region’s interstates, tolling was not a consideration at the time. As a result of the 2011 Vision, FDOT initiated a master plan study in 2012 to determine the feasibility of dynamically tolling the proposed express lanes on the interstate. FDOT’s 2015 *Tampa Bay Express (TBX) Master Plan*, which included the TIS Project limits, established a system-wide framework for implementation of dynamically-tolled express lanes within the Tampa Bay Region. As part of the development of the *TBX Master Plan*, FDOT conducted extensive outreach, beginning with focus groups, to better understand public perceptions of the express lanes concept.

Due to funding constraints for the implementation of the ultimate capacity improvements envisioned in the *TBX Master Plan* for the Tampa Bay Region, FDOT identified a series of express lane projects in the five-year work program that could be advanced. FDOT could build each of these smaller-scale projects within a five-year window. FDOT considers these shorter-term improvements the “Starter Projects.” The Hillsborough County MPO formally added the Starter Projects to the fiscally-constrained Transportation Improvement Program (TIP) in 2015. The Tampa Bay Regional Transportation Authority (TBARTA) also included the Starter Projects in the *2015 Regional Transportation Master Plan Update*.

2. DEFINITION OF ALTERNATIVES CONSIDERED

The alternatives that will be evaluated in the TIS SEIS are described in the following sections.

2.1 No Further Action Alternative

Portions of the Selected Alternative in the 1996 TIS FEIS have been constructed, so the No-Action Alternative that was evaluated in previous studies is no longer applicable. Therefore, a new No Further Action Alternative will be evaluated for comparison to the 1996 TIS FEIS Long-Term Preferred Alternative and a 2018 Express Lane Alternative. The No Further Action Alternative is defined as the existing transportation system plus projects included in the Hillsborough MPO's *Imagine 2040: Hillsborough Long Range Transportation Plan*. In Segment 1A, the No Further Action Alternative includes construction of the general use lanes (outer roadways) within the I-275/SR 60 Interchange, which was approved under the 1999 ROD. Within the TIS SEIS study area, the remainder of the Imagine 2040 projects have already been built. This alternative provides a baseline against which the Build alternatives can be compared.

2.2 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

Proposed improvements of the 1996 TIS FEIS Long-Term Alternative consist of a four-roadway system (general use lanes that provide local access and non-tolled express lanes in each direction of travel) on I-275 throughout the study limits and the preservation of a HOV/Transitway corridor within the interstate alignment. Proposed interchange improvements include:

- a fully directional interchange for the I-275 connection to the SR 60/Veterans Expressway;
- modifications to the existing Westshore Boulevard, Lois Avenue, and Dale Mabry Highway interchanges;
- split interchange ramps remaining at Howard and Armenia Avenues;
- a new west bank Central Business District (CBD) interchange with ramps to and from the west on I-275 at North Boulevard;
- a fully directional interchange for the I-4/I-275 connection;
- removal of the existing ramps to and from the north at Floribaska Avenue;
- a full interchange at Dr. MLK, Jr. Boulevard;
- reconfiguration of the split interchange at Columbus Drive and 50th Street;
- removal of the interchange ramps at 40th Street;
- a new directional freeway-to-freeway interchange with the proposed I-4/Selmon Expressway Connector on I-4 near 31st Street; and
- a new Ybor City/east side CBD split interchange on I-4 at 14th and 15th Streets (with extension of the ramps at 14th and 15th Streets as parallel frontage roads to 21st and 22nd Streets to replace the existing access from I-4 to these streets).

Other new non-interstate improvements include the following:

- the removal of the 19th Street overpass and the maintenance of the 26th Street overpass;
- the extension of Sherrill Street from Memorial Highway (SR 60) and Kennedy Boulevard under I-275 to Cypress Street;
- the extension of Trask Street under I-275;

- a Lemon Street Connector to Westshore Boulevard from Occident Street;
- park-n-ride lots to provide access to HOV lanes located at the Florida State Fairgrounds, Yukon Street, Sinclair Hills Road, and SR 56;
- overpass width to accommodate pedestrian and bicycle facilities on cross street; and
- a multi-modal terminal/parking garage at the norther end of the Marion Street.

The TIS FEIS Long-Term Preferred Alternative has been reevaluated numerous times throughout the past 20 years as the various segments of interstate have been constructed. Therefore, this alternative consists of the original impacts, as updated by the approved re-evaluations.

2.3 2018 Express Lane Alternative (Tolled or Non-Tolled Build Alternative)

Improvements identified for the segments that will be evaluated in the TIS SEIS include major components of the 1996 TIS FEIS Long-Term Preferred Alternative. There are areas where the design has changed in alignment and configuration. The TIS segments that will be evaluated in the SEIS and the design differences from the 1996 TIS FEIS Long-Term Preferred Alternative are described in the following sections. **Figure 1-1** shows the TIS SEIS segments.

1A – I-275 from HFB/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (SR 60) to East of Himes Avenue: The general use lanes (outer roadways) in this section were included in the 1996 TIS FEIS and approved by the 1997 ROD. The design changes would involve the use of tolled or non-tolled express lanes and access changes between general and express lanes; expansion of I-275 from HFB to south of SR 60 to accommodate express lanes along I-275; and local street changes, including relocation of Lemon Street, the extension of Occident Street, modified Trask Street ramp connections, replacement of the Executive Drive to southbound I-275 ramp connection, and extension of Sherrill Street with a new I-275 Reo Street interchange that would provide a connection between Kennedy Boulevard, Reo Street, and I-275. Additional ROW would be needed to accommodate express lanes near the SR 60 interchange south to and from I-275, a new toll ramp into TIA, the addition of general use lanes west of Westshore Boulevard, and expansion of the corridor for future transit use west of SR 60. No acquisitions would occur in historic districts.

2A – I-275 from East of Himes Avenue to East of Rome Avenue: The general use and express lanes in this section were included in the 1996 TIS FEIS and approved in the 1997 and 1999 ROD. The outer roadway (general use lanes) has already been constructed with I-275 improvements. The work in this section includes adding express lanes in the median. However, the design changes include express lane access options for providing direct connect ramps from express lanes to the Westshore Business District.

2.4 Design Options for the 2018 Express Lane Alternative

Three express lane direct connect interchange design options are being considered at Himes Avenue and MacDill Avenue in the West Tampa area, in Segment 2A. They represent both tolled and non-tolled options for managed lanes.

- **Option A - Express Lane Interchange South Side at Himes Avenue and North Side at MacDill Avenue:** Option A would provide a split express lane interchange with entrance and exit express lane ramp connections on the south (west) side of Himes Avenue and the north (east) entrance and exit express lane ramp connections being provided for at MacDill Avenue. Direct express lane ramps would be constructed within the I-275 median area and tie into the local streets between the northbound and southbound I-275 bridges. This option would not require additional ROW.

- **Option B - Full Express Lanes Interchange at Himes Avenue:** Option B would provide a full express lane interchange at Himes Avenue. Like Option A, this option would have direct express lane ramps constructed within the I-275 median area and tie into the local street between the northbound and southbound I-275 bridges. Option B would require the reconstruction of the I-275 bridges over Himes Avenue and widening along Himes Avenue. The widening along Himes Avenue would require additional ROW along the east side from north of Cypress Avenue to north of Spruce Street.
- **Option C - Express Lanes Interchange South Side at MacDill Avenue and North Side at Himes Avenue (via fly-over ramps):** Option C would provide a split express lane interchange with the south (west) connections at MacDill Avenue and the north (east) connections at Himes Avenue. This option would have direct express lane ramps constructed within the I-275 median area to the south (west) and north (east) sides of MacDill Avenue with ramps that tie to MacDill Avenue between the northbound and southbound I-275 bridges. The express lane ramp connections to Himes Avenue would be to the north (east) side of Himes Avenue and connect outside of the I-275 mainline via fly-over ramps. The southbound I-275 direct express lane ramp connection to Himes Avenue would result in an interruption of Green Street through traffic between Himes Avenue and MacDill Avenue. The traffic interruption on Green Street would require a change in access for abutting properties and may result in additional ROW to provide access to undeveloped parcels along Green Street. Option C would also require additional ROW along the south side of I-275 near Matanzas Avenue and have some impact on the existing stormwater pond.

2.5 Design Details of Preferred Alternative

The conceptual design of the Recommended Locally Preferred Alternative (presented at the project public hearing held on February 25 and 27, 2020) was refined based on coordination with the City of Tampa, public comments received on the Draft Supplemental Environmental Impact Statement during the comment period for the public hearing, and as revealed through the Supplemental Interchange Modification Report (SIMR) process. The conceptual design refinements include widening of Reo Street, re-alignment of Lemon Street, and modified Downtown Tampa connections. The specific refinements, along with corresponding exhibits, are presented below. The Recommended Locally Preferred Alternative, as modified by the conceptual refinements, is identified now as the Preferred Alternative.

Reo Street Widening – Reo Street is proposed to be widened from Executive Drive to Cypress Street to accommodate a revised typical section. The proposed typical section includes two southbound lanes, a two-way left turn lane, and a single northbound lane. The second southbound lane will provide traffic capacity to the adjacent commercial properties, the new southbound I-275 entrance ramp and the thru-connection to W. Kennedy Boulevard. The two-way left turn lane will provide left-turn access to adjacent commercial properties on both sides of Reo Street without contributing to congestion in the through lanes. A southbound Reo Street right turn lane to Executive Drive and the southbound I-275 entrance ramp is added. Widening on Cypress Street at the intersection with Reo Street will accommodate an additional left turn lane from westbound Cypress Street to southbound Reo Street and a single right turn lane from eastbound Cypress Street to southbound Reo Street. Additionally, a shared use path is proposed along the west side of Reo Street providing connectivity from the proposed shared-use path across the Howard Frankland Bridge to Cypress Point Park. The roadway widening and shared-use path create impacts to four additional and one previously identified commercial properties, including some parking impacts. However, the widening does not impact Cypress Point Park. The City of Tampa will acquire the four additional right of way takings north of Gray Street and intends to extend the shared-use path through the Cypress Point Park.

Lemon Street Re-alignment – The proposed concept design included within the draft SEIS has southbound I-275 on bridge structure over Lemon Street between Occident Street and West Shore Boulevard. A hydroplaning analysis on I-275 in this area determined that traffic within the express lanes would be prone to hydroplaning due to all general use and express lanes sloping toward the median. In order to mitigate this

safety concern, Lemon Street is proposed to be shifted to the north side of I-275 so that I-275 between Occident Street and West Shore Boulevard can be constructed on roadway embankment and retaining wall. This allows for longitudinal trench drain to be positioned within the buffer between the general use lanes and the express lanes, thereby capturing the stormwater runoff from the general use roadway before it enters the express lanes which mitigates the hydroplaning issue. The proposed re-alignment of Lemon Street to the north side of I-275 impacts the adjacent commercial property. It is anticipated that the commercial property access from Lemon Street will need to be reconfigured or possibly relocated to Occident Street. FDOT owns the vacant parcel to the west of this commercial property which could be used to mitigate the impacts.

Downtown Tampa Connections – FDOT agreed to work with the City of Tampa to achieve their mission of enhancing the street grid in Downtown Tampa and improving the safe movement of pedestrians and bicyclists, particularly near ramp connections. As such, the following changes in ramp connections are proposed as part of the Preferred Alternative:

- Northbound I-275 general use traffic will exit exclusively to Tampa Street without direct connection to Ashley Drive. This will require the ramp bridge to be widened to two lanes with the ramp terminus at Tampa Street to provide two eastbound lanes to Scott Street and triple right turns to Tampa Street.
- To facilitate the northbound general use ramp improvements described above, the ramp bridge from Ashley Drive to northbound I-275 will need to be reconstructed.
- The northbound express lane ramp connection to Ashley Drive will tie into the existing ramp pavement, eliminating the need to widen the ramp bridge over Laurel Street.

