



Beckett Bridge

Project Development & Environment (PD&E) Study

from Chesapeake Drive to Forest Avenue
Tarpon Springs, Pinellas County, FL



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Executive Summary

Pinellas County, in coordination with the Florida Department of Transportation (FDOT) District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to remove, rehabilitate or replace the existing Beckett Bridge (Bridge no. 154000) in Tarpon Springs, Pinellas County, Florida. The existing bridge is a 360-foot long bascule bridge consisting of two ten-foot wide travel lanes with two-foot, two inch sidewalks on either side. The project corridor also contains Riverside Drive/North Spring Boulevard from Chesapeake Drive to Forest Avenue. These existing roadways are predominately rural and comprise ten- to 11-foot wide travel lanes.

The project limits extend along Riverside Drive from Chesapeake Drive across Whitcomb Bayou to Forest Avenue, a distance of approximately 0.3 miles. The proposed bridge typical section for all replacement alternatives has a total out-to-out width of 47 feet one inch. The typical section includes two, 11-foot wide travel lanes with 5.5-foot shoulders that can function as undesignated bicycle lanes. Sidewalks, 5.5 feet wide, are proposed on both sides of the bridge. Proposed sections on the roadway approaches were developed to avoid acquisition of additional right-of-way.

This Contamination Screening Evaluation Report (CSER) has been prepared as part of the Beckett Bridge Pinellas County Study as required by FDOT's PD&E Manual, Part 2, Chapter 22 (revised January 17th, 2008) and in accordance with the Federal Highway Administration (FHWA) Technical Advisory T 6640.8a (dated October 30th, 1987). Consistent with this guidance and based on environmental records searches, land use surveys, field surveys and other screening methodologies cited within the PD&E manual, eight potential contamination sites were identified within the vicinity of the project corridor. Of the eight sites, six were identified as "No" contamination risk, one was identified as "Low" contamination risk, and one was identified as "Medium" contamination risk. Accordingly, no further evaluation of these sites is recommended during the design phase of the project unless changes are made to the project design that could potentially change the location or alignment of the bridge.



Table of Contents

1.0	INTRODUCTION	1
1.1.	Project Description.....	1
1.2.	Project Purpose and Need	1
1.3.	Report Purpose	4
2.0	ALTERNATIVES CONSIDERED.....	4
3.0	LAND USE	5
3.1.	Existing Land Use	5
3.2.	Future Land Use	6
4.0	HYDROLOGIC FEATURES	6
4.1.	Geology/Hydrology	6
4.2.	Soil Survey Review	6
5.0	METHODOLOGY	7
5.1.	Efficient Transportation Decision Making (ETDM).....	7
5.2.	Public Record Review and Site Reconnaissance	7
5.3.	Risk Ratings	8
5.4.	Definition of Contaminants.....	9
6.0	PROJECT IMPACTS.....	9
6.1.	Historical Aerial Photograph Review	9
6.2.	Site Survey Results	10
6.3.	Potential Contaminated Site Impacts	10
7.0	SUMMARY OF FINDINGS AND RECOMMENDATIONS.....	15
Appendix A		
Appendix B		
Appendix C		
Appendix D		



1.0 INTRODUCTION

The following sections provide a description of the area in which the project will occur, identifies the purpose and need of the proposed project in relation to this area, and outlines the purpose of this report.

1.1. Project Description

Pinellas County, in coordination with the Florida Department of Transportation (FDOT) District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to remove, rehabilitate or replace the existing Beckett Bridge (Bridge no. 154000) in Tarpon Springs, Pinellas County, Florida. The existing bridge was originally constructed in 1924 as a timber structure with a steel movable span. The fixed timber approach spans were replaced with concrete approach spans in 1956. The bridge is considered historic, and is the only highway single-leaf rolling-lift bascule bridge remaining in Florida. Major repairs were performed in 1979, 1998 and in 2011. Major rehabilitation or replacement of the bridge is needed to keep the bridge open and operating efficiently.

The project limits extend along Riverside Drive from Chesapeake Drive across Whitcomb Bayou to Forest Avenue, a distance of approximately 0.3 miles. The existing two-lane bridge connects areas west and north of the Bayou to downtown Tarpon Springs. The bridge is also located on a popular route for access to Fred Howard Park, a Pinellas County park located approximately 3.1 miles west on the Gulf of Mexico. Riverside Drive/North Spring Boulevard is an extension of Tarpon Avenue, which is a designated evacuation route. (See Figure 1, Project Location.) Beckett Bridge provides access to major north/south arterials including Alternate US 19 and US 19 for coastal residents during hurricane evacuation. The bridge also provides access for emergency vehicles, including police, ambulance and fire.

Beckett Bridge is owned and operated by Pinellas County. A bridge tender is only present when required to open the drawbridge for a vessel, there are no full-time bridge tenders. US Coast Guard drawbridge opening regulations (33CFR117.341) states that “The draw of the Beckett Bridge, mile 0.5, at Tarpon Springs, Florida shall open on signal if at least two hours’ notice is given.” Whitcomb Bayou connects to the Gulf of Mexico via the Anclote River to the north. Boats docked along Whitcomb, Spring and Minetta Bayous, and along artificial canals which connect to the southeastern portion of the Whitcomb Bayou, must pass the Beckett Bridge to access the Gulf of Mexico.

1.2. Project Purpose and Need

The bridge is considered functionally obsolete. This designation is based primarily on the substandard clear roadway width of only 20 feet and substandard roadway safety features. The existing typical section consists of one, ten-foot wide travel lane in each direction and two-foot two-inch-wide sidewalks separated by a curb on both sides of the bridge. (See Figure 2 – Existing Bridge Typical Section.)

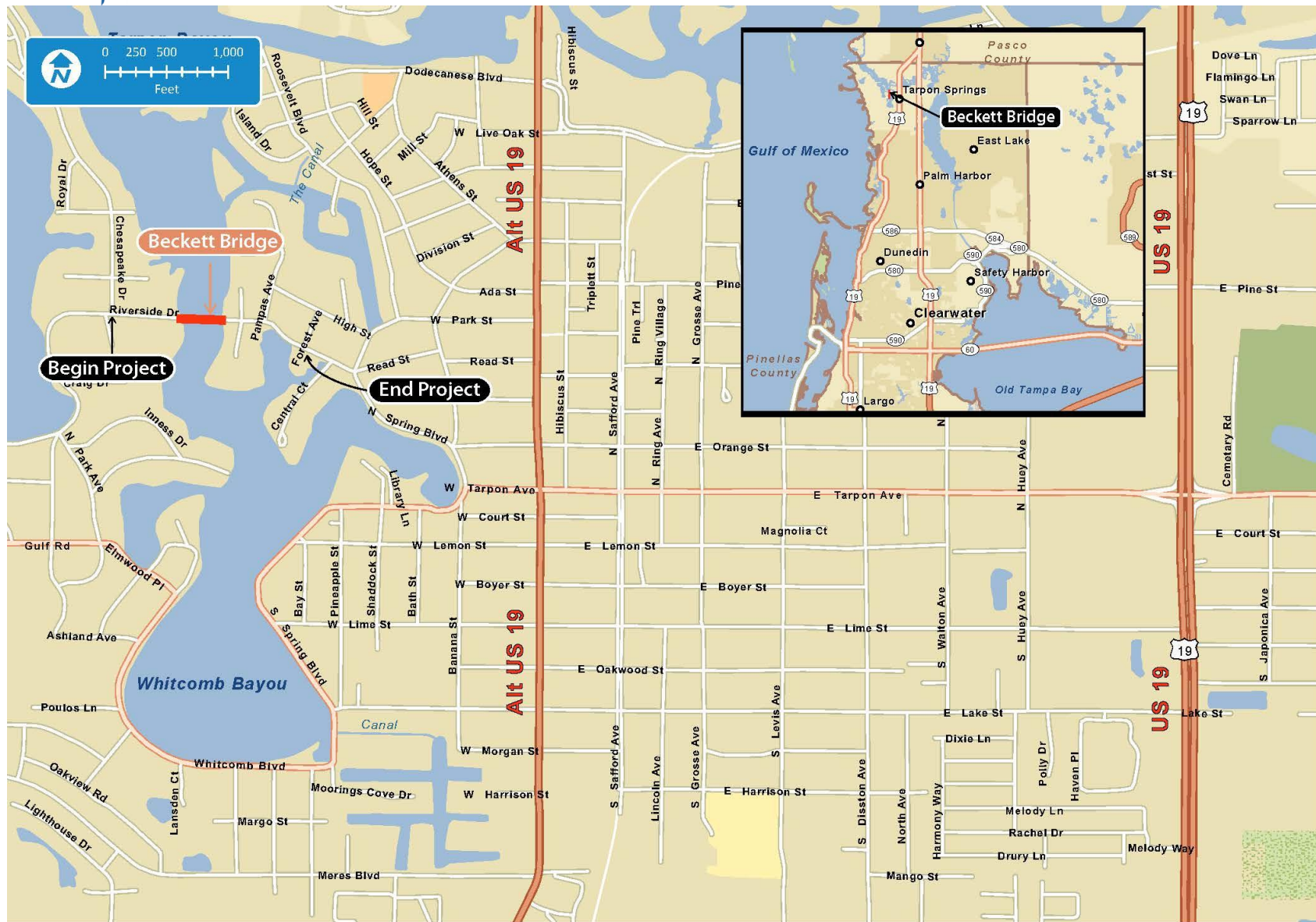


Figure 1 – Project Location

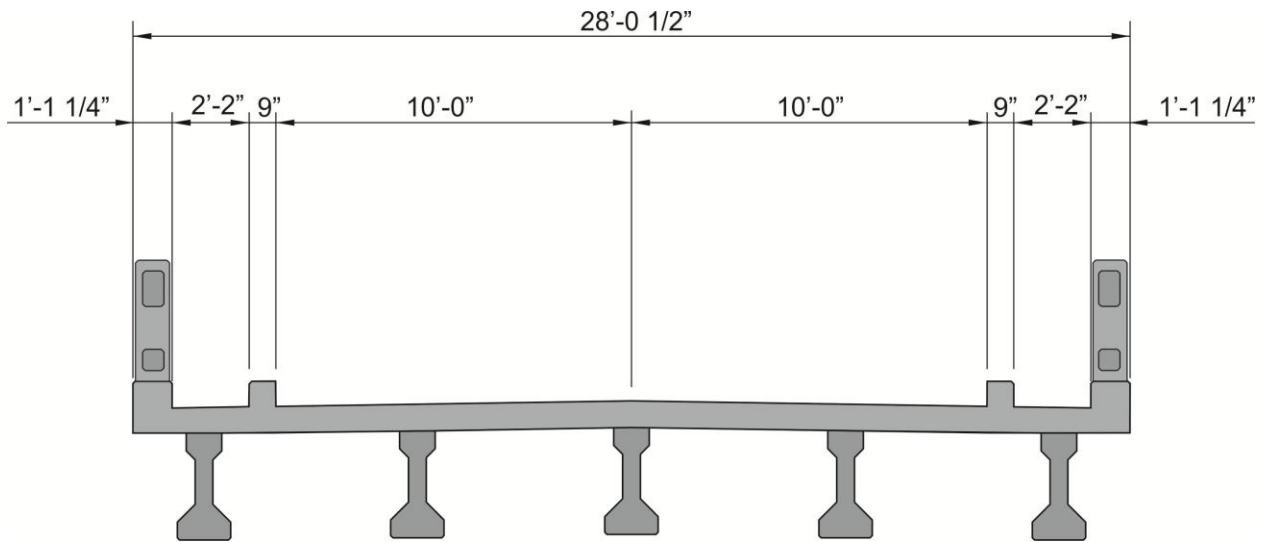


Figure 2 – Existing Bridge Typical Section

Minimum required lane and shoulder widths prescribed by the American Association of State Highway and Transportation Officials (AASHTO) are not met. The sidewalks on the bridge are narrow and do not meet current accessibility requirements established by the Americans with Disabilities Act (ADA). The bridge railings do not meet current standards for pedestrian safety or geometric and crash testing safety standards for vehicles. Approach guardrail and transitions and end treatments also do not meet current safety standards.

According to recent (10/27/09) FDOT inspection reports, the existing bridge has an overall Structure Inventory and Appraisal Sufficiency Rating of 44.9 out of 100. (Sufficiency ratings are a method of evaluating highway bridges by calculating a numeric value between 0 and 100, indicative of bridge sufficiency to remain in service). Bridges with a sufficiency rating less than 50 are eligible for federal replacement funds.

Although the bridge is not considered Structurally Deficient, the bridge has a substandard load carrying capacity requiring weight restrictions. The bridge is currently posted for legal loads limited to 2-ton Single Unit Trucks and 15-ton Combination Trucks. Repairs in 1979 and 1988 included installation of crutch bents due to settlement and lateral stability concerns. Repairs in 2011 were performed to correct issues with the operating machinery and bascule leaf alignment.

The existing vertical clearance at the fenders is six feet. The tip of the bascule leaf overhangs the fender with the leaf fully raised and does not provide unlimited vertical clearance between the fenders. The existing horizontal clearance between the fenders is 25 feet.

1.3. Report Purpose

Federal Highway Administration (FHWA) Technical Advisory T 6640.8A (dated October 30th 1987) contains the following guidance on the evaluation of contamination and hazardous waste as it pertains to highway planning and environmental review:

“Hazardous waste sites are regulated by the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). During early planning, the location of permitted and non-regulated hazardous waste sites should be identified. Early coordination with the appropriate Regional Office of the EPA and the appropriate State agency will aid in identifying known or potential hazardous waste sites. If known or potential waste sites are identified, the locations should be clearly marked on a map showing their relationship to the alternatives under consideration. If a known or potential hazardous waste site is affected by an alternative, information about the site, the potential involvement, impacts and public health concerns of the affected alternative(s) and the proposed mitigation measures to eliminate or minimize impacts or public health concerns should be discussed in the Draft EIS.

If the preferred alternative impacts a known or potential hazardous waste site, the Final EIS should address and resolve the issues raised by the public and government agencies.”

To implement this guidance, the FDOT authored Part 2, Chapter 22 of the PD&E Manual (revised January 17th, 2008), which identifies and explains the purpose, process and procedure by which environmental contamination screening for a project under the jurisdiction of FDOT should be conducted. This CSER has been prepared in accordance with all applicable guidelines as stated within both FHWA T 6640.8A and Part 2, Chapter 22 of the FDOT PD&E Manual

2.0 ALTERNATIVES CONSIDERED

The following alternatives will be evaluated during the study:

- No-Build - maintain existing bridge
- No-Build - remove existing bridge (includes alternate routing of traffic)
- Rehabilitation of the existing bridge
- Replace with a new movable bridge
- Replace with a new fixed bridge

The “No-Build” alternative includes only routine maintenance to keep the bridge open to traffic until safety issues would require it to be closed. Evaluation of future improvements would occur at a later date. The “No Build with Removal of the Existing Bridge” would result in routine maintenance in the near future with the intent to demolish the bridge when it is no longer safe for traffic, with no plans to replace it with a new one. All bridge replacement alternatives considered will be constructed in approximately the same location as the existing bridge to minimize impacts.



Alternate corridors for bridge location will not be evaluated due to the extent of development in the vicinity of the existing bridge. Capacity improvements will not be considered. The complete removal alternative will examine alternative traffic routes and potential impacts to the community and on traffic operations.

The proposed bridge typical section has a total out-to-out width of 47 feet 1 inch as shown in Figure 3. The typical section includes two, 11-foot wide travel lanes with 5.5-foot shoulders that can function as undesignated bicycle lanes. Sidewalks, 5.5 feet wide, are proposed on both sides of the bridge. Proposed sections on the roadway approaches were developed to avoid acquisition of additional right-of-way.

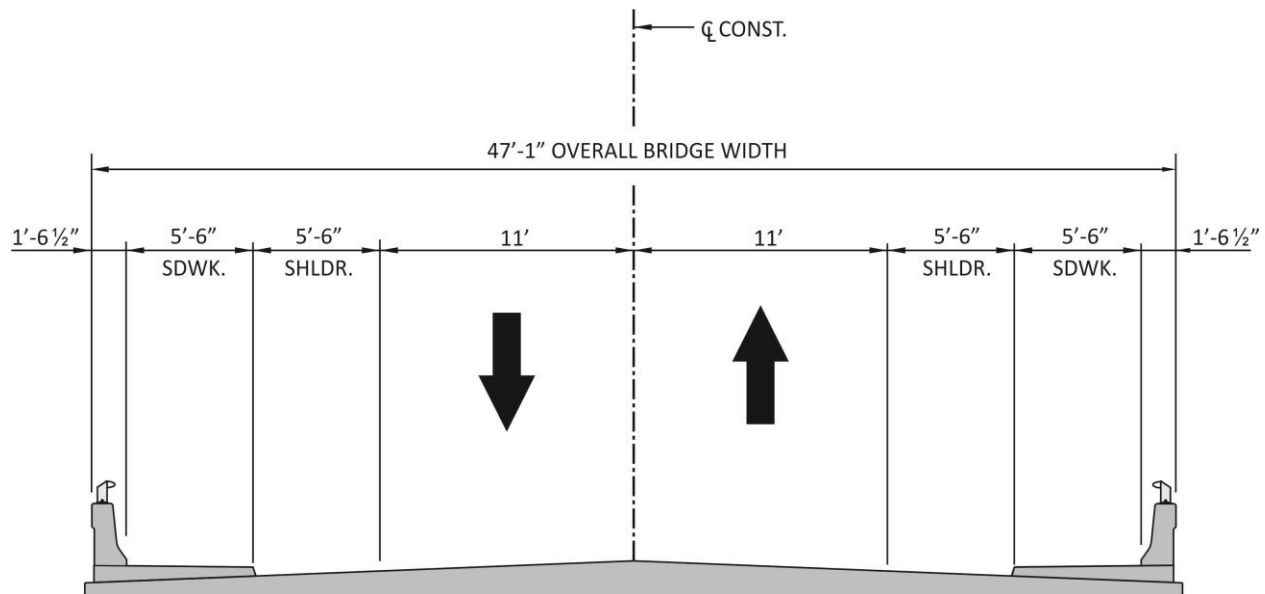


Figure 3 – Proposed Bridge Typical Section

3.0 LAND USE

3.1. Existing Land Use

During preliminary screening, review of geographic data available from the Southwest Florida Water Management District's (SWFWMD) 2008 Florida Land Use and Land Cover Geographic Information System (GIS) indicated that 3.8 acres within a 500-foot buffer of the project corridor is deemed high density residential land use, and 37.2 acres is classified as medium density residential land use.

To confirm the information obtained from the SWFWMD GIS, a supplementary review of parcel data available from the Pinellas County Property Appraiser website was conducted within a 1,000 foot buffer of the project area. Parcel data indicates the following specific uses:

- Assisted living facility (ten or more units), home for aged (Property Use Code: 7456)
- Heavy industrial and heavy equipment manufacturing, large machine shop, foundry, steel fabrication plant, aircraft and boat manufacturing. (Property Use Code: 4210)
- Marina - boat storage (high and dry or wet slip) (Property Use Code: 2048)

- Mobile home parks - mobile manufactured communities (Property Use Code: 2814)
- Sanitarium, convalescent/rest home, nursing home (Property Use Code: 7837)
- Single family home (Property Use Code: 0110)
- Vacant residential -lot and acreage less than five acres (Property Use Code: 0000)
- Vacant residential with extra feature (i.e., shed, dock, barn) (Property Use Code: 0090)

3.2. Future Land Use

As indicated during preliminary screening, the project is consistent with the Pinellas County Comprehensive Plan (as amended March 2009) and meets the goals and objectives of the Pinellas County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) by "[ensuring] the safe accommodation of motorized and non-motorized traffic while reducing the incidence of vehicular conflicts within the county's major transportation corridors" (Objective 1.10). It is not anticipated that implementation of the proposed project will alter existing land uses within the project corridor, nor is it expected to draw or create additional land uses within the area.

4.0 HYDROLOGIC FEATURES

Within this section, the geologic, topographic, hydrologic and pedologic characteristics of the project area are described with the aim of illustrating how contaminant plumes released into the surrounding soil and water may move, collect or disperse.

4.1. Geology/Hydrology

The underlying bedrock in the area of the Beckett Bridge is a stratified sedimentary sequence dating to the Miocene epoch, originally deposited between five and 20 million years ago. Surface topography in the area follows a south-southwest gradient, indicating the likely direction of surface water and surficial groundwater flow. Located within the 100-year floodplain, 51.9 acres of land within a 500-foot buffer distance of the project area is contained within the Federal Emergency Management Agency's Flood Insurance Rate Map (FEMA FIRM) Special Flood Hazard Zone AE, defined by FEMA as an area that would be inundated by a flood event, and having a one-percent chance of having the 100-year flood level equaled or exceeded in any given year.