The following local street improvements are also proposed as part of the Preferred Alternative:

- A new intersection of Ashley Drive at Fortune Street will be created, and Fortune Street will be connected to the Harrison Street/Tampa Street intersection completing this street grid connection.
- The northbound Ashley Drive bridge/grade separation over the southbound ramp will be removed.
- Through a reversing S-curve, Laurel Street will be connected to Fortune Street completing this street grid connection.
- A northbound Ashley Drive connection to Laurel Street/Fortune Street S-curve will be made.
- Minor widening of Scott Street is anticipated.

The Downtown Tampa Connections conceptual design refinements are located entirely outside the limits of Segments 1A and 2A and are not addressed further in this document. Additional information for the Downtown Tampa Connections is included in the Final Preliminary Engineering Report for the Tampa Interstate Study Supplemental Environmental Impact Study – Segments 2B, 3A, and 3B (prepared under separate cover).

No additional residential or business relocations are anticipated as a result of these conceptual design refinements; however, four more parcels are affected at the Reo Street Widening. Overall, anticipated impacts of the Preferred Alternative remain consistent with those of the Recommended Locally Preferred Alternative.

3. METHODOLOGY

This CSER was performed in accordance with Chapter 20 of the PD&E Manual (FDOT 2017). The evaluation included the following tasks:

- Document review using the Hillsborough County Property Appraiser's website;
- A regulatory review of governmental databases for permits and or violations associated with environmental issues;
- Reviewing of Topographic maps to develop an understanding of previous land uses in the study area and to identify any areas that may show historical, natural and manmade features, which aid in determining potential environmental concerns. A copy of the topographic map is provided in **Appendix B**;
- Obtaining and evaluating historical aerial photographs and topographic maps in an effort to determine potential contamination problem areas. Copies of select historical aerial photographs are presented in **Appendix C**;
- Conducting site visits to verify information provided and to identify other potential concerns within the vicinity of the project;
- Determining the contamination potential and assigning a risk rating for each property or pond within the proposed project limits.

3.1 Regulatory Review

An environmental database search using Environmental Data Management, Inc. (EDM) was conducted on June 1, 2017 to identify sites, facilities or listings within the study area containing documented or suspected petroleum contamination or other hazardous materials. A search radius of 1/8 of a mile for all regulatory databases was conducted as a preliminary screening tool to identify facilities that are registered with various county, state, and federal agencies. The EDM data was supplemented to 1/2-mile for solid waste, Comprehensive Environmental Response, Compensation, and Liability Act, and National Priorities List sites using Florida Department of Environmental Protection (FDEP) databases.

The regulatory review of federal and state environmental records utilizes an integrated geographic information system database. The database report provides geocoded and non-geocoded regulatory listings of interest that are identified within the study area. Each listing is located by address, facility identification (ID) number and field verified where possible. All are reviewed for the potential of contamination to impact the project.

The reviewed records include information compiled by the United States Environmental Protection Agency (USEPA), the FDEP, and other various reporting programs, as identified in the attached environmental database search report. A complete list of all regulatory record databases searched is included in the environmental database search report, provided in **Appendix D**.

3.2 Site Reconnaissance

Site visits were conducted on April 20, April 21, April 22, May 26, September 8, 2016 and June 20, 2017 to evaluate each pond site and property along the study area for potential contamination. The reconnaissance included a systematic inspection of each parcel within the study area looking for signs of potential contamination. This was achieved by first driving the mainline roadway several times in both directions to get generalized information on the study area, then walking specific parcels of interest fronting the ROW to gain specific information regarding

the usage and condition of the parcel. Photographs of parcels and other prominent features were obtained during the site inspection. Select images are presented in **Appendix E**.

Some of the typical physical indicators for contamination include: fill ports and vent pipes associated with underground storage tanks (USTs); oil/petroleum staining; drums; chemical containers; refuse; illicit dumping; solid waste; stressed vegetation; dry cleaning facilities; materials handling from adjacent businesses; petroleum dispensers; excavated areas; agricultural use areas; chemical mix/load areas; stormwater outfall areas; surface water indicators; and other property uses that may present environmental concerns.

The site reconnaissance in conjunction with the review of historical aerial photography, regulatory database searches, and review/evaluation of available data allows the site to be rated as to the degree of environmental concerns as discussed in **Section 4**.

3.3 Supplemental Regulatory Information

In addition to the environmental database search report, the regulatory records review was supplemented with readily available information from various online sources as listed below. A copy of useful documentation is included in **Appendix F**.

- FDEP Map Direct
- FDEP OCULUS Document Management System
- FDEP Storage Tank/Contaminated Facility search
- FDEP Hazardous Waste Facilities Search
- FDEP Solid Waste Facility Inventory
- USEPA EnviroMapper for Envirofacts Multi-system Search

4. DETERMINATION OF POTENTIAL RISK

After gathering and reviewing all readily available information and conducting site reconnaissance, contamination risk ratings were assigned to sites of potential contamination concern. The rating system is divided into four categories of risk as defined by the FDOT in the PD&E Manual (2017), Part 2, Chapter 20, Section 20.2.2.4, Determination of Risk Rating. These four degrees of risk are “No,” “Low,” “Medium” and “High,” which are described as follows:

No Risk Site

A review of available information on the property and a review of the conceptual or design plans indicates there is no potential contamination impact to the project. It is possible that contaminants had been handled on the property. However, findings from the contamination screening evaluation or sampling and testing results indicate that contamination impacts are not expected.

Low Risk Site

A review of available information indicates that former or current activities on the property have an ongoing contamination issue, has a hazardous waste generator ID number, or handles hazardous materials in some capacity. However, based on the review of conceptual or design plans and/or findings from the contamination screening evaluation or sampling and testing results, it is not likely that there would be any contamination impacts to the project.

Medium Risk Site

After a review of conceptual or design plans and findings from a contamination screening evaluation or sampling and testing results, a potential contamination impact to the project has been identified. If there is insufficient information (such as regulatory records or site historical documents) to make a determination as to the potential for contamination impact, and there is reasonable suspicion that contamination may exist, the property should be rated at least as a “Medium.” Properties used historically as gasoline stations and which have not been evaluated or assessed by regulatory agencies, sites with abandoned in place underground petroleum storage tanks or currently operating gasoline stations should receive this rating.

High Risk Site

After a review of all available information and conceptual or design plans, there is appropriate analytical data that shows contamination would substantially impact construction activities, have implications to ROW acquisition or have other potential transfer of contamination related liability to the FDOT.

5. PROJECT SETTING

5.1 Land Use

Land use is an important factor when evaluating historical and current environmental conditions. Evaluating the past use of properties can assist in determining possible chemical constituents that may have been used or associated with a particular parcel. Current land use records, typically supplied by the local county or municipality, also provide environmental professionals additional information.

During the site reconnaissance, the current land use in the vicinity of the study area was observed as a combination of residential (apartments, condominiums, etc.), commercial (restaurants, offices, hotels, retail), and industrial (manufacturing plants, lumber yards, etc.). The City of Tampa Adopted 2040 Future Land Use Map (effective January 28, 2018) obtained from the official Plan Hillsborough website (www.planhillsborough.org) was reviewed as part of this study. Future land use within the study area consists of “Municipal Airport Capacity,” “Regional Mixed Use,” “Right-of-Way,” “Community Commercial,” “Residential,” and “Neighborhood mixed use.”

Historical aerial photographs were reviewed to develop a history of the previous land uses within the study area and to identify any areas which may have historical uses that pose potential environmental concerns.

Historical aerial photographs dated 1938, 1957, 1965, 1969, 1975, 1980, 1984, 1986, 1991, 1995, 1998, 2002-2010, and 2012-2018 were reviewed from the University of Florida, FDOT Survey & Mapping, and Google Earth online libraries. A summary of our review is discussed in **Table 5-1**. A copy of the 2016 aerial photograph is presented in **Appendix A**. Copies of select historical aerial photographs are presented in **Appendix B**.

Additional site-specific current land use details regarding facilities/sites of concern are included in **Table 6-1**, Potential Contamination Sites Summary Table, in **Section 6**.

Table 5-1 Summary of Aerial Photograph Review

Year	Comment
1938-1957	The study area is primarily undeveloped woodlands and pastureland. Residential development is apparent at the east end of the study area. SR 60 is visible.
1965-1987	Continued growth in the form of additional commercial and residential structures is observed along the entire corridor. TIA, HFB, I-275, and Memorial Highway are added.
1991	The HFB (west project limit) is improved to its current configuration.
1995-2005	No significant visible changes noted.
2006-2007	Roadway improvements/expansion within the study area is apparent in the west portion of the study area.
2008-2010	Roadway improvements continue within the west portion of the study area. I-275 is widened to its current width from North Himes Avenue to North Rome Avenue (east project limit).
2011-2012	No significant visible changes noted.
2013-2015	I-275 Roadway improvements are visible from North Westshore Boulevard to North Rome Avenue (east project limit).
2016-2017	Earthwork is visible to the adjacent north of I-275 at the east end of the study area.

SOURCES: University of Florida, FDOT Survey & Mapping, and Google Earth online libraries

5.2 Regional Geology and Hydrogeology

The hydrological features, such as rivers, artesian wells, creeks, sinks, mines, well fields, etc., provided on governmental maps and identified in regional soils and geology literature were reviewed for the noted items that fall within the project limits. The features were evaluated to determine if there are any known areas, or other regional environmental concerns that may contribute to environmental influences within the study area. Information for **Section 5.2** was derived from various Florida Geological Society (FGS) publications.

Geology & Physiography

The near surface geologic deposits and formations from youngest to oldest in Hillsborough County include: Undifferentiated sediments, Shelly sediments, the Hawthorn Group Peace River Formation, the Hawthorn Group Peace River Formation Bone Valley Member, the Hawthorn Group Arcadia Formation Tampa Member, and the Suwannee Limestone.

The Undifferentiated sediments are siliciclastics that are light gray, tan, brown to black, unconsolidated to poorly consolidated, clean to clayey silty, unfossiliferous, variably organic-bearing sands to blue green to olive green, poorly to moderately consolidated, sandy, silty clays. The Shelly sediments are variably calcareous and fossiliferous quartz sands to well indurated, sandy, fossiliferous limestones with clayey sands and sandy clays present.

The Peace River Formation is primarily found in eastern Hillsborough County and is composed of interbedded sands, clays and carbonates. The sands are generally light gray to olive gray, poorly consolidated, clayey, variably dolomitic, very fine to medium grained and phosphatic. The clays are yellowish gray to olive gray, poorly to moderately consolidated sandy, silty, phosphatic and dolomitic. The carbonates are light gray to yellowish gray, poorly to well indurated, variably sandy and clayey, and phosphatic. The carbonates often include opaline chert. The Bone Valley Member is a clastic unit consisting of sand-sized and larger phosphate grains in a matrix of quartz sand, silt and clay. The lithology is highly variable ranging from sandy, silty, phosphatic clays and relatively pure clays to clayey, phosphatic sand to sandy, clayey phosphorites. The Peace River Formation is a semi-confining unit and forms an intermediate aquifer system in eastern Hillsborough County.

The Arcadia Formation Tampa member is white to yellowish gray, fossiliferous and variably sandy and clayey mudstones, wackestone and packstone with minor to no phosphate grains that is found near sea level throughout the County. The Tampa Limestone forms the upper part of the Floridan Aquifer System in the area.

The Suwannee Limestone consists of a white to cream, poorly to well indurated, fossiliferous, vuggy to moldic limestone (grainstone and packstone). The dolomitized parts are gray, tan, light brown to moderate brown, moderately to well indurated, finely to coarsely crystalline, dolostone with limited occurrences of fossiliferous beds of mollusks, foraminifers, corals and echinoids. The Suwannee Limestone underlies all of Hillsborough County and outcrops in the northeast corner of the County.

Hydrogeology

Surface drainage in Hillsborough County is toward Old Tampa Bay, Hillsborough Bay and Tampa Bay. The principal waterways are the Hillsborough River, Alafia River and Little Manatee River. Minor tributaries include Rocky Creek, Sweetwater Creek, Sixmile Creek and Bull Frog Creek. Many bays and small bays extend inland for short distances from the coast.

Drainage is slow on the flatwoods, which is provided by the depressions of swamps, sloughs and perennial streams of the area. Much of the northwestern portion of the county is covered with relic sinkholes, in which lakes have formed. These sinkhole lakes are in direct hydrologic contact with the underlying limestone formations, as a result of thinning or absent clay layers. Consequently, water levels fluctuate in response to the potentiometric surface of the Floridan Aquifer.

5.3 United States Geological Society (USGS) Quadrangle Map

Topographic maps are reviewed to develop an understanding of previous land uses in the study area and to identify any areas that may show historical, natural and manmade features, which aid in determining potential environmental concerns. The USGS 7.5-Minute "Tampa, Florida" Quadrangle dated 1956, photo-revised 1987 was reviewed as part of this study. A copy of the topographic map is provided in **Appendix B**.

Based on a review of the topographic map, the majority of the study area is shaded red/pink to indicate urbanized/developed areas. I-275 is depicted in its current alignment. Numerous structures, both small and large, are depicted throughout the entire study area with a particularly high amount shown in the central portion of the study area.

6. PROJECT IMPACTS

6.1 Potential Contamination Sites Summary

The contamination screening evaluation identified eighty-seven (87) potential contamination sites within the study area, which may present the potential for finding petroleum contamination or hazardous materials and, therefore, may impact the proposed improvements for this project. Details for each site investigated are provided in **Table 6-1**, Potential Contamination Sites Summary Table. The location of each contamination site is illustrated in **Appendix A**. Background information for many of the sites listed in the table below was provided in the March 1997 Final Preliminary Engineering Report (**Appendix F**). Please note that the Potential Contamination Sites Summary Table includes both “new” sites not included in the 1996 FEIS, and sites evaluated in the 1996 FEIS that fall within the current study limits of TIS segments 1A and 2A. Due to the similarity of the footprints for each alternative (except for the No Action Alternative), risk ratings would not differ between alternatives. Therefore, a single, current risk rating was assigned to each site.

Table 6-1 Potential Contamination Sites Summary Table

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
14	DEA and Florida Spill Response 5426 Bay Center Dr.	160 feet south	Hazardous Materials FLT950052555, FLTMP9103143, FLTMP9203340	No	Low	During the site reconnaissance, this facility was observed as Highwoods Bay Center I, a commercial office building. According to the EDM database report, this facility was registered as a Conditionally Exempt Small Quantity Generator (CESQG) of hazardous waste beginning January 16, 1992. No code violations or enforcements have been reported. Based on the lack of contamination concerns, this facility is given a potential contamination risk rating of “Low.”
17	A B Dick Co. 5502 W Executive Dr.	On-site	Hazardous Materials FLD043052331	Yes	No	During the site reconnaissance, this facility was observed as Global Food Services, Inc. According to the EDM database report, this facility was formerly registered as a Small Quantity Generator (SQG) of hazardous waste on May 6, 1991 and is currently closed as of May 24, 2011. No code violations or enforcements have been reported. Based on the lack of reported discharges or contamination concerns, this facility is given a potential contamination risk rating of “No.”
24	Humana Health Care 5401 W Kennedy Blvd.	100 feet south	Hazardous Materials FLD984242677	Yes	No	During the site reconnaissance, this facility was observed as Lincoln Center, a commercial office complex. According to the EDM database report, this facility was registered as a CESQG beginning on July 20, 1992. No code violations or enforcements have been reported. Based on distance and the lack of contamination concerns, this facility is given a potential contamination risk rating of “No.”
27, 31	Former NCR Corp, former International Tech Corp 402 N Hoover St.	Former contaminated soil excavation limits: 100 feet north	Petroleum 8628006, 8943066 Arsenic	Yes	High	During the site reconnaissance, this facility was observed as a vacant grassy lot and asphalt parking lot. One (1) monitor well was observed along the southeast edge of the parking lot. According to FDEP Map Direct, this property is listed under two different (2) facility IDs. According to the Storage Tank Notification Form dated January 17, 1989 (Fac ID 8943066) and the Contamination Assessment Report (CAR) dated March 19, 1994 (Fac ID 8628006), the storage tank sizes and removal dates are identical. Based on this information, it was concluded that the facilities’ IDs are duplicates. This facility formerly maintained two (2) underground storage tank (USTs): 1x2,000-gallon gasoline and 1x280-gallon mineral spirits, removed in February 1989. A discharge was filed after soil and groundwater contamination was discovered in the vicinity of the mineral spirits UST during removal. This discharge was granted No Further Action (NFA) status on May 21, 1996; however, elevated levels of arsenic were noted in several monitor wells on the property. Further groundwater sampling to delineate the extent of arsenic contamination was conducted. According to the Supplemental Site Assessment Results Report dated June 2007, nine (9) monitor wells were formerly located within FDOT ROW. This site was granted NFA status once again on January 23, 2008; however, it is noted that the source and extent of arsenic Groundwater Cleanup Target Level (GCTL) exceedances is unknown. See excerpts in Appendix F . Based on the close proximity and documented arsenic groundwater contamination within FDOT ROW, this facility is given a potential contamination risk rating of “High.”



Contamination Screening Evaluation Report

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
28	Memorial and Cypress Avenue Landfill Memorial Ave.	Memorial Highway and Cypress Avenue intersection	Landfill debris No facility ID	No	Medium	During the site reconnaissance, this facility was observed as FDOT roadway and ROW. According to the EDM database report, a landfill was historically located in proximity to the intersection of Memorial Highway and Cypress Avenue. No information pertaining to the existence, type/amount of debris, size, specific location, or regulatory status was found on the City of Tampa Historic Landfill Assessment Program, FDEP Map Direct or OCULUS databases. No visual evidence of this site was observed during the review of historical aerial photography or site reconnaissance. Although there is a lack of visual evidence and documentation, this facility is given a potential contamination risk rating of "Medium."
29	Former Chevron #48101 5350 W Kennedy Blvd.	120 feet east	Petroleum 8625586	Yes	Low	During the site reconnaissance, this facility was observed as Mezrah Financial & Consulting. No obvious fuel storage tanks, hazardous materials or monitor wells were observed at or near this facility. According to the EDM database report, this facility formerly maintained four (4) USTs, all removed in July 1986: 1x10,000-gallon and 1x5,000-gallon unleaded gasoline, 1x10,000-gallon leaded gasoline, and 1x550-gallon waste oil. Petroleum contamination was discovered during tank removal. Cleanup is pending and no Site Rehabilitation Completion Order (SRCO) has been issued for this facility. According to a site map included in the Remedial Action Plan Response Letter dated January 25, 1994, the former contaminated UST area was approximately 120 feet east of the study area. Based on distance, this facility is given a risk rating of "Low."
36	ERNS Spill - Clearwater Chemical Corp Junction of SR 60 & I-275	On-site	Hazardous Materials Incident ID: 33849	No	Low	According to the EDM database report, on September 8, 1993, a vehicle accident resulted in the discharge of an unknown quantity of Sodium Hypochlorite (bleach) to surrounding soil and groundwater on I-275 roadway and ROW. No further regulatory information was found for this listing. Based on the uncertain discharge location, this facility is given a potential contamination risk rating of "Low."
37	ERNS – Unknown I-275 overpass at Memorial Hwy	On-site	Petroleum Incident ID: 570244	No	No	According to the EDM database report, on February 17, 1998 a semi-truck involved in an accident ruptured its fuel tank and released an estimated 100 gallons of fuel into a nearby storm drain on the I-275 overpass at Memorial Highway. No further regulatory information was found for this listing. Based on the uncertain discharge location, this facility is given a potential contamination risk rating of "No."
39	Former Velda Farms 5124 W Cypress St.	600 feet east	Petroleum 8625469	Yes	No	During the site reconnaissance, this facility was observed as E-Z Rent-A-Car. According to the EDM database report, this facility formerly maintained three (3) storage tanks: 2x12,000-gallon USTs (diesel fuel, unleaded gasoline) and 1x2,000-gallon Aboveground Storage Tank (AST) of unknown contents. All tanks were removed in 1986. One discharge was reported when groundwater contamination was discovered following the tank removal. Remedial action ensued and a SRCO was issued September 22, 1992. Based on the significant distance and the SRCO, this facility is given a potential contamination risk rating of "No."
42	Bay Center Corp 5100 W Cypress St.	720 feet east	Hazardous Materials FLD067223404	Yes	No	During the site reconnaissance, this facility was observed as Emerge Print Management, LLC. According to the EDM database report, this facility was registered as a SQG beginning October 4, 1988. As of April 14, 2011, this facility was registered as "not a generator" of hazardous waste. Based on the distance from the study area, this facility is given a potential contamination risk rating of "No."

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
43	City of Tampa Landfill #22 Lemon St. Block #5100	On-site	Landfill debris Com #: 228368	No	High	During the site reconnaissance, this facility was observed as Women's Care Florida Laboratory, Arehna Engineering and Logan Laboratories. According to the FDEP Tampa Landfill Gas Survey Report Memorandum dated May 9, 2001, a former landfill site, encompassing an approximate 10-acre area, is located in the vicinity of the Lemon Street 5100 block. The approximate landfill area is bounded to the west by Sherrill Street and to the east by Ward Street. The north-south extent of the landfill is approximately 600 feet in length with Lemon Street roughly splitting the area in half. It is noted that the extent of the landfill is not certain due to development. The types of materials reported at the site were primarily construction/demolition debris including concrete, asphalt, PVC, plastic and wood. The landfill gas survey conducted on July 28, 2000 detected no methane on the site. No groundwater sampling was conducted for the site. See excerpts in Appendix F . Based on the uncertain extent of the nearby landfill, this facility is given a potential contamination risk rating of "High."
47	Bayshore Properties 5100 W Kennedy Blvd.	280 feet south	Hazardous Materials FLT040074098	No	No	During the site reconnaissance, this facility was observed as Kennedy Office Center. According to the EDM database report, this facility was registered as a CESQG on June 10, 2004. No code violations or enforcements have been reported. Based on the considerable distance and lack of contamination concerns, this facility is given a potential contamination risk rating of "No."
48	Aggreko LLC 505 N Sherrill St.	On-site	Petroleum 9808190 Hazardous Materials FLD984261578	Yes	Medium	During the site reconnaissance, this facility was observed as a vacant lot. According to the EDM database report, this facility has a total of six (6) registered ASTs: 1x20,000-gallon and 1x550-gallon diesel fuel, removed in July 2007; 1x1,100-gallon diesel fuel, removed in February 2008; and 1x502-gallon waste oil, 1x525-gallon new oil, and 1x1,500-gallon diesel fuel currently listed as in-service at this facility. One (1) diesel fuel discharge (quantity not specified) dated September 2007 is reported for this facility. An SRCO was issued for this discharge on May 1, 2008. In addition, this facility was registered as a SQG on August 12, 1993 and as a CESQG on April 12, 2011. No code violations or enforcements have been reported and, according to Map Direct, this facility is closed regarding hazardous waste monitoring. Based on the close proximity and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of "Medium."
49	Former Amoco #628 5109 W Kennedy Blvd.	Facility: On-site	Petroleum 8521236 Hazardous Materials FLT970058467, FLD984211722	Yes	High	During the site reconnaissance, this facility was observed as FDOT roadway and ROW. Based on historical aerial photograph review, this facility's former location was noted to be within the present-day intersection of Memorial Highway and Kennedy Blvd. According to the EDM database report, six (6) USTs are registered for this facility, all removed in August 1997: four (4) unleaded gasoline (3x4,000-gallon, 1x8,000-gallon) and two (2) 500-gallon waste oil. Two (2) discharges have been reported: discharge date November 30, 1988 waste oil (quantity not specified) and discharge date June 20, 1991 (type and quantity not specified). No SRCO has been issued for either discharge. In addition, this facility was formerly registered as an SQG on October 11, 1991 and was later registered a "not a generator" on July 21, 2014. No code violations or enforcements regarding hazardous materials have been reported for this facility. Based on the close proximity, possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of "High."
51	Sears Holdings 347 Westshore Plaza	500 feet south	Hazardous Materials FLD984239970	No	No	During the site reconnaissance, this facility was observed as Sears appliance store. According to the EDM database report, this facility is a registered CESQG, beginning on May 27, 1992. No code violations or enforcements have been reported. Based on the significant distance, this facility is given a potential contamination risk rating of "No."