4.2. Soil Survey Review

Soil layers within the project area comprise loose unconsolidated fine to moderately fine sands of between 79 to 145 inches in total thickness. Most soils in the immediate area are poorly drained and are classified within hydrologic group C, defined as having slow infiltration rates which impede the downward movement of water. Saturated hydraulic conductivities of these sandy soil layers (in meter per second) range between 141 and 353, with pH values ranging between 3.6 and 6.5, implying a high corrosion potential for uncoated steel contained within the soil. Additionally, some soils located between 0.25 and 0.5 miles from the existing bridge apex are clay-based and of hydrologic group D, defined as having very slow infiltrations or as being impervious to water flow. Conductivities of these clay portions are generally lower compared to the sandy areas, and although the measured pH is higher there is still a high corrosion potential to uncoated steel structures in the area.

5.0 METHODOLOGY

This section outlines the methodology used in this CSER to make determinations and recommendations on contamination risk as they pertain to implementation of the Beckett Bridge improvements.

5.1. Efficient Transportation Decision Making (ETDM)

As part of the FDOT ETDM process, a Programming Screen Summary Report (PSSR) for the Beckett Bridge improvements was published on June 1st, 2011 under Project No. 13040 (**Appendix A**). Within this report, SWFWMD commented that the Stamas Yacht facility, located within 420 feet of the eastern project terminus, may have the potential to contaminate soils and/or groundwater within the construction area of the proposed improvements based on historical infractions. Additionally, based on Geographic Information System (GIS) data obtained from the ETDM Environmental Screening Tool (EST), no additional sites with the potential for environmental contamination were identified within 500 feet of the project corridor.

Consequently, FDOT assigned a summary Degree of Effect (DOE) of “Moderate” to the project with respect to environmental contamination potential, and recommended that a full CSER be prepared to further address the contamination risk in the project area.

5.2. Public Record Review and Site Reconnaissance

Consistent with FDOT recommendations described in **Section 5.1**, an environmental records search was requested from Environmental Data Resources (EDR) to ascertain additional risk of contamination within and surrounding the project corridor, and serve as the basis of this CSER (see **Appendix B** for full report). Environmental records included within this search include (but are not limited to):

- National Priorities List (NPL), Delisted NPL, and Proposed NPL
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
- CERCLIS No Further Remedial Action Planned (CERCLIS-NFRAP)
- Resource Conservation and Recovery Act Corrective Action Report (RCRA CORRACTS)
- RCRA Treatment, Storage and Disposal Facilities List (RCRA TDS)
- Florida State-Funded Action Sites (SHWS)
- Solid Waste Facility Database (SWF/LF)
- Emergency Response Notification System (ERNS)
- Dry Cleaning Facilities
- Federal, State and Tribal Underground/Aboveground Storage Tank Databases (UST/AST)
- Federal, State and Tribal Leaking Underground Storage Tank Lists (LUST)

To support and supplement the environmental records search, historical aerial photographs of the project area were reviewed to ascertain whether or not historical land uses would be of potential contamination risk during project implementation. Additionally, a visual site survey was conducted on April 10th, 2012



to identify additional contamination concerns not reflected by the environmental databases, pertaining to structures, surface contamination, airborne/waterborne contamination, general site conditions and tenant activities.

5.3. Risk Ratings

Following the definitions of risk categories within Part 2, Chapter 22, Section 2.2.3 of the PD&E Manual, *Determination of Potential Impact from Contamination*, all potential contamination sites identified as a result of environmental records searches and site survey explained in **Section 5.2** were assigned a risk rating of “No”, “Low”, “Medium” or “High” risk, identified and explained below:

1. **No** - “After a review of all available information, there is nothing to indicate contamination would be a problem. It is possible that contaminants could have been handled on the property; however, all information (DEP reports, monitoring wells, water and soil samples, etc.) indicate problems should not be expected”.
2. **Low** - “The former or current operation has a hazardous waste generator identification (ID) number, or deals with hazardous materials; however, based on all available information, there is no reason to believe there would be any involvement with contamination. This is the lowest possible rating a gasoline station operating within current regulations could receive. This could also be applied to a retail hardware store which blends paint”.
3. **Medium** - “After a review of all available information, indications are found (reports, Notice of Violations, consent orders, etc.) that identify known soil and/or water contamination and that the problem does not need remediation, is being remediated (i.e. air stripping of the ground water, etc.), or that continued monitoring is required. The complete details of remediation requirements are important to determine what the Department must do if the property were to be acquired. A recommendation should be made on each property falling into this category to its acceptability for use within the proposed project, what actions might be required if the property is acquired, and the possible alternatives if there is a need to avoid the property”.
4. **High** - “After a review of all available information, there is a potential for contamination problems. Further assessment will be required after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action. A recommendation must be included for what further assessment is required. This would also be the case where the analyst ‘strongly suspects contamination’ at the site. Conducting the actual Contamination Assessment is not expected to begin until alignment is defined, however, circumstances may require additional screening assessments (i.e., collecting soil or water samples for laboratory analysis that may be necessary to determine the presence and/or levels of contaminants) to begin earlier. Properties that were previously used as gasoline stations and have not been evaluated or assessed would probably receive this rating”.

5.4. Definition of Contaminants

Section 1.3 of Part 2, Chapter 22 of the PD&E Manual defines the following terms with respect to CSER preparation:

- **Hazardous Material** - “Any material which has, or, when combined with other materials, will have a deleterious effect on people or the environment. As further discussed in 42 USC, Section 9601, et seq.”.
- **Hazardous Waste** - “There are 80 pages in the Code of Federal Regulations devoted to the definition and identification of Hazardous Waste. Briefly, the CFR defines hazardous waste as a solid waste (could be a liquid) that has not been excluded from regulation and meets the criteria as defined and discussed in Title 40, Code of Federal Regulations, Part 261.3 et seq.”.
- **Contamination** - “The presence of any regulated material/chemical contained within the soil, surface water or ground water on or adjacent to Department property, or proposed property, that may require assessment, remediation, or special handling, or that has a potential for liability. These materials would include, but not be limited to, those substances normally referred to as petroleum or petroleum products”.
- **Significant Contamination** - “The presence of any contamination that would meet the definition of “hazardous materials” or “hazardous waste” and be regulated under CERCLA or RCRA. Petroleum contamination from underground storage tanks is not regulated by CERCLA or RCRA.
- **Level 1 Investigation** - “A Level 1 investigation will be the contamination screening evaluation”.
- **Level 2 Investigation** - “A Level 2 investigation will be the contamination impact assessment”.
- **Level 3 Investigation** - “A Level 3 investigation will be the development of a remedial action plan”.

6.0 PROJECT IMPACTS

Information on historical, existing and potential contaminations sources obtained through field survey, review of historical aerial photographs, and environmental records searches described in **Section 5.2** are summarized. A listing of sites with historical or current contamination concerns, or with the potential to present contamination concerns, are described in detail. As a means of assessing the relative level of contamination risk with respect to implementation of the proposed project, sites are also assigned risk ratings consistent with those defined in **Section 5.3**.

6.1. Historical Aerial Photograph Review

Where available, historical aerial photographs spanning the years 1941 through 2007 were obtained and reviewed, the results of which are summarized on **Table 6.1**. These aerial photographs comprise **Appendix C** of this document. Of note, no pertinent historical contamination concerns are discernible from the photographs.



TABLE 6.1 HISTORICAL AERIAL PHOTOGRAPH SUMMARY	
YEAR	DESCRIPTION
1941	Bridge structure visible, surrounding areas largely undeveloped
1957	Bascule/leaf structure on bridge visible. Mobile home community and single family residential housing visible to southwest and southeast of apex, respectively. Tarpon Springs Yacht Club and related dock structures apparent
1962	Area surrounding existing Stamas Yacht facility appears cleared for development
1974	Further residential development throughout entire project extent. Stamas Yacht facility buildings and structures visible
1986	No substantial changes observed
1998/1999	
2007	

6.2. Site Survey Results

To visually identify the characteristics and location(s) of potential sources of contamination, including those disclosed through the ETDM PSSR and environmental records searches, a visual field survey of the project corridor was conducted on April 10, 2012. **Table 6.2** below summarizes photographs collected during the field survey, and per photo describes any field observations potentially relevant to the disclosure and evaluation of contamination sources within the project extent. The photographs referenced on **Table 6.2** are contained within **Appendix D** of this report. In sum, the site evaluation has indicated the following:

- Historically documented contamination sites in the surrounding area (i.e. the Stamas facility) have been visually verified;
- Other sites in the project area with a relatively low potential for contamination exist, including storage tanks and sewage pumping stations, but are unlikely to be disturbed during construction;
- Wooden structures immediately adjacent to the existing bridge may bear creosote or other contaminants (i.e., arsenic) that could disperse into the surrounding area if disturbed during construction; and

Although the existing bridge was not visually inspected nor tested for asbestos-containing-materials (ACMs) and/or lead-based paint (LBP) as part of the field survey, these substances could exist given the age of the original infrastructure.

6.3. Potential Contaminated Site Impacts

Consistent with Part 2, Chapter 22 of the PD&E Manual, and building on information retrieved through environmental and geographic records searches, site reconnaissance, and historical photography, this section identifies and summarizes sites, areas and/or facilities with the potential to be of contamination concern in the project area. Importantly, and to aid in the determination of potential contamination impacts of the project's implementation, a risk rating (as identified in identified in Chapter 22, Section 2.2.3 of the PD&E Manual and described in Section 5.3 of this report) is assigned to each identified site.


TABLE 6.2 SITE SURVEY OBSERVATIONS

PHOTO ID	DESCRIPTION	EVALUATION
01, 02, 03, 04	North side of existing Beckett Bridge showing adjacent wooden pylons/docks.	May contain creosote or other hazardous compounds that could be released into surrounding water if disturbed during bridge construction.
05	Marine vessel needing salvage off the northern side of the existing Beckett Bridge.	Not likely to be disturbed during project construction. Vessel fuel tank has potential to leak into surrounding water.
06	Rear view of Stamas Yacht Inc. facility taken from the northern side of the existing Beckett Bridge. Garbage dumpster and utility structure visible near waterway, behind fence.	Not likely to be disturbed due to project implementation, but may contribute to surface water/soil contamination by way of runoff.
07, 08	City of Tarpon Springs Sewage Pumping Station located on Doric Court approximately 480 feet northeast of existing Beckett Bridge apex.	Not likely to be disturbed during project construction. Station has the potential to contaminate surrounding areas with sanitary sewer overflow during flood events or pumping station malfunction.
09	City of Tarpon Springs Sewage Pumping Station located at corner of Riverside Drive and Chesapeake Drive within western extent of project corridor.	
10, 11, 12	South side of existing Beckett Bridge showing adjacent wooden pylons/docks.	May contain creosote or other hazardous compounds that could be released into surrounding water if disturbed during bridge construction.
13, 14	Above-ground storage tank (AST) and two spent oil collection drums located on the property of the Tarpon Springs Yacht Club, approximately 450 feet northeast of existing Beckett Bridge apex.	Not likely to be disturbed during project construction, but have potential to contaminate surrounding area if not properly handled or maintained.
15	AST located at structure adjacent to Stamas Yacht Inc. facility, approximately 890 feet northeast of existing Beckett Bridge apex.	Previously disclosed sources of environmental contamination to the area based on existing records and databases.
16	AST located on Stamas Yacht Inc. facility property, approximately 800 feet northeast of existing Beckett Bridge apex.	
17	AST and fuel pump located adjacent to Stamas Yacht Inc. facility property approximately 1,200 feet northeast of existing Beckett Bridge apex.	

For ease of reference, each site is assigned an identifier consistent with a map of the project area (**Figure 4**). Also where applicable, photos of the site taken during the field survey, as summarized on **Table 6.1** and within **Appendix D**, are also referenced.

Map ID: 01
Photo ID(s): 15, 16, 17
Site Name: Stamas Yacht Inc.
Address: 300 Pampas Ave, Tarpon Springs, FL 34689
Distance: ~1/8 miles NNE

Description: As noted in the ETDM PSSR prepared by the FDOT, the Stamas Yacht facility has violations recorded in a number of public records and environmental databases with potential bearing on contamination within or immediately surrounding the project area.

The facility has received administrative compliance orders (non-penalty) pursuant to section 113(a) of the Federal Clean Air Act (CAA). These orders constitute non-compliance findings air quality planning provisions or permit requirements for applicable emissions devices at the facility. A Multi-sector Stormwater General Permit has been issued consistent with NPDES regulations.

Stamas Yacht also has two above-ground storage tanks (AST) on property that have historically leaked (or are currently leaking): one is a 250 gallon fuel oil storage tank and the other is a 3,000-gallon tank containing an undisclosed “hazardous substance” according to the reporting database. In consulting the Tier 2 Facility Chemical Inventory Report submitted to the Florida Department of Environmental Protection (FDEP) by the facility, the leaking “hazardous substance” could comprise any or all of the following hazardous chemicals and compounds:

- Styrene
- GTI-1101 Irritant (trade secret)
- Liquid resin

Stamas Yacht is registered as a RCRA small quantity generator (SQG) of hazardous waste, and has been subject to warning letters, consent decrees and inspections by the FDEP due to RCRA violations pertaining to the containment, generation and transport of used oil and other hazardous materials on-site. A RCRA SQG generates more than 100 and less than 1,000 kg of hazardous waste during any calendar month and accumulates more than 1,000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month and accumulates less than 6,000 kg of hazardous waste at any time

Lastly, in December 2003 Stamas Yacht Inc. reported a hazardous materials incident to the FDOT through the Hazardous Materials Information Reporting

System (HMIRS), disclosing that approximately 0.13 gallons of liquid resin solution was spilled during tank transfer and was immediately cleaned up.

Risk Rating: Medium

Map ID: 02
Photo ID(s): N/A
Site Name: Ericson Marine
Address: 435 Roosevelt Blvd, Tarpon Springs, FL 34689
Distance: ~1/4 miles ENE

Description: In November 2003, an incident report was filed to the ERNS stating that the pleasure craft "Salt Shaker" was sinking due to a leak in a patched hole in the vessel, and that there was potential for approximately 300 gallons of diesel and 20 gallons of motor oil to be released into the surrounding waterway and soil. The vessel was subsequently stabilized and no actual fuel release was reported.

Risk Rating: No

Map ID: 03
Photo ID(s): N/A
Site Name: N/A
Address: Roosevelt Blvd and Canal St
Distance: ~1/4 miles E

Description: The FDEP SPILLS database indicates that an incident occurred at this location in 2001, but does not disclose any information on the materials spilled, person(s) involved in the incident, or associated quantities of materials released. The database indicates that no on-scene response was initiated by FDEP or its affiliates.

Risk Rating: No

Map ID: 04
Photo ID(s): N/A
Site Name: N/A
Address: 200 High St, Tarpon Springs, FL 34689
Distance: <1/4 miles ENE

Description: The FDEP SPILLS database indicates that an incident occurred at this location in 2001, but does not disclose any information on the materials spilled, person(s) involved in the incident, or associated quantities of materials released. The database



indicates that no on-scene response was initiated by FDEP or its affiliates.

Risk Rating: No

Map ID: 05
Photo ID(s): 01, 02, 03, 04, 10, 11, 12
Site Name: Beckett Bridge
Address: N/A
Distance: Riverside Dr, Adjacent to existing bridge

Description: As discussed within **Section 6.2**, wooden structures immediately adjacent to the north and south sides of the existing bridge may contain creosote or other hazardous compounds that could potentially be released into the waterway during bridge construction if proper preventive action is not taken.

Risk Rating: Low

Map ID: 06
Photo ID(s): 07, 08
Site Name: City of Tarpon Springs Sewage Pumping Station (1 of 2)
Address: Doric Ct
Distance: ~1/10 miles NW

Description: The sewage pumping station has potential to contaminate surrounding areas with sanitary sewer overflow during flood events, or during pumping station malfunction. However, this location is not likely to be impacted by project construction

Risk Rating: No

Map ID: 07
Photo ID(s): 09
Site Name: City of Tarpon Springs Sewage Pumping Station (2 of 2)
Address: Riverside Dr and Chesapeake Dr
Distance: ~1/4 miles W

Description: The sewage pumping station has potential to contaminate surrounding areas with sanitary sewer overflow during flood events, or during pumping station malfunction. However, this location is not likely to be impacted by project construction.



Risk Rating: No

Map ID: 08
Photo ID(s): 13, 14
Site Name: Tarpon Springs Yacht Club
Address: 350 N Spring Blvd, Tarpon Springs, FL 34689
Distance: ~1/10 miles E

Description: During the site survey conducted in April 2012, one AST and two spent oil collection drums were observed on property. Notably, no current or historical contamination-related infractions related to the Tarpon Springs Yacht Club were ascertained from review of public and environmental records and databases. Additionally, the areas in which these tanks and drums reside is not likely to be acquired or disturbed by FDOT during the project implementation.

Risk Rating: No

7.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

Based upon information obtained through review of environmental and public records searches, field observations, historical aerial photography, a total of eight sites were reviewed in the immediate vicinity of the proposed project corridor with potential relevance to contamination. These sites are summarized on **Table 7.1** below.

TABLE 7.1 SUMMARY OF SITES LOCATED ALONG PROEJCT CORRIDOR			
MAP ID	SITE NAME	SITE ADDRESS	RISK RATING
01	Stamas Yacht, Inc.	300 Pampas Ave	Medium
02	Ericson Marine	435 Roosevelt Blvd	No
03	N/A	Roosevelt Blvd and Canal St	No
04	N/A	200 High St	No
05	Beckett Bridge	Riverside Dr	Low
06	City of Tarpon Springs Sewage Pumping Station (1 of 2)	Doric Ct	No
07	City of Tarpon Springs Sewage Pumping Station (2 of 2)	Riverside Dr and Chesapeake Dr	No
08	Tarpon Springs Yacht Club	350 N Spring Blvd	No



Figure 4 – Potentially Contaminated Sites



Based on the information summarized on **Table 7.1 and Figure 4**, the following conclusions were made regarding these sites in relation to the proposed project:

- Of the eight sites reviewed, one site received a ranking of “Medium” risk, one received a ranking of “Low” risk, and six received a ranking of “No” risk.
- For sites ranked “No” risk, no further action need be taken at this time, as these sites have little to no potential to induce contamination in the project area as a result of the corridor improvements.
- The “Low” risk site corresponds to the wooden structures (i.e., piles) immediately adjacent to the Beckett Bridge which could contain creosote and/or arsenic as preservatives. Should some or all of these piles require removal or disturbance during the construction period, they should be evaluated beforehand to verify the presence or absence of these substances. If these substances are present, precautions should be taken by the contractor to help prevent the leaching of creosote into the waterway or the generation of arsenic-containing dust.
- The “Medium” risk site (i.e. the Stamas facility) presents a contamination potential based on current and historical environmental records, however, it is not anticipated that this facility will be impacted as part of the current project design. Should project design elements change such that implementation would require FDOT to acquire, engage or otherwise alter this property, it is recommended that further assessment be conducted.
- Construction will be halted if any undisclosed or known contamination is encountered during construction, and no activities will continue unless the need for cleanup and remediation is thoroughly evaluated.

Although the existing bridge was not evaluated or tested for asbestos-containing-materials (ACMs) and/or lead-based paint (LBP) as part of this contamination-screening evaluation, these substances could exist given the age of the original infrastructure. Therefore, the contractor should be prepared to remove and dispose of these materials in accordance with applicable guidelines and regulations should they be encounter during the demolition/construction processes.



Appendix A

ETDM Program Screen Summary Report



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Additionally, bridge replacement will allow for transport of Pinellas County School students requiring transport. Due to the current weight restriction on the Beckett Bridge, school buses are required to travel Meres Boulevard and Whitcomb Boulevard to access three schools west of Alt US 19. This creates an additional route distance of over 2 miles per bus, per direction, twice per day.

Access to Intermodal Facilities and Freight Activity Centers

Beckett Bridge is a residential corridor with one nearby freight related center. The MPO's 2008 Goods Movement Study identified the Northwest Tarpon Springs Industrial Area as a potential Regional Freight Activity Center. This area is west of Alt US 19 at Anclote Boulevard and Anclote Roads, north of the Beckett Bridge. Alt US 19, also known as SR 595, Anclote Boulevard, Anclote Road, Live Oak Street and Tarpon Avenue (Alt US 19 - US 19) are all unrestricted Truck Routes as shown on the Pinellas County Truck Route Plan. An improved Beckett Bridge would improve access to these roadways which access the freight center through improved travel lane widths and removal of the 20 mph speed restriction.

The Beckett Bridge also provides access to the PSTA/Pasco County Public Transit transfer centers located at Alt US 19/Pinellas Avenue and Dodecanese Boulevard and the Tarpon Mall area at US 19 and Dr. M.L. King Jr. Boulevard.

Relief to Parallel Facilities

The Beckett Bridge corridor provides the primary alternative for east-west travel in west Tarpon Springs as it is a continuation of Tarpon Avenue which is the primary east-west corridor through the city. There are two other routes that serve as east-west travel alternatives - Whitcomb Boulevard and Meres Boulevard.

Whitcomb Boulevard is a two-lane minor collector roadway that primarily carries local residential traffic. It's traffic count is low and is not measured due to its local nature.

Meres Boulevard is a collector roadway that experienced a "C" LOS in 2008. This road currently provides access to the western end of Tarpon Springs primarily for traffic south of the city. Construction of the Meres Boulevard extension from Alt US 19 to US 19 is currently planned as part of the Meres Crossing development on the southwest corner of Alt US 19 and Meres Boulevard. Construction of this extension is expected to better distribute east-west traffic through Tarpon Springs; however improvement of the Beckett Bridge is still seen as necessary to provide alternative travel choices for the residents in the northwest are of the city.