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
52	Brazzeal Tire & Serv., former Goodyear Tire 5002 W Kennedy Blvd.	470 feet southeast	Petroleum 8733807 Hazardous Materials FLD982161176	Yes	Low	During the site reconnaissance, this facility was observed as Brazzeal Tire and Service. According to the EDM database report, this facility formerly maintained one (1) 400-gallon waste oil UST, removed in March 1992. One (1) waste oil (quantity not specified) discharge dated March 9, 1992, is reported for this facility. An SRCO was issued for this discharge on December 14, 1993. Additionally, this facility was registered as a SQG on March 28, 1988 and is currently registered as a CESQG beginning on January 22, 2009. No code violations or enforcements are reported. Based on the distance from the study area, this facility is given a potential contamination risk rating of "Low."
53	ANACOMP, Image Conversion Systems, Dunn & Brad St. Plan Services 4920 W Cypress St	320 feet north	Hazardous Materials FLR000003673, FLR000013813, FLTMP9002266	No	No	During the site reconnaissance, this facility was observed as Cypress Business Center. According to the EDM database report, this facility was formerly registered as a CESQG, beginning on May 24, 1990, and is currently closed as of July 8, 2010. No code violations or enforcements have been reported. Based on the considerable distance and lack of contamination concerns, this facility is given a potential contamination risk rating of "No."
54	Creative Color 4911 W Grace St.	1,000 feet north	Hazardous Materials FLD073216301	No	No	During the site reconnaissance, this facility was observed as Zeno Office Solutions. According to the EDM database report, this facility was formerly registered as a SQG, beginning on January 24, 1990, and is currently not a hazardous waste generator beginning on April 14, 2011. No code violations or enforcements have been reported. Based on the significant distance, this facility is given a potential contamination risk rating of "No."
55	Automatic Data Processing 4900 W Lemon St.	UST: within proposed ROW	Petroleum 8838703	Yes	Low	During the site reconnaissance, this facility was observed as Automatic Data Processing. One (1) monitor well was observed in the former UST area located approximately 30 feet northwest of the facility. According to the EDM database report, this facility formerly maintained two (2) USTs: 1x10,000-gallon unleaded gasoline and 1x6,000-gallon diesel fuel, removed in June 1993 and August 2000, respectively. Currently in service at this facility is one (1) 3,000-gallon diesel fuel AST, installed in September 2009. One (1) unleaded gasoline discharge (quantity not specified) dated June 22, 1993 is reported as "no cleanup required." Based on the lack of discharges requiring cleanup, this facility is given a potential contamination risk rating of "Low."
56	Coastal Construction Products, Shaheen Albert 4901 W Grace St.	1,000 feet north	Petroleum 8625732 Hazardous Materials FLR000057554	No	No	During the site reconnaissance, this facility was observed as Xcelience, a pharmaceutical company. According to the EDM database report, this facility formerly maintained two (2) 4,000-gallon unleaded gasoline USTs, removed in June 1987. No discharges have been reported for this facility. Additionally, this facility was registered as a Large Quantity Generator (LQG) on February 25, 2000 and is currently not a hazardous waste generator beginning on April 27, 2007. One (1) violation was reported on September 17, 1999. Based on the distance from the study area, this facility is given a potential contamination risk rating of "No."
57	Amscot 600 N Westshore Blvd.	On-site	Petroleum 9807446	No	Low	During the site reconnaissance, this facility was observed as Amscot Financial. According to the EDM database report, this facility currently maintains one (1) 1,000-gallon diesel fuel AST, installed in July 2005. No discharges have been reported for this facility. Based on the lack of discharges, this facility is given a potential contamination risk rating of "Low."

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
58	Holiday Inn Crowne Plaza 700 N Westshore Blvd.	Former USTs: 100 feet north	Petroleum 9401942	Yes	Medium	During the site reconnaissance, this facility was observed as Holiday Inn. Two (2) monitor wells were noted in the former UST area on the east side of the property and one (1) monitor well was noted on the north edge of the property. According to the CAR dated October 1995, the eastern portion of the property adjacent to Westshore Blvd was formerly a Texaco service station with an unknown number of USTs in the vicinity. No storage tanks are currently located on-site. During site assessment, soil and groundwater contamination was discovered in the former UST area and a discharge was reported on August 29, 1994. No SRCO has been issued for the discharge and cleanup is pending. See excerpts in Appendix F . Based on the close proximity, ongoing cleanup status, and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of “Medium.”
59	Numale Tampa 500 N Westshore Blvd.	Adjacent south	Hazardous Materials FLR000219402	Yes	Low	During the site reconnaissance, this facility was observed as a multi-story commercial office building and parking lot. According to the EDM database report, this facility was formerly registered as a CESQG, beginning on June 20, 2016. No code violations or enforcements have been reported. Based on the lack of reported contamination concerns, this facility is given a potential contamination risk rating of “Low.”
60	Former Budget Rent A Car 1110 N Westshore Blvd.	600 feet north	Petroleum 9046115	Yes	No	During the site reconnaissance, this facility was observed as The Dollhouse Lounge. According to the EDM database report, this facility formerly maintained two (2) USTs: 1x3,000-gallon unleaded gasoline and 1x3,000-gallon “unknown” contents. Both tanks were removed in June 1990. Two (2) unleaded gasoline discharges are listed for this facility: discharge date June 21, 1989 (quantity not reported) and discharge date June 26, 1990. Cleanup was combined for these discharges and no SRCO has been issued. Based on the significant distance, this facility is given a potential contamination risk rating of “No.”
61	Shell-Mansour 1002 N Westshore Blvd.	400 feet north	Petroleum 8625080	Yes	Low	During the site reconnaissance, this facility was observed as an active Shell retail fuel station. According to the Storage Tank Registration Forms (STRFs) (various dates) found on OCULUS, nine (9) USTs are registered for this facility: 3x10,000-gallon, 2x15,000-gallon, and 1x6,000-gallon unleaded gasoline, all removed by December 2004; 1x550-gallon waste oil, removed in November 1998; and 1x15,000-gallon diesel fuel, 1x15,000-gallon unleaded gasoline installed in December 2004 (currently in-service). Two (2) unleaded gasoline discharges are reported for this facility: discharge date September 26, 1994 (quantity not reported) and discharge date March 22, 1995 reported as “no cleanup required.” No SRCO has been issued for the 1994 discharge. Based on distance, this facility is given a potential contamination risk rating of “Low.”
62	ERNS Listing - Westshore Spill N Westshore Blvd. and W Gray St.	300 feet south	Petroleum Incident ID: 133774	No	No	According to the EDM database report, on May 5, 1989, a vehicle/tanker spilled fuel (type not reported) onto surrounding roadway at the intersection of North Westshore Boulevard and West Gray Street. No further regulatory information is available for this incident. Based on the distance and uncertain discharge location, this facility is given a potential contamination risk rating of “No.”
63	Tampa Marriott Westshore Hotel, Fuji Photo 1001 N Westshore Blvd.	600 feet north	Petroleum 8731836 Hazardous Materials FLT950052043	No	No	During the site reconnaissance, this facility was observed as Marriott Hotel. According to the EDM database report, two (2) fuel storage tanks are registered at this facility: 1x4,000-gallon diesel fuel UST, removed in September 1999 and 1x1,000-gallon diesel fuel AST, in-service beginning on September 1999. No discharges have been reported for this facility. In addition, this facility is registered as a CESQG beginning on April 30, 1991, last updated on July 6, 1995. No code violations or enforcements have been reported. Based on the distance, this facility is given a potential contamination risk rating of “No.”

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
64	Former Chevron #48084 701 N Westshore Blvd.	Adjacent north	Petroleum 8625677	Yes	Medium	During the site reconnaissance, this facility was observed as Faircount Media office building. No obvious fuel storage tanks, hazardous materials or monitor wells were observed at or near this facility. According to the EDM database report, four (4) USTs are registered for this facility: 3x10,000-gallon unleaded gasoline and 1x1,000-gallon waste oil, all removed in February 1991. One (1) unleaded gasoline discharge dated May 25, 1988 is reported for this facility. An SRCO was issued for this discharge on February 4, 1994. According to site maps included in the Limited Contamination Assessment Report dated December 1993, the former UST area was located less than 30 feet north of the study area and groundwater flow was south-southwest (toward the study area). See excerpts in Appendix F . Based on the close proximity and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of “Medium.”
65	Embassy Hotel 555 Westshore Blvd.	Adjacent south	Petroleum 9200540	Yes	Low	During the site reconnaissance, this facility was observed as Embassy Hotel. An AST was noted near the northeast corner of the building, approximately 160 feet southeast of the study area, with two (2) monitor wells in the vicinity. No obvious staining or odors were noted. According to the EDM database report, two (2) fuel storage tanks are registered at this facility: 1x1,021-gallon diesel fuel UST, removed in May 1993 and 1x500-gallon diesel fuel AST, in-service beginning in June 1993. One (1) diesel fuel discharge (quantity not specified) dated June 6, 1992 is reported as “no cleanup required.” Based on the lack of documented contamination, this facility is given a potential contamination risk rating of “Low.”
66	Former Personal Touch Cleaners 1111 Westshore Blvd.	900 feet south	Drycleaner solvents 9600515	No	No	During the site reconnaissance, this facility was observed as PNC Bank. According to the EDM database report, this facility is registered as an active dry-cleaning drop-off point. Based on the distance, this facility is given a potential contamination risk rating of “No.”
67	Westshore Squares 4600 W Cypress St.	Adjacent north	Petroleum 9047048	Yes	Low	During the site reconnaissance, this facility was observed as Bank of Tampa. According to the EDM database report, this facility formerly maintained one (1) 500-gallon diesel fuel UST, removed in December 1997. No discharges have been reported for this facility. Based on the lack of discharges, this facility is given a potential contamination risk rating of “Low.”
68	Doubletree Hotel Tampa Airport 4500 W Cypress St.	Nearest formerly contaminated AST: 30 feet north	Petroleum 9601866	No	Medium	During the site reconnaissance, this facility was observed as Doubletree Hotel. One (1) AST was observed at the southeast corner of the facility. No obvious staining or odors were noted. According to the EDM database report, this facility has a total of four (4) registered fuel storage tanks: two (2) diesel fuel USTs (size not reported), removed in July 1996; and 2x1,000-gallon in-service diesel fuel ASTs installed in July 1996. According to the Limited Site Investigation (LSI) dated June 18, 2013, trace amounts of petroleum contaminants (no GCTL/SCTL exceedances) were discovered in the vicinity of the elevator pits located within the east portion of the building. In addition, stained soil was identified and removed from the AST area located at the southeast corner of the building. Reportedly, groundwater flow is to the south (toward the study area). See excerpts in Appendix F . In response to the aforementioned LSI, a DRF dated October 15, 2013 was filed for the hydraulic fluid discharge and was issued a NFA letter on November 19, 2013. Based on the close proximity, documented contamination and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of “Medium.”