Bikeways and Sidewalks

The existing bridge currently has 2 foot wide sidewalks in each direction but no separate bicycle lanes. Pinellas County has an active Bike Lane Program and current policy states that bike lanes are to be incorporated into all roadway improvement projects along county roadways, if deemed feasible. Bicycles will be accommodated across any proposed bridge replacement alternatives through road shoulders or bike lanes .

Pinellas County also has an active sidewalk and pedestrian program. The County incorporates sidewalks and appropriate pedestrian features in all of its roadway projects. Any proposed bridge replacement alternatives will include sidewalks across the bridge.

Plan Consistency

This project is consistent with the Transportation Element of the Pinellas County Comprehensive Plan, as amended on March 17, 2009. This project is not a capacity improvement and therefore is not specifically listed as such in the Pinellas County MPO 2035 Long Range Transportation Plan (LRTP), adopted December 2009.

The project, however, does adhere to the goals and policies of the LRTP by meeting Objective 1.10. Objective 1.10 states: "Ensure the safe accommodation of motorized and non-motorized traffic while reducing the incidence of vehicular conflicts within the county's major transportation corridors."

The project's PD&E Study is also included in the Pinellas County Capital Improvement Program, the FDOT Work Program, the Pinellas County MPO Transportation Improvement Program (TIP), and the FDOT FY 2010 State Transportation Improvement Program (STIP).

Project Funding

While Pinellas County has funding programmed in the Capital Improvement Program for bridge improvements, the funding is limited. Therefore, the County is seeking funding participation through other sources such as state and federal programs.

The County's funding source consists of the infrastructure sales tax, also known as the Penny for Pinellas. Other local sources may also consist of Transportation Impact Fee revenues.

Purpose and Need Reviews

Southwest Florida Water Management District Comments

Agency	Acknowledgment	Review Date
Southwest Florida Water Management District	Understood	12/20/2010
Comments		
No Purpose and Need Comments Were Found.		

US Army Corps of Engineers Comments

Agency	Acknowledgment	Review Date
US Army Corps of Engineers	Understood	12/16/2010
Comments		
No Purpose and Need Comments Were Found.		

US Environmental Protection Agency Comments

Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	12/8/2010
Comments		
No Purpose and Need Comments Were Found.		

National Marine Fisheries Service Comments

Agency	Acknowledgment	Review Date
National Marine Fisheries Service	Understood	11/22/2010
Comments		
No Purpose and Need Comments Were Found.		

US Coast Guard Comments

Agency	Acknowledgment	Review Date
US Coast Guard	Understood	12/20/2010
Comments		
No Purpose and Need Comments Were Found.		

FL Fish and Wildlife Conservation Commission Comments

Agency	Acknowledgment	Review Date
FL Fish and Wildlife Conservation Commission	Understood	12/17/2010
Comments		
No Purpose and Need Comments Were Found.		

FL Department of Environmental Protection Comments		
Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	12/21/2010
Comments		
No Purpose and Need Comments Were Found.		

Natural Resources Conservation Service Comments		
Agency	Acknowledgment	Review Date
Natural Resources Conservation Service	Understood	11/23/2010
Comments		
No Purpose and Need Comments Were Found.		

Federal Highway Administration Comments		
Agency	Acknowledgment	Review Date
Federal Highway Administration	Accepted	12/23/2010
Comments		
No Purpose and Need Comments Were Found.		

FL Department of State Comments		
Agency	Acknowledgment	Review Date
FL Department of State	Understood	11/30/2010
Comments		
No Purpose and Need Comments Were Found.		

US Fish and Wildlife Service Comments		
Agency	Acknowledgment	Review Date
US Fish and Wildlife Service	Understood	12/3/2010
Comments		
No Purpose and Need Comments Were Found.		

FL Department of Community Affairs Comments		
Agency	Acknowledgment	Review Date
FL Department of Community Affairs	Understood	4/21/2011
Comments		
No Purpose and Need Comments Were Found.		

Alternative #1

Alternative Description	
From	Chesapeake Drive
To	Forest Avenue
Type	Bridge
Status	ETAT Review Complete
Total Length	0.31 mi.
Cost	\$16,880,000.00
Modes	Roadway Bicycle Pedestrian

Location and Length	
	Segment #1
Name	Beckett Bridge over Whitcomb
Beginning Location	Chesapeake Drive
Ending Location	Forest Avenue
Length (mi.)	0.31
Roadway Id	
BMP	??
EMP	??

Jurisdiction and Class	
	Segment #1
Jurisdiction	County
Urban Service Area	In
Functional Class	URBAN: Collector

Current and Future Conditions

Base Conditions

	Segment #1
Year	2008
AADT	\$7,850.00
Lanes	2
Config	Lanes Undivided

Interim Plan

	Segment #1
Year	
AADT	unspecified
Lanes	
Config	

Needs Plan

	Segment #1
Year	2035
AADT	unspecified
Lanes	2
Config	Lanes Undivided

Cost Feasible Plan

	Segment #1
Year	2035
AADT	unspecified

Lanes	
Config	
Funding Sources	
	Segment #1
COUNTY funding amount:	\$352,000.00
FEDERAL funding amount:	\$398,000.00

Project Effects Overview				
Issue	Degree of Effect		Organization	Date Reviewed
Natural				
Air Quality	2	Minimal	US Environmental Protection Agency	12/23/2010
Coastal and Marine	3	Moderate	National Marine Fisheries Service	11/22/2010
Coastal and Marine	4	Substantial	Southwest Florida Water Management District	12/20/2010
Contaminated Sites	0	None	FL Department of Environmental Protection	12/23/2010
Contaminated Sites	3	Moderate	Southwest Florida Water Management District	12/20/2010
Contaminated Sites	0	None	US Environmental Protection Agency	12/08/2010
Farmlands	0	None	Natural Resources Conservation Service	11/23/2010
Floodplains	3	Moderate	Southwest Florida Water Management District	12/20/2010
Floodplains	3	Moderate	US Environmental Protection Agency	12/23/2010
Infrastructure	0	None	Southwest Florida Water Management District	12/20/2010
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	12/16/2010
Navigation	3	Moderate	US Coast Guard	12/20/2010
Special Designations	4	Substantial	US Environmental Protection Agency	12/23/2010
Special Designations	4	Substantial	Southwest Florida Water Management District	12/20/2010
Water Quality and Quantity	4	Substantial	Southwest Florida Water Management District	12/20/2010
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	12/23/2010
Wetlands	2	Minimal	US Army Corps of Engineers	12/16/2010
Wetlands	4	Substantial	Southwest Florida Water Management District	12/20/2010
Wetlands	3	Moderate	FL Department of Environmental Protection	12/23/2010
Wetlands	3	Moderate	National Marine Fisheries Service	11/22/2010
Wetlands	3	Moderate	US Fish and Wildlife Service	12/20/2010
Wetlands	3	Moderate	US Environmental Protection Agency	12/23/2010

Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	12/17/2010
Wildlife and Habitat	2	Minimal	Southwest Florida Water Management District	12/20/2010
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	12/20/2010
Cultural				
Historic and Archaeological Sites	N/A	N/A / No Involvement	Southwest Florida Water Management District	12/20/2010
Historic and Archaeological Sites	3	Moderate	FL Department of State	1/28/2011
Historic and Archaeological Sites	3	Moderate	Federal Highway Administration	3/16/2011
Historic and Archaeological Sites	2	Minimal	Miccosukee Tribe of Indians of Florida	12/08/2010
Recreation Areas	0	None	US Environmental Protection Agency	12/21/2010
Recreation Areas	0	None	FL Department of Environmental Protection	12/23/2010
Recreation Areas	0	None	Southwest Florida Water Management District	12/20/2010
Section 4(f) Potential	3	Moderate	Federal Highway Administration	12/23/2010
Community				
Land Use	2	Minimal	FL Department of Community Affairs	4/21/2011
Mobility	1	Enhanced	FL Department of Community Affairs	4/21/2011
Relocation	2	Minimal	Federal Highway Administration	12/23/2010
Social	2	Minimal	Federal Highway Administration	12/23/2010
Social	2	Minimal	FL Department of Community Affairs	4/21/2011
Secondary and Cumulative				
Secondary and Cumulative Effects	4	Substantial	Southwest Florida Water Management District	12/20/2010

ETAT Reviews: Natural

Air Quality

Coordinator Summary

2 Summary Degree of Effect
Air Quality Summary Degree of Effect: Minimal

Reviewed By:
 FDOT District 7 (3/14/2011)

Comments:
 USEPA DOE: Minimal
 FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The USEPA noted that they do not anticipate any negative air quality impacts relating specifically to the

project. As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. The USEPA recommends that the FDOT should be aware of this and take appropriate measures to ensure compliance with all applicable air quality standards and regulations.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Air Quality

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (12/23/2010)
Air Quality Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Air quality is of a high level of importance in urban areas and areas with anticipated growth in population, employment, and development.

Comments on Effects to Resources:

EPA does not anticipate any negative air quality impacts relating specifically to the project. EPA is assigning a minimal degree of effect to the air quality issue for this project. As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT should be aware of this and take appropriate measures to ensure compliance with all applicable air quality standards and regulations.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

3 Summary Degree of Effect

Coastal and Marine Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

The National Marine Fisheries Service (NMFS) and the Southwest Florida Water Management District (SWFWMD) recommend a Degree of Effect (DOE) of Moderate and Substantial, respectively. The Florida Department of Transportation (FDOT) recommends a Degree of Effect (DOE) of Moderate.

The FDOT met with SWFWMD in July 2005 and informally "agreed to disagree" on degrees of effect

findings. Therefore, it is understood by SWFWMD that when they assign a Substantial DOE, the FDOT or Metropolitan Planning Organization (MPO) typically may have lower DOE assignments, but will continue to coordinate with SWFWMD when warranted.

A review of the Geographical Information Systems (GIS) analysis data indicates that two Environmentally Sensitive Shorelines are within the 100-foot buffer distance and two additional Environmentally Sensitive Shorelines are within the 500-foot buffer distance. Discontinuous Seagrass Beds are 0.0 acres (0.09%) within the 200-foot buffer distance and 0.6 acres (1.02%) within the 500-foot buffer distance.

The NMFS staff conducted a site inspection of the project area on November 19, 2010, to assess potential concerns to living marine resources within Whitcomb and Minetta Bayous, the mouth of the Anclote River, and the Gulf of Mexico and concluded that the project could directly impact NMFS trust resources. Mangroves occur immediately adjacent to the bridge on the northwest, southwest, and southeast shorelines. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. Mangroves have been identified as EFH for postlarval/juvenile, subadult, and adult red drum and gray snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. The NMFS requested that an EFH Assessment be prepared for this project.

NMFS also recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the system and best management practices should be employed during construction to prevent siltation of estuarine habitats.

SWFWMD noted that the project occupies watersheds that are included in the Pinellas County Aquatic Preserve. SWFWMD also noted that seagrass beds are present in Minetta and Whitcomb Bayous.

The FDOT recommends that the implementing agency prepare an EFH Assessment. Coordination with the NMFS will occur during the Project Development and Environment (PD&E) Study where warranted.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Coastal and Marine

3

ETAT Review by David A. Rydene, National Marine Fisheries Service (11/22/2010)

Coastal and Marine Effect: Moderate

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information: N/A

Identified Resources and Level of Importance:

Whitcomb and Minetta Bayous, the mouth of the Anclote River, and the Gulf of Mexico, which contain estuarine and marine habitats such as seagrass, mangrove, and salt marsh used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 13040. The Florida Department of Transportation District 7 proposes rehabilitating or replacing the existing Beckett Bridge (Riverside Drive) spanning Whitcomb Bayou in Pinellas County, Florida. The project would also include roadway improvements on Riverside Drive from Chesapeake Drive to Forest Avenue. The bridge replacement alternative would retain the bridge as a two-lane facility.

NMFS staff conducted a site inspection of the project area on November 19, 2010, to assess potential concerns related to living marine resources within Whitcomb and Minetta Bayous, the mouth of the Anclote River, and the Gulf of Mexico. The lands adjacent to the proposed project are principally residential properties, a yacht club, and estuarine habitats. It appears that the project could directly impact NMFS trust resources (i.e. mangroves). Mangroves occur immediately adjacent to the bridge on the northwest, southwest, and southeast shorelines. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Mangroves have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act.

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

1. a description of the proposed action;
2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species;
3. the Federal agency's views regarding the effects of the action on EFH; and
4. proposed mitigation, if applicable.

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the federal agency (e.g. Federal Highway Administration) or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations for the project.

NMFS also recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the system. In addition, best management practices should be employed during road construction to prevent siltation of estuarine habitats.

Coordinator Feedback:None

4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Coastal and Marine Effect: Substantial

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

The project is entirely within the Springs Coast Ecosystem Management Area (EMA). The project occupies watersheds that are included in the Pinellas County Aquatic Preserve. Whitcomb Bayou and Minetta Bayou are embayments of the lower Anclote River and are included in the Anclote River Bayou Complex watershed (WBID 1440A). This watershed contributes flows to the tidal segment of the Anclote River (WBID 1440) which discharges to the Gulf of Mexico (WBID 8045C) at the Pasco-Pinellas County Line just north of St Joseph's Sound (WBID 8045D). Whitcomb Bayou, Minetta Bayou, the Anclote River and St Joseph's Sound are designated as Outstanding Florida Waters. One of the islands included in Pinellas County's Anclote Islands Management Area is located 953 feet north of the project; two other islands are located within 1,500 feet of the project to the north. Some watersheds in which the project is located are included on the FDEP Verified List of Impaired Waters. Beds of seagrass are present in Minetta Bayou and Whitcomb Bayou. These seagrass beds are particularly vulnerable to sedimentation.

Comments on Effects to Resources:

Due to the expected increase in impervious area and the direct runoff from the new impervious area, the project has the potential to generate increased rates and volume of stormwater runoff and increased sedimentation that may degrade water quality and damage seagrass beds within Minetta and Whitcomb Bayous, and waters downstream. The seagrass beds also may be harmed or eliminated as a result of sediment or chemical constituents contained in stormwater runoff or released during construction.

Additional Comments (optional):

Depending on the FDOT's approach to design, and the final construction means and methods, this project may qualify under F.A.C. 40D-400.443, "General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation" (bridge and abutment replacement) and F.A.C. 40D-4.051(13), "Minor Roadway Safety Projects" (roadway improvements on either side of the bridge). The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations.

This project will discharge to the Anclote River Bayou Complex (WBID 1479) which is impaired for dissolved oxygen and nutrients, and the SWFWMD will require a demonstration of net improvement regarding nutrients in discharges to the Bayous.

To minimize pollution potential, it would be useful to collect and treat discharges from the project facilities to a higher standard than the minimum required by rule before discharging to sensitive estuarine areas. Collecting and treat runoff from the bridge and approaches would assist considerably in reducing the sediment load of runoff ultimately reaching the waters in Bayous spanned by the bridge. Choosing construction means and methods to minimize fugitive construction materials and pollutant discharges would be useful to minimize temporary and permanent impacts.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

3 Summary Degree of Effect

Contaminated Sites Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

SWFWMD DOE: Moderate

FDEP DOE: None

USEPA DOE: None

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP), and US Environmental Protection Agency (USEPA), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Moderate.

The SWFWMD indicated that the Stamas Yacht facility is located within 420-feet of the eastern terminus of the project and there is some potential that contaminated soils/groundwater plumes may exist within 100 to 200-feet of the project in view of past releases at the site.

The SWFWMD also noted that there is the potential for contamination of surface waters and receiving waters that are already designated impaired for certain parameters and there is a high potential for the pollution of the surficial aquifer and surface water bodies.

A review of the Geographical Information Systems (GIS) analysis data indicates that there are no contaminated sites located within the 500-foot buffer distance.

The FDOT recommends that the implementing agency determine whether there would be any contamination and hazardous materials issues associated with the project. A Contamination Screening Evaluation Report (CSER) should be prepared to assess risk for contamination in the project area. If contamination is detected during construction, the FDEP and Pinellas County should be notified. Any source identified should be assessed to determine the need for remediation during construction.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Contaminated Sites

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (12/23/2010)

Contaminated Sites Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

3

ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Contaminated Sites Effect: Moderate

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance:

There are three septic tanks within the 100 to 500-foot buffers. The Stamas Yacht facility is located within 420 feet of the east terminus of the project, and there is some potential that contaminated soils or groundwater plumes may exist within 100-200 feet of the project. No other sources of potential contamination are reported or were observed on the day of the field visit (16 November 2010).

Information from DRASTIC analyses indicates that both the surficial aquifer and the Floridan Aquifer within the 100-foot to 500-foot buffers have a high potential for contamination. The surficial aquifer is used for landscape irrigation and it contributes flows to canals, ditches and bayous in the area. Surface water bodies in the project area discharge to sensitive estuarine waters in the Anclote River estuary. The surrounding area consists of Karst geologic conditions.

In view of the past land uses in the project area, there may be other, as yet unknown, contaminated sites.

Comments on Effects to Resources:

The construction of the project and associated facilities in areas where there are sources of contamination may mobilize the contamination and cause or contribute to pollution of the surficial aquifer and surface waters. Such pollution may contribute to the entry of pollutants contained in surficial aquifer waters to canals, ditches and streams in the area, and may contribute to the degradation of sensitive estuarine waters in the Anclote River and St Joseph's Sound.

Additional Comments (optional):

Depending on the FDOT's approach to design, and the final construction means and methods, this project may qualify under F.A.C. 40D-400.443, "General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation" (bridge and abutment replacement) and F.A.C. 40D-4.051(13), "Minor Roadway Safety Projects" (roadway improvements on either side of the bridge). The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The Degree of Effect is considered "Moderate" as it is possible that: (1) unknown sources of contamination may exist that could be disturbed by construction; (2) the high potential for the pollution of the surficial aquifer and surface water bodies; (3) the potential for the contamination of surface waters and receiving waters that are already designated as Impaired for certain parameters; and (4) the potential for contaminated soils or contamination plumes to exist in the project area from the Stamas Yacht facilities in view of past releases at the site.

Temporary drainage and erosion control through areas of potential contamination may be important considerations, even if there are no proposed stormwater management systems to be located in those areas. It is recommended that FDOT:

1. Conduct a geotechnical evaluation of potential stormwater treatment sites for the presence of contamination and eliminate contaminated areas as possible pond sites or steps must be taken (such as use of impermeable liners) to isolate stormwater from contaminated soil or groundwater;
2. Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment;
3. Coordinate with FDEP and EPA and prepare a Contamination Assessment Report as necessary; and
4. Avoid known sites of contaminated soils. If discovered during the recommended soils investigation, contamination should be remediated properly so as to eliminate the potential for ground water contamination.

Coordinator Feedback:None

0 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (12/08/2010)
Contaminated Sites Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
 None found.

Comments on Effects to Resources:
 None found.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Farmlands

Coordinator Summary

0 Summary Degree of Effect
Farmlands Summary Degree of Effect: None

Reviewed By:
 FDOT District 7 (3/14/2011)

Comments:
 NRCS DOE: None
 FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of None.

A review of the Geographical Information Systems (GIS) analysis data and NRCS comments indicates that

there are no prime and unique farmlands within the 500-foot buffer distance. This project will not result in any impacts to farmlands.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Farmlands

0 ETAT Review by Rick Allen Robbins, Natural Resources Conservation Service (11/23/2010)
Farmlands Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using existing WMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

CLC Commitments and Recommendations:

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Floodplains

Coordinator Summary

3 Summary Degree of Effect

Floodplains Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

USEPA DOE: Moderate

SWFWMD DOE: Moderate

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that Special Flood Hazard Areas Zone AE is 8.1 acres (99.81%) within the 100-foot buffer distance, 17.0 acres (95.83%) within the 200-foot buffer distance, and 51.9 acres (94.15%) within the 500-foot buffer distance.

The USEPA noted that this project should include an evaluation of floodplain impacts and alternatives to avoid adverse effects and incompatible development in the floodplains.

The FDOT recommends that the implementing agency evaluate floodplain impacts and evaluate compensation opportunities for any floodplain encroachment and lost floodplain storage, if mitigation is deemed necessary by regulatory agencies. A Location Hydraulics Report (LHR) should be prepared for the project. The FDOT recommends that the implementing agency avoid or minimize impacts to floodplain resources and functions.

No comments were received from the Federal Highway Administration (FHWA) or the Florida Department of Environmental Protection (FDEP).

ETAT Reviews for Floodplains

3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Floodplains Effect: Moderate

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance:

The entire project site occupies lands designated as Special Flood Hazard Areas, Zone AE and FEMA FIRM Zone AE. Those segments of the project that are built at grade may alter drainage patterns; fill floodplain areas, Special Flood Hazard Areas, or historic basin storage areas. Potential flooding impacts are located along the entire project length.

Comments on Effects to Resources:

It is possible that a large portion of the floodplain may be affected by the project. The project has the potential to result in adverse impacts on local flood-prone areas.