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
69	Sheraton Suites – Tampa Airport 4400 W Cypress St.	AST: 120 feet north	Petroleum 9809074	No	Low	During the site reconnaissance, this facility was observed as Sheraton Suites. One (1) AST was observed on the southwest side of the facility. No obvious staining or odors were noted. According to the EDM database report, this facility formerly maintained one (1) 460-gallon diesel fuel UST, closed in place in June 2007. No discharges have been reported. According to the FDEP Storage Tank Closure Site Inspection Report dated June 1, 2007, the former UST was replaced by an unregulated 500-gallon AST in the same location. Based on the distance and lack of discharges, this facility is given a potential contamination risk rating of “Low.”
70	Meridian One, former Westshore Place I 4350 W Cypress St.	140 feet north	Petroleum 9103064	Yes	Low	During the site reconnaissance, this facility was observed as Meridian One Hotel. One (1) 500-gallon AST and one (1) possible former monitor well were observed at the southwest corner of the facility. No obvious staining or odors were noted. According to the EDM database report, two (2) fuel storage tanks are registered for this facility: 1x550-gallon diesel fuel UST, removed in August 1998; and 1x500-gallon diesel fuel AST, in-service since May 1998. No discharges have been reported for this facility. Based on the distance and lack of reported discharges, this facility is given a potential contamination risk rating of “Low.”
71	Meridian Two 4300 W Cypress St.	Formerly contaminated UST area: 130 feet north	Petroleum 9103065	Yes	Low	During the site reconnaissance, this facility was observed as Meridian Two Hotel. According to the EDM database report, three (3) fuel storage tanks are registered for this facility: 1x550-gallon diesel fuel UST, removed in July 1997; 1x4,000-gallon diesel fuel UST, removed in April 1998; and 1x2,000-gallon diesel fuel AST, in-service since May 1998. One (1) diesel fuel discharge (quantity not specified) dated January 28, 1998 is reported for this facility. An NFA letter was issued for this discharge on February 10, 1999. According to figures included in the SAR dated January 18, 1999, the formerly contaminated UST area was located approximately 130 feet north of the study area. Based on the distance, this facility is given a potential contamination risk rating of “Low.”
72, 73	Meridian Three, former FL Clarklift, former Amerigroup 811 N Hubert Ave. (4200 W Cypress St.)	Extent of groundwater contamination: 90 feet north	Petroleum 8625338, 9401825, 9800802, 9807107, 9807194	Yes	Low	During the site reconnaissance, this facility was observed as Meridian Three Hotel. Five (5) different facility IDs are assigned to this address. According to the EDM database report, a total of ten (10) fuel storage tanks are registered for this facility. Former fuel storage tanks: 1x550-gallon diesel fuel UST, removed in April 1998; 1x700-gallon, 1x1,250-gallon, and 1x1,000-gallon diesel fuel ASTs listed as “temporarily out of service” in September 2015; and 2x1,000-gallon unleaded gasoline USTs, removed on an unspecified date. Fuel storage tanks currently listed as in-service: 1x500-gallon diesel fuel AST, installed in January 1998; 1x1,000-gallon diesel fuel AST, installed in September 1994; 1x1,000-gallon diesel fuel AST, installed in January 1997; and 1x500-gallon diesel fuel AST, installed in April 2005. One (1) leaded gasoline (quantity not specified) dated January 15, 1998 is reported for this facility. A Site Rehabilitation Order with Conditions was issued for this discharge on July 15, 2003. According to the Declaration of Restrictive Covenant issued on May 9, 2003, the groundwater contamination at the site is stable in location, has not migrated off-site, and is naturally attenuating. See excerpts in Appendix F . Based on the distance and documented lack of contamination within the study area, this facility is given a potential contamination risk rating of “Low.”
74	Gas Kwick #16 4136 W Cypress St.	130 feet north	Petroleum 8625440	Yes	Medium	During the site reconnaissance, this facility was observed as an active Gas Kwick retail fuel station. Four (4) monitor wells were noted at this facility. According to the EDM database report, six (6) USTs are registered for this facility: 1x4,000-gallon kerosene, 1x8,000-gallon diesel fuel, and 2x12,000-gallon unleaded gasoline, all removed in January 2006; and 2x20,000-gallon unleaded gasoline USTs, listed as in-service beginning in January 2006. One (1) gasoline discharge (quantity not specified) dated July 25, 1988 is reported for this facility. An SRCO was issued for this discharge on July 20, 2015. Based on the distance and lack of current contamination concerns, no sampling is recommended at this time. However, given its use as an active gas station, this facility is given a potential contamination risk rating of “Medium.”
75	Former Hero Plumbing 4002 State St.	180 feet southeast	Petroleum 9802571	No	No	During the site reconnaissance, this facility was observed as Casale Design Source, a retail tile, stone, ceramic and mosaics supplier. According to the EDM database report, one (1) 2,500-gallon unleaded gasoline UST was removed from this facility in January 2000. No discharges are reported. Based on the distance and lack of reported discharges, this facility is given a potential contamination risk rating of “No.”

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
76	Pass Rent A Car 3830 W Cypress St.	450 feet southeast	Petroleum 8625254	No	Low	During the site reconnaissance, this facility was observed as The Audio Itch, a car stereo installation company. According to the EDM database report, one (1) 4,000-gallon unleaded gasoline UST was removed from this facility in July 1992. One (1) discharge (quantity and type not specified) dated March 29, 1991 is reported as “no cleanup required” for this facility. Based on the distance, this facility is given a potential contamination risk rating of “Low.”
77	Former Tampa Auto Protection 3808 W Nassau St.	200 feet southeast	Hazardous Materials FLD982116998	No	No	During the site reconnaissance, this facility was observed as a cleared lot with construction activities on-site. According to the EDM database report, this facility was formerly registered as a SQG on November 17, 1987 and is currently registered as “not a generator” as of November 13, 2009. No code violations or enforcements have been reported. Based on the distance and lack of contamination concerns, this facility is given a potential contamination risk rating of “No.”
78	Former Exxon #7484 1004 N Dale Mabry Hwy	360 feet south	Petroleum	Yes	Low	During the site reconnaissance, this facility was observed as a parking lot. According to the EDM database report, five (5) USTs are registered for this facility: 1x1,000-gallon waste oil, 1x8,000-gallon waste oil, 2x10,000-gallon unleaded gasoline and 1x10,000-gallon leaded gasoline, all removed in April 1988. One (1) 100-gallon leaded gasoline discharge dated April 15, 1988 is reported. An SRCO was issued for this discharge on May 30, 1997. Based on the distance and the SRCO, this facility is given a potential contamination risk rating of “Low.”
79	ERNS - McClean Tank Lines Former parking lot of Ayres Diner, Dale Mabry Hwy	300 feet south	Petroleum Incident ID: 50703	No	Low	According to the EDM database report, on January 19, 1988, a truck’s saddle fuel tank dislodged and fell onto the roadway, discharging approximately 50 gallons of diesel fuel onto surrounding soil and roadway. Reportedly, the discharge was covered in sand. No further regulatory information is available for this incident. Based on the distance and uncertain discharge location, this facility is given a potential contamination risk rating of “Low.”
80	COT Landfill #20: I-275 & Dale Mabry Hwy I-275 & Dale Mabry Hwy	Adjacent north	Landfill debris COM #: 228365	No	Medium	During the site reconnaissance, this facility was observed as assorted commercial facilities and parking lots. According to the Landfill #20 Report (found on OCULUS) dated November 4, 1998 , a former landfill site, encompassing an approximate 18-acre area, is located southeast of the intersection of Dale Mabry Highway and Chestnut Street. The approximate landfill area is bounded to the west by Dale Mabry Highway; to the south by stormwater detention basins followed by I-275; to the east by Himes Avenue; and to the north by Chestnut Street. No groundwater contamination was noted at the site and groundwater flow was to the southwest (toward the study area). Reportedly, debris was buried between one to six feet below grade. The types of materials reported at the site included glass, brick, ceramic and metal. No evidence of hazardous wastes or substances was reported. Reportedly, no methane gas was present at the site. See excerpts in Appendix F . Based on the close proximity and possible landfill debris within the study area, this facility is given a potential contamination risk rating of “Medium.”

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
81	Men's Wearhouse, former Mobil # 02-CNH 1101 N Dale Mabry Hwy	Adjacent south	Petroleum 8624998 Hazardous Materials FLD984203638	Yes	Medium	During the site reconnaissance, this facility was observed as Men's Wearhouse, a clothing store. Six (6) monitor wells were noted on-site. According to the EDM database report, ten (10) USTs are registered for this facility: 1x10,000-gallon leaded gasoline, 1x10,000-gallon diesel fuel, 2x10,000-gallon unleaded gasoline and 1x550-gallon waste oil, removed in December 1989; 1x12,000-gallon and 2x10,000-gallon unleaded gasoline and 1x8,000-gallon diesel fuel, removed in March 1998; and 1x1,000-gallon waste oil, removed in May 1998. Four (4) discharges are reported for this facility: "generic gasoline" (quantity not specified) discharge dated March 29, 1998; kerosene (quantity not specified) discharge dated May 12, 1988; unleaded gasoline (quantity not specified) discharge dated January 30, 1991; and unleaded gasoline (quantity not specified) discharge dated April 4, 1991. No SRCO has been issued for any of the reported discharges and cleanup is listed as pending. Additionally, this facility was registered as a SQG on August 12, 1991 and is currently registered as "not a generator" as of October 12, 2011. No code violations or enforcements have been reported. Based on the close proximity, ongoing cleanup status and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of "Medium."
82	Wal-Mart Supercenter #1690 1505 N Dale Mabry Hwy	50 feet north	Hazardous Materials FLR000073965	No	Low	During the site reconnaissance, this facility was observed as an active Wal-Mart Supercenter. According to the EDM database report, this facility was formerly registered as a CESQG on March 13, 2001 and is currently registered as a SQG as of July 29, 2013. No code violations or enforcements have been reported. Based on the lack of contamination concerns, this facility is given a potential contamination risk rating of "Low."
83	Former Drew Tile Supply 1401 N Himes Ave	On-site	Petroleum 8625369, 8627881	Yes	High	During the site reconnaissance, this facility was observed as I-275 roadway and ROW. According to the EDM database report, one (1) 1,000-gallon unleaded gasoline UST was removed from this facility in August 1989. One (1) unleaded gasoline discharge (quantity not specified) dated October 29, 1991 is reported for this facility. This site was accepted in the FDEP's Abandoned Tank Restoration Program (ATRP) in 1992. Limited assessment activities conducted at this site between 1991 and 1993 detected elevated levels of several petroleum-related compounds within the groundwater at the site. Further assessment activities were put on hold due to funding issues and currently the site cleanup is listed as pending. Based on the close proximity and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of "High."
84	Sammy's Body Shop 3334 W Main St	Adjacent north	Hazardous Materials FLD984207373	No	Low	During the site reconnaissance, this facility was observed as Sammy's Body Shop. Two (2) vehicle maintenance bays were observed on the north side of the facility, approximately 170 feet north of the study area. According to the EDM database report, this facility is currently registered as a CESQG beginning on July 16, 1991. No code violations or enforcements have been reported. Based on the lack of contamination concerns, this facility is given a potential contamination risk rating of "Low."
85	Robbie Rojas 3205 W Arch St.	200 feet south	Solid waste 99231	No	No	During the site reconnaissance, this facility was observed as a private residence. According to the EDM database report, this facility is registered as an inactive waste tire collector. No additional regulatory information was found. Based on the distance and lack of contamination concerns, this facility is given a potential contamination risk rating of "No."
86	Hillsborough County School Board McFarlane Park Center 1721 N MacDill Ave.	550 feet north	Petroleum 9804707	No	No	During the site reconnaissance, this facility was observed as McFarlane Park Center. According to the EDM database report, one (1) 300-gallon heating oil discharge, dated October 29, 1991, occurred when an abandoned UST was impacted during construction/redevelopment. An NFA letter was issued for this discharge on January 14, 2003. According to the Interim Remedial Action (IRA) Addendum dated September 2002, the abandoned tank was a 2,000-gallon heating oil UST located approximately 550 feet north of the study area. Based on the significant distance, this facility is given a potential contamination risk rating of "No."