Additional Comments (optional):

Depending on the FDOT's approach to design, and the final construction means and methods, this project may qualify under F.A.C. 40D-400.443, "General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation" (bridge and abutment replacement) and F.A.C. 40D-4.051(13), "Minor Roadway Safety Projects" (roadway improvements on either side of the bridge). The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory and proprietary interests and obligations.

The degree of effect may be reduced by: (1) restricting the filling of floodplain areas to only those areas necessary, (2) constructing stormwater treatment ponds outside floodplain areas, and (3) providing compensation for lost floodplain and historic basin storage.

Final versions of surface water management plans may be considered "best available information" for floodplain location and depth. Credible historical evidence of past flooding or the physical capacity of the downstream conveyance or receiving waters may be important to processing and issuing the environmental resource permit for this project. Please contact the Southwest Florida Water Management District for availability of watershed management data.

Also, final watershed management model data may be available. Please contact the Southwest Florida Water Management District for availability of such data on specific watersheds and on other projects (listed in the Water Quantity and Quality section) that may have helpful information.

Coordinator Feedback:None

3

ETAT Review by Madolyn Dominy, US Environmental Protection Agency (12/23/2010)

Floodplains Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction of roadways and bridges within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood.

Comments on Effects to Resources:

A review of GIS analysis data in the EST at the programming screen phase of the project indicates that nearly 100% of the project area is located within the 100-year floodplain, as designated by Zone AE of the flood hazard zone designation. The project includes the evaluation of replacement and rehabilitation alternatives for the Beckett Bridge over Whitcomb and Minetta Bayous. The structure is proposed to remain two lanes, but replacement alternatives will include appropriate road shoulders and sidewalks to meet current design standards. The project will include roadway improvements to Riverside Drive/North Spring Boulevard from Chesapeake Drive to Forest Avenue resulting in a project length of approximately 0.31 mile. The most likely floodplain impacts relating to this proposed project include the bridge approaches and associated roadway improvements.

Comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential

for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

The PD&E phase of this project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

Coordinator Feedback:None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Infrastructure

Coordinator Summary

3 Summary Degree of Effect

Infrastructure Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

SWFWMD DOE: None

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that the Tarpon Springs Yacht Club is within the 200-foot buffer distance, but additional research using Google Street View shows the parking facilities and boat docks are abutting the northeast side of the bridge.

The FDOT recommends that the implementing agency assess potential impacts to existing infrastructure and to take measures to minimize any project related impacts to this facility.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Infrastructure

0 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)

Infrastructure Effect: None

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Navigation

Coordinator Summary

3 Summary Degree of Effect

Navigation Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

USCG DOE: Moderate

USACE DOE: N/A/No Involvement

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the United States Coast Guard (USCG) and US Army Corps of Engineers (USACE) and recommends a Degree of Effect of Moderate.

The USCG noted that a Coast Guard Bridge Permit will be required for the replacement of Beckett Bridge over Whitcomb Bayou. The USACE noted that although Whitcomb Bayou is navigable, the USACE does not handle bridge projects over navigable waters.

The FDOT recommends that the implementing agency coordinate with the USCG during the Project Development and Environment (PD&E) Study and develop a permit as required.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Navigation

**N
/
A**

ETAT Review by John Fellows, US Army Corps of Engineers (12/16/2010)

Navigation Effect: N/A / No Involvement

Coordination Document:To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Additional Comments (optional):

Although Whitcomb Bayou is navigable, the Corps of Engineers does not handle bridge projects over navigable waters.

Coordinator Feedback:None

3

ETAT Review by Randy Overton, US Coast Guard (12/20/2010)

Navigation Effect: Moderate

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Navigation, moderate

Comments on Effects to Resources:

A Coast Guard Bridge Permit will be required for the replacement of Beckett Bridge over Whitcome Bayou. To obtain further guidance and a copy of the Coast Guard Bridge Permit Application Guide please contact Randall Overton at randall.d.overton@uscg.mil or 305-415-6749.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Special Designations

Coordinator Summary

4

Summary Degree of Effect

Special Designations Summary Degree of Effect: Substantial

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

USEPA DOE: Substantial

SWFWMD DOE: Substantial

FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Substantial.

A review of the Geographic Information Systems (GIS) analysis data indicates that Other Outstanding Florida Waters (OFW) Pinellas County Aquatic Preserve is within the 100-foot buffer distance. Also, please see Special Flood Hazard Areas information in the Floodplain DOEs.

The SWFWMD noted that this project will discharge to the Anclote River Bayou Complex (WBID 1479) which is impaired for dissolved oxygen and nutrients and SWFWMD will require a demonstration of net improvement regarding nutrients in discharges to the Bayous.

The FDOT recommends that the implementing agency assess potential impacts to these areas and to take measures to avoid or minimize any project related impacts to these areas because the project has involvement with an aquatic preserve. Once right-of way (ROW) requirements have been defined, the FDOT recommends that the implementing agency submit aerials depicting alternatives to the Florida Department of Environmental Protection (FDEP) for review and comment.

No comments were received from the Federal Highway Administration (FHWA) or the Florida Department of Agriculture and Consumer Services.

ETAT Reviews for Special Designations

4 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (12/23/2010)

Special Designations Effect: Substantial

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: DFIRM 100-Year Flood Plain/Special Flood Hazard Areas, Aquatic Preserves, Outstanding Florida Waters

Level of Importance: The resources listed above (identified as special designations) are of a high level of importance in the State of Florida. EPA is assigning a substantial degree of effect to this issue for the proposed project.

Comments on Effects to Resources:

A review of GIS analysis data at the programming screen phase of the project indicates that the following features identified as Special Designations are located within proximity of the project:

DFIRM 100-Year Flood Plain/Special Flood Hazard Areas - See Comments under Floodplains issue regarding potential floodplain impacts.

Aquatic Preserves - Pinellas County Aquatic Preserve

The Pinellas County Aquatic Preserve was established on March 21, 1972 and was designated as an Outstanding Florida Water on March 1, 1979. The Pinellas County Aquatic Preserve and the Boca Ciega Bay Aquatic Preserve are located on the Gulf coast of west central Florida, and include the state-owned submerged land in Pinellas County waters. The preserves encompass 136,082 hectares (336,265 acres) of stateowned submerged land. The surrounding area is one of the most

urbanized areas in Florida, and as such has special management needs. The preserves include nearshore habitats along sandy beaches and mangrove dominated shorelines. Submerged habitats include oyster bars, seagrass beds, coral communities, and springfed caves. Abundant islands, including those formed from dredge spoil material, are also part of the preserve. Approximately 1/3 of Florida's coral species can be found in the Pinellas County Aquatic Preserve.

Outstanding Florida Waters - Pinellas County Aquatic Preserve

The Pinellas County Aquatic Preserve is listed as an Outstanding Florida Waters (OFWs). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. Additional stormwater retention and treatment requirements may be required. FDOT will need to coordinate and consult with FDEP regarding specific permitting requirements relating to this OFW.

Opportunities to avoid and or minimize impacts and fragmentation to these types of resources should be evaluated and considered to the greatest extent practicable.

Coordinator Feedback:None

4

ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Special Designations Effect: Substantial

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

The project occupies watersheds that are included in the Pinellas County Aquatic Preserve. Whitcomb Bayou and Minetta Bayou are embayments of the lower Anclote River which discharges to St Joseph Sound at the Pasco-Pinellas County line. Whitcomb Bayou, Minetta Bayou, the Anclote River and St Joseph's Sound are designated as Outstanding Florida Waters. One of the islands included in Pinellas County's Anclote Islands Management Area is located 953 feet north of the project; two other islands are located within 1,500 feet of the project to the north. Some watersheds in which the project is located are included on the FDEP Verified List of Impaired Waters.

Comments on Effects to Resources:

Unless project design allows for the collection and treatment of runoff from the additional new impervious areas, the project has a potential to result in water quality impacts to Outstanding Florida Waters and to delay the recovery of Impaired Waters as a result of undertreated or untreated stormwater runoff during and after construction. In view of the existing and projected traffic volumes on the project, the water quality impact may be significant.

Additional Comments (optional):

Depending on the FDOT's approach to design, and the final construction means and methods, this project may qualify under F.A.C. 40D-400.443, "General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation" (bridge and abutment replacement) and F.A.C. 40D-4.051(13), "Minor Roadway Safety Projects" (roadway improvements on either side of the bridge). The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service

Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations.

This project will discharge to the Anclote River Bayou Complex (WBID 1479) which is impaired for dissolved oxygen and nutrients, and the SWFWMD will require a demonstration of net improvement regarding nutrients in discharges to the Bayous.

Coordinator Feedback:None

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the Federal Highway Administration

Water Quality and Quantity

Coordinator Summary

3 Summary Degree of Effect

Water Quality and Quantity Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

FDEP DOE: Moderate

SWFWMD DOE: Substantial

FDOT Recommended DOE: Moderate

The Florida Department of Environmental Protection (FDEP) and Southwest Florida Water Management District (SWFWMD) recommend a Degree of Effect (DOE) of Moderate and Substantial, respectively. The Florida Department of Transportation (FDOT) recommends a Degree of Effect (DOE) of Moderate.

The FDOT met with SWFWMD in July 2005 and informally "agreed to disagree" on degrees of effect findings. Therefore, it is understood by SWFWMD that when they assign a Substantial DOE, the FDOT or Metropolitan Planning Organization (MPO) typically may have lower DOE assignments, but will continue to coordinate with SWFWMD when warranted.

A review of the Geographic Information Systems (GIS) analysis data indicates one 303(D) 1998 Impaired Waters are located within the 100-foot buffer distance and the project is 100% within the Pinellas County Aquatic Preserve.

Principal Aquifers of the State of Florida Other Rocks is 38.41%, Recharge Areas of the Floridan Aquifer Discharge/1 to 5 is 100%, and Watershed Conditions 305(B) Good is 100% within the 100-foot buffer distance.

The SWFWMD noted that the entire project is located in the Anclote River Bayou Complex (WBID1440A) watershed which is a major embayment (bayou) of the tidal segment of the Anclote River (WBID1440).

The FDEP recommends that the PD&E Study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities.

No comments were received from the Federal Highway Administration (FHWA) or the US Environmental Protection Agency (USEPA).

ETAT Reviews for Water Quality and Quantity

4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Water Quality and Quantity Effect: Substantial

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance:

The entire project is located in the Anclote River Bayou Complex (WBID 1440A) watershed which is a major embayment (bayou) of the tidal segment of the Anclote River (WBID 1440). The River, which heads 1.3 miles west of US 41 in Pasco County, discharges to the Gulf of Mexico (WBID 8045C) at the Pasco-Pinellas County Line just north of St Joseph's Sound (WBID 8045D). Beckett Bridge carries Riverside Dr over Minetta and Whitcomb Bayous. Scuppers in both the travel lanes and the pedestrian corridor/bike path drain runoff directly to the waters below the bridge. The open grid moveable bridge section also drains directly to the bayou waters below. There are stormwater inlets on the north and south sides of Riverside Dr approximately 27 feet east of the Riverside Dr/Pampas Ave intersection; the discharge point of runoff entering these inlets is uncertain but may be the waters of Whitcomb Bayou on the south side of Riverside Dr.