Contamination Screening Evaluation Report

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
87	Capitanos Auto Service 2501 W Main St.	260 feet north	Petroleum 8625529	No	Low	During the site reconnaissance, this facility was observed as Gabino's Appliance Company. According to the EDM database report, six (6) USTs are registered for this facility: 2x4,000-gallon unleaded gasoline, 2x4,000-gallon leaded gasoline, and 1x550-gallon waste oil, removed in July 1993; and 1x550-gallon waste oil, closed in place in April 1995. Two (2) discharges are reported for this facility: unspecified quantity and type, discharge date October 6, 1989; and leaded gasoline (quantity not specified) discharge date July 1, 1993. No SRCO has been issued for either discharge and cleanup is ongoing. Based on distance, this facility is given a potential contamination risk rating of "Low."
88	Salemi's Body Shop 1602 N Armenia Ave.	Adjacent north	Petroleum 9103217 Hazardous Materials FLD982155418	Yes	High	During the site reconnaissance, this facility was observed as Salemi's Body Shop. According to the EDM database report, two (2) 4,000-gallon leaded gasoline USTs were removed in June 1975. One (1) leaded gasoline discharge (quantity not specified) dated March 29, 1991 is reported for this facility. No SRCO has been issued for this discharge and, according to Map Direct, cleanup is ongoing. Additionally, this facility is currently registered as a SQG beginning on January 26, 1988, last updated on November 18, 2013. A minor violation regarding waste determination was reported on July 17, 1987 (prior to SQG registration). The violation was corrected on February 26, 1988 and the facility is currently operating in compliance regarding hazardous waste handling. Based on the close proximity, ongoing cleanup status, and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of "High."
89	Former Automan Inc. 1406 N Armenia Ave.	On-site	Hazardous Materials FLD984205948	Yes	Low	During the site reconnaissance, this facility was observed as I-275 Roadway and ROW. According to the EDM database report, this facility was formerly registered as a SQG on July 16, 1991 and is currently closed as of October 13, 2005. No code violations or enforcements have been reported. Based on the lack of contamination concerns, this facility is given a potential contamination risk rating of "Low."
90, 91	Former Texaco Station 2502 W Laurel St.	On-site	Petroleum 8732178	Yes	High	During the site reconnaissance, this facility was observed as I-275 roadway and ROW. According to the EDM database report, four (4) leaded gasoline USTs are registered for this facility: 2x10,000-gallon, 1x6,000-gallon, and 1x550-gallon, all removed at an unknown date. Two (2) discharges are reported for this facility: unspecified quantity and type, discharge date February 20, 2007; and unspecified quantity and type discharge date May 9, 2007. No SRCO has been issued for either discharge and, according to Map Direct, cleanup is pending. Based on the close proximity, pending cleanup status, and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of "High."
92	Former Tire Doctor 2502 W Main St.	110 feet north	Solid waste 96765	No	No	During the site reconnaissance, this facility was observed as a vacant building. According to the EDM database report, this facility is registered as an inactive waste tire collector. No additional regulatory information was found. Based on the lack of contamination concerns, this facility is given a potential contamination risk rating of "No."
93	Former Citgo Armenia 1415 N Armenia Ave.	On-site	Petroleum 8625485	Yes	Low	During the site reconnaissance, this facility was observed as I-275 roadway and ROW. According to the EDM database report, seven (7) USTs are registered for this facility: 2x6,000-gallon unleaded gasoline, 1x6,000-gallon leaded gasoline and 1x6,000-gallon diesel fuel, removed in June 1989; and 3x10,000-gallon unleaded gasoline, removed in May 2005. One (1) diesel fuel (unspecified quantity) discharge dated November 16, 1987 is reported for this facility. An SRCO was issued for this discharge on September 19, 2013. Based on the SRCO issuance and lack of current contamination concerns, this facility is given a potential contamination risk rating of "Low."
94	Popeyes Restaurant 2337 W Green St.	Adjacent north	Petroleum 9804594	Yes	Low	During the site reconnaissance, this facility was observed as Popeye's Restaurant. Four (4) monitor wells were observed approximately 60 feet north of the study area. According to the EDM database report, no fuel storage tanks are registered at this facility. One (1) "gasoline" (unspecified quantity) discharge dated December 27, 2001 is reported as "no cleanup required." According to the DRF dated January 17, 2002 this discharge is associated with the former use of the property as a Gulf Oil service station. No further regulatory information is available. Based on the absence of contamination sources (fuel storage tanks) and the lack of reported contamination concerns requiring cleanup, this facility is given a potential contamination risk rating of "Low."

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95	West Tampa Sunoco, former Herrera Auto Repair 2345 W Main St.	250 feet north	Petroleum 8625580, 8942586 Solid waste 96251	No	Low	During the site reconnaissance, this facility was observed as an active Sunoco retail fuel station. According to the EDM database report, six (6) USTs are registered at this facility: 1x250-gallon waste oil and 1x500-gallon diesel, removed at an unreported date; 2x3,000-gallon unleaded gasoline and 1x4,000-gallon unleaded gasoline, removed in June 2010; and 1x20,000-gallon diesel, currently in-service as of October 2010. Three (3) discharges are reported for this facility: “other non-regulated” (quantity not specified), discharge date December 15, 1988; 15-gallon unleaded gasoline, discharge date September 23, 1992; and diesel fuel (quantity not specified), discharge date August 2, 1994. No SRCO has been issued for any of the discharges and cleanup is ongoing. In addition, this facility is registered as an inactive waste tire collector. Based on distance, this facility is given a potential contamination risk rating of “Low.”
96	Former Kentucky Fried Chicken 1602 N Howard Ave.	Adjacent north	Petroleum 9501915	Yes	Medium	During the site reconnaissance, this facility was observed as a vacant grassy lot. Four (4) monitor wells were noted in the west-central portion of the property. According to the Template Site Assessment Report (TSAR) dated January 8, 2015, this property was formerly occupied by a service station in the 1970s and 1980s. The quantity and capacity of the fuel storage tank(s) formerly on-site is unknown. A discharge was filed on July 1, 1994 following the discovery of groundwater contamination in the central area of the property. Limited remediation was conducted in 1995 (excavation and removal of 150 tons of soil and 1,750 gallons of contaminated groundwater). No SRCO has been issued for this discharge and cleanup is ongoing. Based on the close proximity, ongoing cleanup status, and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of “Medium.”
99, 100	Unknown – Abandoned Tank 1414 N Howard Ave.	On-site	Petroleum 9807059	No	High	During the site reconnaissance, this facility was observed as I-275 roadway and ROW. According to the EDM database report, and the UST Removal and Closure Report dated March 17, 2005, a discharge was reported on January 13, 2005 in response to the discovery of two (2) approximately 1,000-gallon unregistered USTs (unspecified contents) found while procuring ROW for the I-275 Roadway Corridor Expansion Project. The tanks were removed and excessively contaminated soil was excavated and replaced with clean fill dirt. No SRCO has been issued and, according to Map Direct, further cleanup is pending. Based on the close proximity, pending cleanup status, and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of “High.”
101	ERNS – Unknown I-275 & Howard Ave.	I-275 & Howard Avenue	Petroleum Incident ID: 166129	No	Low	According to the EDM database report, on January 17, 1990 a vehicle accident resulted in a discharge of an estimated 30 gallons of diesel fuel. No further regulatory information was found for this listing. Based on the age of the discharge and the amount of time for natural attenuation, this facility is given an initial potential contamination risk rating of “Low.”
102	Express Press 1313 N Howard Ave	160 feet south	Hazardous Materials FLD984179705	No	Low	During the site reconnaissance, this facility was observed as Express Press, a printing company. According to the EDM database report, this facility was formerly registered as a SQG on September 25, 1990 and is currently registered as a CESQG as of April 15, 2008. No code violations or enforcements have been reported. Based on the distance and lack of contamination concerns, this facility is given a potential contamination risk rating of “Low.”
103	Fina Station 1301 N Howard Ave.	290 feet south	Petroleum 8737181	No	Low	During the site reconnaissance, this facility was observed as Neep Qwick, an active retail fuel station. Fuel storage tanks currently listed as in-service; 2x8,000 unleaded gasoline USTs installed on January 1992. Former underground fuel storage tanks registered to this facility include: 2x2,000-gallon unleaded gasoline, 2x2,000-gallon leaded gasoline, 2x3,000-gallon diesel fuel, 1x10,000-gallon kerosene removed in July 1991; and 1x550-gallon Kerosene and 1x550-gallon waste oil UST, removed September 1993. A discharge dated March 29, 1987 (quantity and type not specified) was reported for this facility. No SRCO has been issued for this discharge and, according to Map Direct, cleanup is ongoing. Based on distance, this facility is given a potential contamination risk rating of “Low.”



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104	Exxon #4-5298 Interstate, Former Alpine Truck Stop 2135 W Green St.	Adjacent north	Petroleum 8625289, 8944533	Yes	High	During the site reconnaissance, this facility was observed as an active Marathon retail fuel station. Two (2) separate facility IDs are registered at this property. USTs currently listed as in-service: 3x10,000 unleaded gasoline and 1x10,000 diesel fuel, installed in October 1990. Former USTs registered at this facility: 1x4,000-gallon unleaded gasoline, and 4x3,000-gallon unleaded gasoline, removed in November 1988; and 1x1,000-gallon kerosene, removed in December 2008. Four (4) discharges are reported for this facility: one (1) discharge of unknown contents (quantity not specified) dated September 13, 1988; two (2) gasoline discharges (quantity not specified) dated November 11, 1988 and December 4, 1988, later combined into one (1) discharge; and one (1) diesel fuel discharge (quantity not specified) discharge date May 18, 1992. No SRCO has been issued for any of the discharges and, according to Map Direct, cleanup is ongoing. Based on the close proximity, ongoing cleanup status, and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of “High.”
105	ERNS – Drum Discovery 1937 Green St.	Adjacent north	Hazardous Materials Incident ID: 627548	No	No	According to the EDM database report, a caller reported the discovery of a drum (quantity, condition, and type not reported). No further information was provided. Based on the de minimis nature of this listing, this facility is given a potential contamination risk rating of “No.”
106	Former Felicione Auto Service 1746 W Main St.	Formerly contaminated UST area: 140 feet north	Petroleum 8945082	No	Low	During the site reconnaissance, this facility was observed as Choppa’s Barber Shop. According to the LCAR dated April 28, 1995 two (2) USTs were formerly maintained at this facility: 1x5,000-gallon kerosene, removed on April 29, 1992; and 1x10,000-gallon kerosene, removed at an unknown date. One (1) kerosene discharge was filed on April 29, 1992 following contamination discovered during tank removal. No SRCO has been issued for this discharge and, according to Map Direct, cleanup is ongoing. The figures included in the LCAR indicate that the former UST area is located approximately 140 feet north of the study area. Based on distance, this facility is given a potential contamination risk rating of “Low.”
107	Hillsborough County Custodial Operations 1745 W Green St.	Adjacent north	Hazardous materials	No	Low	During the site reconnaissance, this facility was observed as Hillsborough County Custodial Operations. According to the EDM database report, this facility was registered as a SQG on December 28, 1995 and is currently registered as a CESQG beginning on December 13, 2012. No code violations or enforcements are reported. Based on the lack of contamination concerns, this facility is given a potential contamination risk rating of “Low.”
108	The Dry Cleaning Warehouse 1707 W Arch St.	260 feet south	Dry cleaning solvents	No	No	During the site reconnaissance, this facility was observed as multiple unmarked commercial businesses. According to the EDM database report, this facility was formerly registered as a LQG on February 23, 2007 and is currently registered as a SQG as of July 12, 2007. Numerous violations regarding hazardous waste handling are reported. According to a summary letter dated September 3, 2010, “The facility was a large quantity generator of hazardous waste that had not obtained an EPA ID number or registered as a dry cleaner. The facility was improperly managing its hazardous waste and was misting inadequately treated wastewater to the environment. The operator of the facility was criminally charged with two counts of unlawful disposal of a hazardous waste.” Reportedly, soil and groundwater sampling was conducted at this facility and all test results were below detectable levels or the applicable state regulatory standards. Based on the distance, this facility is given a potential contamination risk rating of “No.”

Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
109	Blanco Fuel Oil 1705 W Lasalle St.	Adjacent south	Petroleum	Yes	High	During the site reconnaissance, this facility was observed as Hive Audio/Video Solutions. According to the EDM database report, seven (7) USTs are registered for this facility: 2x10,000-gallon kerosene, 2x8,000-gallon kerosene, 1x3,000-gallon oil-onsite heat, 1x8,000-gallon oil-onsite heat, and 1x10,000-gallon unleaded gasoline, all removed in March 1991. One (1) kerosene (quantity not specified) discharge dated March 19, 1991 is reported. According to a SAR dated April 1994, both GCTL and SCTL exceedances were present at the site, with the general groundwater flow to the east-northeast (toward the study area). No SRCO has been issued for this discharge and according to Map Direct, cleanup is ongoing. Based on the close proximity and possible residual petroleum product impacts within the study area, this facility is given a potential contamination risk rating of "High."
110	Professional Anodizing 1701 W Arch St.	260 feet south	Hazardous materials	No	No	During the site reconnaissance, this facility was observed as multiple unmarked commercial businesses. According to the EDM database report, this facility is registered as a SQG beginning on July 19, 2010. No code violations or enforcements have been reported. Based on the significant distance and lack of reported contamination concerns, this facility is given a potential contamination risk rating of "No."
111, 112, 113	La Salle Street Site, Former Tarpon Chemical & Supply 1523, 1527-1529 W Lasalle St., 1301 & 1204 N Rome Ave.	Nearest contaminated site: adjacent south	Hazardous Materials FLT0300731269, FLD991304619 Petroleum 9400491	Yes	High	During the site reconnaissance, the property in closest proximity to the study area (adjacent) was observed as a vacant grassy lot. According to the EDM database report, these non-contiguous properties are listed as a single CERCLIS site due to the close proximity and similar chemicals stored and released at each property. Reportedly, these properties were historically part of the Tarpon Chemical & Supply company, operating as chemical warehousing, storage and retail facilities from circa 1950 to 1980. The contaminants of concern include Volatile Organic Compounds (VOCs), Semi-Volatile Organic Compounds (SVOCs), Total Recoverable Petroleum Hydrocarbons (TRPH) and metals. As of this writing, this site is currently contaminated and cleanup is ongoing. Based on the close proximity and possible contamination impacts within the study area, this facility is given a potential contamination risk rating of "High."
115	FBI Tampa Field Office 5525 W Gray St.	800 feet north	Petroleum 9063924	No	No	This facility was identified during the site reconnaissance. This facility was observed as the Federal Bureau of Investigation (FBI) Tampa Field Office. According to Map Direct, this facility currently maintains one (1) 2,000-gallon diesel fuel AST, installed on October 31, 2015. No discharges have been reported. Based on the significant distance and lack of reported contamination concerns, this facility is given a potential contamination risk rating of "No."
116	Kennedy Blvd. Emergency Generator 130 feet west of Kennedy Blvd. and S Hoover Blvd.	On-site	Petroleum No facility ID	No	No	This facility was identified during the site reconnaissance. An emergency generator with an integral AST, appearing to be less than 100 gallons was observed within the study area in the southwest corner of the intersection of Kennedy Boulevard and South Hoover Boulevard. No regulatory information is available for this facility. Based on the lack of reported discharges, this facility is given a potential contamination risk rating of "No."
117	Dex imaging 5109 W Lemon St.	AST: 300 feet east	Petroleum No facility ID	No	No	This facility was identified during the site reconnaissance. An emergency generator with integral AST was observed south of the facility, approximately 300 feet east of the study area. Based on the distance, this facility is given a potential contamination risk rating of "No."



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Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
118	Logan Laboratories 5050 W Lemon St.	AST: 130 feet north	Petroleum No facility ID	No	No	This facility was identified during the site reconnaissance. An emergency generator with integral AST was observed at the south end of the building, approximately 130 feet north of the study area. No obvious hazardous materials or monitor wells were noted at this facility. Based on distance, this facility is given a potential contamination risk rating of "No."
119	Arehna Engineering 5012 W Lemon St.	Maintenance bays: 120 feet north	Hazardous Materials No facility ID	No	No	This facility was identified during the site reconnaissance. Two (2) possible vehicle maintenance bays were observed approximately 120 feet north of the study area. No obvious fuel storage tanks, hazardous materials or monitor wells were noted at this facility. Based on distance and lack of reported discharges, this facility is given a potential contamination risk rating of "No."
120	Women's Care Florida Laboratories 5002 W lemon St.	On-site	Petroleum No facility ID	No	Low	This facility was identified during site reconnaissance. Two (2) monitor wells were noted at this facility. An emergency generator with integral AST on a concrete pad was observed at the southeast corner of the facility, located within the study area. Based on the lack of reported discharges, this facility is given a potential contamination risk rating of "Low."
121	Gray Street Substation 502 N Manhattan Ave.	60 feet south	Petroleum, Hazardous Materials No facility ID	No	Low	This facility was identified during site reconnaissance. No obvious fuel storage tanks or signs of hazardous materials were observed at or near this facility. No regulatory listings were identified regarding this facility. Utility transformer substations typically include transformers, circuit breakers and capacitor banks that are filled with petroleum-based mineral oil for equipment cooling purposes. Additionally, diesel fuel was historically used at some older substations as an herbicide. Based on distance, this facility is given a potential contamination risk rating of "Low."
122	TECO Clearview Substation 1350 N Himes Ave.	Adjacent south	Petroleum, Hazardous Materials No facility ID	No	Low	This facility was identified during site reconnaissance. No obvious fuel storage tanks or signs of hazardous materials were observed at or near this facility. No regulatory listings were identified regarding this facility. Utility transformer substations typically include transformers, circuit breakers and capacitor banks that are filled with petroleum-based mineral oil for equipment cooling purposes. Additionally, diesel fuel was historically used at some older substations as an herbicide. Based on distance, this facility is given a potential contamination risk rating of "Low."
123	CIRCLE K #2709795 1001 N Dale Mabry Hwy.	300 feet south	Petroleum 8625108	No	No	During the site reconnaissance, this facility was observed as an active Circle K gas station. According to the Low Scored Site Initiative (LSSI) Assessment report dated February 21, 2018, this facility formerly maintained one (1) 550-gallon waste oil UST, removed in 1966 and currently maintains three (3) 10,000-gallon unleaded gasoline USTs. Two discharges are reported. The first discharge was reported on July 2, 1992 and, following site assessment activities, was granted NFA status on June 21, 1995. The second discharge was reported on December 8, 1998 in response to contamination discovered during on-site monitoring well sampling activities. No SRCO has been issued for this discharge and according to Map Direct, cleanup is ongoing. Based on distance, this facility is given a potential contamination risk rating of "No."
124	Authorized Service 3602 W Cypress St.	220 feet southwest of Option B - Himes Ave. Full Express Lane Interchange limits	Petroleum 9801550	No	Low	During the site reconnaissance, this facility was observed as Total Design Source. According to the UST Closure Assessment Report dated May 1999, this facility formerly maintained one (1) 1,000-gallon generic gasoline UST and one (1) 550-gallon waste oil UST, removed in April 1999. Following contaminated soil excavation during tank removal activities, confirmation soil and groundwater sampling did not detect petroleum constituents above their respective Cleanup Target Levels (CTLs); therefore, no further assessment was recommended. Based on the distance and lack of current contamination concerns, this facility is given a potential contamination risk rating of "Low."



Site Number	Regulatory Listing and Address	Approximate Distance & Direction from Study Area	Concern & Facility ID	1996 TIS FEIS Previously Identified Site?	Risk Rating	Comments
125	Joy Food Store 1907 N Himes Ave.	Adjacent east of Option B - Himes Ave. Full Express Lane Interchange limits	Petroleum 8625256	No	Medium	During the site reconnaissance, this facility was observed as an active Sunoco gas station. According to Map Direct, this facility formerly maintained two (2) 4,000-gallon gasohol USTs and two (2) 4,000-gallon leaded gasoline USTs, removed in February 1990. Currently maintained on-site is one (1) 12,000-gallon unleaded gasoline UST, installed in 1995. One (1) petroleum discharge was reported on February 1, 1986 in response to contamination detected during monitoring well sampling. Following remedial activities conducted between 1998 and 2008, the discharge was granted an SRCO on January 22, 2009. Based on its use as an active gas station, this facility is given a potential contamination risk rating of “Medium.”

Sources: EDM database report, various FDEP online databases

6.2 Pond Site Evaluation

When facilities/sites are identified in proximity to the ROW, they are assigned a risk rating using the FDOT’s standard methodology (High, Medium, Low or No). In a similar manner, pond sites are assigned a risk rating so they can be evaluated as part of the overall engineering design process. Please note that the pond sites evaluated do not differ between Project Alternatives or Design Options. Details for each pond site investigated are provided in **Table 6-2**, Pond Site Risk Rating Table. Pond locations are illustrated in **Appendix A**.

Table 6-2 Pond Site Risk Rating Summary

Pond Name	Risk Rating	Comments
SMF-3	Low	<p>Pond configuration: This pond alternative is split into three non-contiguous portions. Two (2) portions are located within, and one (1) portion extends south of the median of the I-275 entrance and exit ramps at Kennedy Boulevard, at the west end of the study area. The pond alternative encompasses a total of approximately 2.30 acres of land. The location is shown on a recent aerial photograph presented in Appendix A.</p> <p>Land Use: A review of historical aerial photography indicates the former land use of SMF-3 consisted of roadway, rangeland and FDOT right-of-way dating back to 1938. During the site reconnaissance, the current land use of the pond alternative SMF-3 was observed to consist of roadway, woods, grassy FDOT ROW and a manmade pond. No obvious signs of fuel storage tanks, hazardous materials or buried debris were noted. Surrounding properties in the vicinity of the pond site includes FDOT roadway and ROW.</p> <p>Nearby Sites of Concern: <i>Site No. 24 - Humana Health Care, risk rated No – 100 feet northeast of SMF-3, Site No. 116 - Kennedy Blvd Emergency Generator, risk rated No - 110 feet southeast of SMF-3, Site No. 29 - Former Chevron #48101, risk rated Low – 350 feet west</i></p> <p>Risk rating: Based on the lack of on-site or adjacent contamination concerns, SMF-3 is assigned a risk rating of “Low.”</p>
SMF-5	Low	<p>Pond configuration: This pond alternative is located north of I-275, at the west end of the study area approximately 470 feet south of the intersection of West Gray Street and North Reo Street, in Hillsborough County. The pond alternative encompasses approximately 0.50 acres of land. The location is shown on a recent aerial photograph presented in Appendix A.</p> <p>Land Use: A review of historical aerial photography indicates the former land use of SMF-5 consisted of rangeland and a drainage canal from 1938 to 1965. From 1976 to 2005, SMF-5 consisted of one (1) onsite structure with surrounding parking lot and one (1) structure along the south pond boundary. Beginning in 2009, one (1) structure was added along the west pond boundary. During the site reconnaissance, pond alternative SMF-5 was observed to consist of Forn’s Design & Construction, Global Food Services Incorporated, grassy field and asphalt parking lot. No obvious signs of fuel storage tanks, hazardous materials or buried debris were noted. Surrounding properties in the vicinity of the pond site includes Executive Drive to the south; grassy field followed by mangroves and Tampa Bay to the west; West Gray Street to the north; and grassy field to the east.</p> <p>Nearby Sites of Concern: <i>Site No. 17 - A B Dick Co, risk rated No – onsite within SMF-5 boundaries.</i></p> <p>Risk rating: Based on the lack of on-site or adjacent contamination concerns, SMF-5 is assigned a risk rating of “Low.”</p>
SMF-8	Medium	<p>Pond configuration: This pond alternative is located to the north of I-275, within George J Bean Outbound Parkway roadway and right-of way at the west end of the study area, approximately 1,000 feet east of the intersection of West Gray Street and North Reo Street. The pond alternative encompasses approximately 2.40 acres of land. The location is shown on a recent aerial photograph presented in Appendix A.</p> <p>Land Use: A review of historical aerial photography indicates the former land use of SMF-8 consisted of rangeland beginning in 1938. In 1957, three small structures and a roadway are visible onsite. From circa 1965 to present day, SMF-8 consisted of I-275 and George J Bean Outbound Parkway roadway and ROW. During the site reconnaissance, pond alternative SMF-8 was observed to consist of woods, FDOT roadway and ROW. No obvious signs of fuel storage tanks, hazardous materials or buried debris were noted. Surrounding properties in the vicinity of the pond site includes George J Bean Outbound Parkway roadway and ROW to the north, south and east; and a commercial office building and asphalt parking lot to the west.</p> <p>Nearby Sites of Concern: <i>Site No. 27 - Former NCR Corp, former International Tech Corp, risk rated High – arsenic groundwater contamination above GCTLs possible onsite</i></p> <p>Risk rating: Based on the documented arsenic groundwater contamination in the vicinity related to Site No. 27, SMF-8 is assigned a risk rating of “Medium.”</p>

Pond Name	Risk Rating	Comments
SMF-10	Low	<p>Pond configuration: This pond alternative is located within I-275 roadway and ROW at the west end of the study area, approximately 130 feet southwest of the I-275 overpass at Memorial Highway. This pond alternative encompasses approximately 4.50 acres of land. The location is shown on a recent aerial photograph presented in Appendix A.</p> <p>Land Use: A review of historical aerial photography indicates the former land use of SMF-10 consisted of rangeland dating back to 1938. A road was added onsite circa 1957 and I-275 is visible offsite to the north beginning in 1965. Beginning in 1976, SMF-10 is depicted as a drainage pond and I-275 roadway and ROW. During the site reconnaissance, pond alternative SMF-10 was observed to consist of an existing manmade pond and I-275 entrance ramp roadway and ROW. No obvious signs of fuel storage tanks, hazardous materials or buried debris were noted. Surrounding properties in the vicinity of the pond site include Memorial Highway to the east; woods followed by a multi-story parking garage to the south; woods followed by Crowne Plaza Hotel to the west; and I-275 roadway and ROW to the north.</p> <p>Nearby Sites of Concern: <i>Site No. 36 - ERNS Spill -Clearwater Chemical Corp, risk rated Low – 200 feet northeast of SMF-10; Site No. 37 - ERNS – Unknown, risk rated No - 200 feet northeast of SMF-10; Site No. 49 - Former Amoco #628, risk rated High (2 open petroleum discharges) – 360 feet southeast of SMF-10</i></p> <p>Risk rating: Based on the lack of on-site or adjacent contamination concerns, SMF-10 is assigned a risk rating of “Low.”</p>
SMF-11	Low	<p>Pond configuration: This pond alternative is located at the west end of the study area, approximately 200 feet north of the I-275 overpass at Memorial Highway in Hillsborough County. The pond alternative encompasses approximately 0.60 acres of land. The location is shown on a recent aerial photograph presented in Appendix A.</p> <p>Land Use: A review of historical aerial photography indicates the former land use of SMF-11 consisted of rangeland and roadway with Memorial Highway visible offsite to the west from 1938 to 1957. Memorial Highway improvements are visible and I-275 is depicted offsite south beginning circa 1965. By 1976, an I-275 exit ramp is added at the south portion of the pond alternative and East Frontage Road is added bisecting the pond alternative. In 1987, one (1) large commercial structure is added both onsite and offsite to the north. During the site reconnaissance, pond alternative SMF-11 was observed to consist of Centerpointe (multi-tenant commercial office building), woods, East Frontage Road and I-275 exit ramp roadway and ROW. No obvious signs of fuel storage tanks, hazardous materials or buried debris were noted. Surrounding properties in the vicinity of the pond site includes Centerpointe commercial offices to the north; East Frontage Road to the east followed by a vacant lot; Memorial Highway to the west; and I-275 to the south.</p> <p>Nearby Sites of Concern: <i>Site No. 43 - City of Tampa Landfill #22, risk rated High - 250 feet north of SMF-11; Site No. 48- Aggreko LLC, risk rated Medium – 260 feet east of SMF-11; Site No. 36 - ERNS Spill -Clearwater Chemical Corp, risk rated Low – 200 feet southwest of SMF-11; Site No. 37 - ERNS – Unknown, risk rated No - 200 feet southwest of SMF-11</i></p> <p>Risk rating: Based on the lack of adjacent or on-site contamination concerns, SMF-11 is assigned a risk rating of “Low.”</p>
SMF-12	High	<p>Pond configuration: This pond alternative is located north of I-275 at the west end of the study area, approximately 500 feet north of the I-275 overpass at Memorial Highway in Hillsborough County. The pond alternative encompasses approximately 4.60 acres of land. The location is shown on a recent aerial photograph presented in Appendix A.</p> <p>Land Use: A review of historical aerial photography indicates the former land use of SMF-12 consisted of rangeland and roadway with Memorial Highway visible offsite to the west from 1938 to 1957. Memorial Highway improvements are visible and I-275 is depicted offsite south beginning circa 1965. By 1976, an I-275 exit ramp is added at the south portion of the pond alternative and North Sherill Street is visible bisecting the pond alternative. In 1987, one (1) large commercial structure is added both onsite and offsite to the south. During the site reconnaissance, pond alternative SMF-12 was observed to consist of Centerpointe commercial office building, woods, parking lots and a multi-story parking garage. No obvious signs of fuel storage tanks, hazardous materials or buried debris were noted. Surrounding properties in the vicinity of the pond site includes West Lemon street followed by Dex Imaging to the north; North Sherill Street to the east followed by a vacant lot and Logan laboratories; Memorial Highway to the west; and Centerpointe commercial office building to the south.</p> <p>Nearby Sites of Concern: <i>Site No. 43 - City of Tampa Landfill #22, risk rated High – adjacent east of SMF-12; Site No. 48- Aggreko LLC, risk rated Medium – 170 feet east of SMF-12; Site No. 118 - Logan Laboratories, risk rated No – 50 feet north of SMF-12; Site No. 117 - Dex imaging, risk rated No – 130 feet north of SMF-12</i></p> <p>Risk rating: Based on the uncertain extent of the adjacent former landfill and possible residual petroleum constituents on-site associated with Site No. 48- Aggreko LLC, SMF-12 is assigned a risk rating of “High.”</p>
SMF-14	Medium	<p>Pond configuration: This pond alternative is located north of I-275 at the west end of the study area, approximately 650 feet west of the I-275 overpass at Westshore Boulevard. The pond alternative encompasses approximately 2.15 acres of land. The location is shown on a recent aerial photograph presented in Appendix A.</p> <p>Land Use: A review of historical aerial photography indicates the former land use of SMF-14 consisted of undeveloped rangeland beginning in 1938. Circa 1965, Lemon Street is added off-site to the south, generally appearing as it does today. By 1987, the east portion is cleared of vegetation and the pond alternative generally appears as it does today. During the site reconnaissance, pond alternative SMF-14 was observed to consist of woodlands, grassy field, and asphalt parking lot. No obvious signs of fuel storage tanks, hazardous materials or buried debris were noted. Surrounding properties in the vicinity of the pond site include: North Occident Street and commercial development to the east; grassy field to the west; commercial development to the north; and Automatic Data Processing to the south.</p> <p>Nearby Sites of Concern: <i>Site No. 43 - City of Tampa Landfill #22, risk rated High – adjacent west of SMF-14; Site No. 53 - ANACOMP, Image Conversion Systems, Dunn & Brad St. Plan Services, risk rated No– 130 feet north of SMF-14; Site No. 55 - Automatic Data Processing, risk rated Low – Former UST area: 190 feet south of SMF-14; Site No. 57- Amscot, risk rated Low – 350 feet east of SMF-14</i></p> <p>Risk rating: Based on the uncertain extent of the adjacent former landfill, SMF-14 is assigned a risk rating of “Medium.”</p>

7. CONCLUSIONS AND RECOMMENDATIONS

The contamination screening evaluation identified eighty-seven (87) potential contamination sites within the study area. Please note that the outermost proposed right-of-way from the most current design footprints were used to evaluate each site and assign one risk rating per site. Therefore, risk ratings do not differ between Project Alternatives or Design Options. The risk ratings are as follows:

Table 7-1 Potential Contamination Site Summary

Risk Rating	TIS FEIS Segment 1A	TIS FEIS Segment 2A	Risk Rating Total
High	5	11	16
Medium	9	0	9
Low	24	10	34
No	22	6	28
Total	60	27	87

When potential contamination sites were identified in proximity to the right-of-way, they were assigned a risk rating using the FDOT's standard methodology (High, Medium, Low or No). In a similar manner, each pond site was assigned a risk rating. Please note that the pond sites evaluated do not differ between Project Alternatives or Design Options. The risk ratings are as follows:

Table 7-2 Proposed Pond Site Risk Rating Summary

Pond Name	Risk Rating
SMF-3	Low
SMF-5	Low
SMF-8	Medium
SMF-10	Low
SMF-11	Low
SMF-12	High
SMF-14	Medium

Based on the conclusions of the study and the risk ratings noted above, the following recommendations are made for this project:

For the locations rated "No" for potential contamination, no further action is planned. The site has been evaluated and determined not to have any potential contamination risk to the study area at this time.

For those locations rated "Low" for potential contamination, no further action is required at this time. These sites/facilities have the least potential to impact the project but based on select variables have been determined to have low risk to the project at this time. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities should be considered.

For those locations with a risk rating of "Medium" or "High," a Level II Impact to Construction Assessment should be conducted during the design phase to assess the type and extent of contamination, and to identify impacts to construction and associated remediation costs. These sites have been determined to have potential contaminants, which may impact the project.

Additional information may become available or site-specific conditions may change from the time this report was prepared and should be considered prior to acquiring right-of-way and/or proceeding with roadway construction.

8. REFERENCES

- Chapter 20 of FDOT's Project Development and Environment Manual, effective June 14, 2017
- Hillsborough County Property Appraiser's website
- Environmental Data Report for the project corridor dated June 1, 2017, Environmental Data Management, Inc.
- 2040 Future Land Use Map (published January 28, 2018), obtained from the official Plan Hillsborough website, www.planhillsborough.org
- Aerial photographs of Hillsborough County
 - FDOT Survey & Mapping APLUS www.dot.state.fl.us/surveyingandmapping/
 - University of Florida, Map & Imagery Library <http://web.uflib.ufl.edu/maps/>
 - Google Earth www.google.com/earth/
- FDEP, Map Direct <http://ca.dep.state.fl.us/mapdirect/>
- FDEP, OCULUS Document Management System <http://depedms.dep.state.fl.us/Oculus/>
- FDEP, Hazardous Waste Facilities Search and Reporting
- FDEP, Solid Waste Facility Inventory Report
- FDEP, Storage Tank/Contaminated Facility Search
- USEPA, Envirofacts, Multi-system Database Search www.epa.gov/enviro/
- USEPA, Florida's National Priority List (NPL) Superfund Sites www.epa.gov/region4/superfund/
- USGS, Topographic Map USGS 7.5-minute "Tampa Florida" dated 1956, (Photorevised 1987)