Minetta and Whitcomb Bayous are included in the Pinellas County Aquatic Preserve and their waters are designated Outstanding Florida Waters.

Water quality data are available for the Bayous from FDEP.

The May 19, 2009 Verified List of Impaired Waters includes the following TMDL information relevant to the District's permitting interests for this project:

1. Nutrients - the Anclote River Bayou Complex (WBID 1440A) is impaired for nutrients.
2. Dissolved oxygen - the Anclote River Bayou Complex (WBID 1440A) is impaired for dissolved oxygen.
3. Mercury in fish - the Anclote River Tidal watershed (WBID 1440) is impaired for mercury in fish.

The stormwater inlets on the north and south sides of Riverside Dr approximately 27 feet east of the Riverside Dr/Forest Ave intersection may require relocation or mitigation due to encroachment from this project.

Information from DRASTIC analyses indicates that the surficial aquifer and the Floridan Aquifer within the 100-foot to 500-foot buffers have high potentials for contamination. The surficial aquifer is used for landscape irrigation and it contributes flows to canals, ditches and streams in the area.

The Stamas Yacht facility, located within 420 feet of the east terminus of the project, may have produced contaminated soils or groundwater plumes within 100-200 feet of the project. An assessment of the areas to be excavated for the project should be done to ensure that no pollution from contaminated soils or waters results from project activities.

Comments on Effects to Resources:

The project has the potential to generate increased stormwater runoff and sedimentation that may contribute to a delay in recovery of Impaired Waters, degrade water quality in Outstanding Florida Waters and promote ground water pollution. If re-location or alteration of the stormwater inlets on Riverside Dr east of the bridge is necessary, a modification of the ERP relating to those facilities may be required.

Additional Comments (optional):

Depending on the FDOT's approach to design, and the final construction means and methods, this project may qualify under F.A.C. 40D-400.443, "General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation" (bridge and abutment replacement) and F.A.C. 40D-4.051(13), "Minor Roadway Safety Projects" (roadway improvements on either side of the bridge). The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The District considers the degree of effect as "Substantial" due to anticipated permitting issues, including the project's potential to degrade water quality of surface water bodies included on the May 19, 2010 Verified List of Impaired Waters.

Due to the increased impervious area and wetlands involvement, portions of this project may not qualify as Minor Roadway Safety Projects under F.A.C. 40D-4.051(13). The SWFWMD strongly recommends a pre-application meeting with the Tampa Regulation office.

Several District projects have generated data that may be useful in the PD&E or design phases of the project. Below are listed the District project number, project title, and District Point of Contact (at the time of writing):

1. B159 - Tampa Bay/Anclote River Comprehensive Watershed Management Plan, Jason Mickel;
2. B178 - Anclote River Minimum Flows, Mike Heyl; report can be accessed at http://www.swfwmd.state.fl.us/projects/mfl/mfl_reports.php
3. B182 - USGS Minimum Flows & Levels Data Collection: Anclote River & Brooker Creek, Marty Kelly; and
4. L803 - Pinellas County Water Quality Management Plan, Mary Szafraniec.

Other reports are available from FDEP and Pinellas County Department of Environmental Management.

Project impacts may be reduced by providing treatment of impervious areas that are untreated under the current bridge/approach configuration, particularly:

- (1) the bridge deck and pedestrian corridor/bike path and
- (2) the west approach to the Bridge where there appears to be no runoff collection/treatment facilities.

If the stormwater inlets on the east side of Beckett Bridge drain directly to Whitcomb Bayou, it may contribute to the ERP net improvement requirement to collect and treat runoff now entering those inlets.

Other impact reduction strategies include:

- (1) Minimizing new impervious area where feasible;
- (2) Using low-impact development strategies,
- (3) Converting Directly Connected Impervious Area (DCIA) to non-DICA, and
- (4) Utilizing the best available information on the hydraulic and hydrologic characteristics of watersheds recently studied by the District.

To prevent further degradation of impaired waters and to be consistent with federal and state laws and rules, the District will require stormwater management systems that discharge directly or indirectly into impaired waters (Anclote River Bayou Complex) to provide net improvement for the pollutants that contribute to the water body's impairment. To do this, a higher level of treatment is necessary to assure that the permit creates a net improvement in the pollutants that have caused or are contributing to the water body impairment.

Recent rule-making activities at the state and Federal level may influence the design and permitting of surface water management facilities associated with this project. The District recommends that the FDOT obtain the latest, effective copy of the Environmental Resource Permit Basis of Review document and consider the possible effect of the changes to the rule on the traditional design processes. In many cases, a technical study common to the FDOT's planning or design activities associated with projects of this type may satisfy the requirements in the ERP Basis of Review. Please discuss the content of the FDOT's common technical reports with the staff of the SWFWMD in a pre-application meeting to avoid duplication of effort in the ERP permitting process.

If this project will require the acquisition of new right-of-way areas, the current rule for eminent domain noticing is 40D-1.603(9), FAC and requires the applicant to provide the noticing to the affected property owners. Additionally, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ERP permitting purposes, the project area is located in the Upper Coastal Drainage Basin. The SWFWMD has assigned a pre-application file (PA #397785) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD's Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

Coordinator Feedback:None

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (12/23/2010)
Water Quality and Quantity Effect: Moderate

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

The proposed project will cross and may impact the Anclote River Bayou - part of the Pinellas County Aquatic Preserve and Outstanding Florida Waters (OFW) - which fall under section 62-302.700(9), Florida Administrative Code (F.A.C.), and are afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. The watershed conditions within the project area are presently considered good.

Comments on Effects to Resources:

We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the proposed stormwater system associated with the bridge meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications. Under section 373.414(1), F.S., direct impacts to these waterbodies and associated wetlands must

be demonstrated to be "clearly in the public interest" as part of the ERP permitting process.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the US Environmental Protection Agency

Wetlands

Coordinator Summary

3 Summary Degree of Effect

Wetlands Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

FDEP DOE: Moderate

USEPA DOE: Moderate

SWFWMD DOE: Substantial

USFWS DOE: Moderate

USACE DOE: Minimal

NMFS DOE: Moderate

FDOT Recommended DOE: Moderate

The Southwest Florida Water Management District (SWFWMD) recommends a Degree of Effect (DOE) of Substantial. The Florida Department of Transportation (FDOT) has evaluated comments from the SWFWMD, the Florida Department of Environmental Protection (FDEP), the US Environmental Protection Agency (USEPA), the US Fish and Wildlife Service (USFWS), the US Army Corps of Engineers (USACE), and the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect (DOE) of Moderate.

The FDOT met with SWFWMD in July 2005 and informally "agreed to disagree" on degrees of effect findings. Therefore, it is understood by SWFWMD that when they assign a Substantial DOE, the FDOT or Metropolitan Planning Organization (MPO) typically may have lower DOE assignments, but will continue to coordinate with SWFWMD when warranted.

A review of the Geographic Information Systems (GIS) analysis data indicates that the National Wetlands Inventory (NWI) lists 1.5 acres (19.01%) of estuarine wetlands within the 100-foot buffer distance, 3.7 acres (20.7%) of estuarine wetlands within the 200-foot buffer distance, and 10.0 acres (18.21%) of estuarine wetlands within the 500-foot buffer distance.

The SWFWMD noted that there are wetlands consisting of red mangrove and black mangrove at the following locations: at the bridge crossing; both upstream and downstream of the bridge crossing on the west shore of the bayou; and on the south side of Riverside Drive within the east approach cross section across from Pampas Avenue. In addition, seagrass beds are present in the Bayous both upstream and downstream of the bridge crossing except in the deepest parts of the Bayous.

The SWFWMD requested that the FDOT continue to coordinate on the potential wetlands impacts as this project proceeds into future phases and include the associated impacts on the FDOT's annual inventory. The USACE noted that Whitcomb Bayou would be considered a jurisdictional waterbody and the USACE would review and potentially regulate any other wetland or surface water impacts associated with the

project on either side of the bayou.

The USEPA noted that any studies for this project should focus on identifying the wetland areas and other natural resources (mangroves) to be potentially impacted and what type of additional analysis, if any, will be needed. Additional analyses may be needed such as delineation of wetlands and functional analysis of wetlands to determine their value and function, an evaluation of stormwater pond sites, avoidance and minimization strategies, and mitigation plans to compensate for adverse impacts.

The FDOT recommends that the implementing agency assess potential impacts to any existing wetlands and to take measures to minimize any project related impacts to these areas.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Wetlands

2 ETAT Review by John Fellows, US Army Corps of Engineers (12/16/2010)

Wetlands Effect: Minimal

Coordination Document:To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Whitcomb Bayou would be considered a jurisdictional waterbody. Any surface waters (ditches) draining to the bayou, and any wetlands contiguous with or adjacent to the bayou, may also be considered jurisdictional for the Corps.

Comments on Effects to Resources:

The Corps would probably not regulate any of the 'bridge work' over the bayou, as the regulatory authority for such work is the US Coast Guard's. The Corps would review and potentially regulate any other wetland or surface water impacts associated with the road improvements on either side of the bayou, however.

I selected 'minimal' as a probable degree of effect based on the lack of wetlands seen on the EST aerials (and in and Google Earth), and the developed nature of the surrounding area. The only obvious area of potential concern within the segment shown is the shoreline of the small embayment to the east of the bridge. If the vegetation along the shoreline is mangroves or similar resources, then FDOT should avoid and minimize impacts to this area to the greatest extent practicable.

Coordinator Feedback:None

4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)

Wetlands Effect: Substantial

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

While the EST does not report the presence of wetlands except within the 1.0 mile buffer, there are wetlands consisting of red mangrove and black mangrove at the following locations: at the bridge crossing; both upstream and downstream of the bridge crossing on the west shore of the Bayou; and on the south side of Riverside Dr within the east approach cross section across from Pampas Ave. In addition, seagrass beds are present in the Bayous both upstream and downstream of the bridge crossing except in the deepest parts of the Bayous.

Listed Species (FFWCC) observed (during the site visit on 16 November 2010) in the wetland and aquatic habitats within 500 feet of the project include: brown pelican (SSC), little blue heron (SSC), and snowy egret (SSC). Other Listed Species that are reported to use these habitats are: American oystercatcher (SSC), least tern (T), limpkin (SSC), piping plover (T), reddish egret (SSC), snowy plover (T), tricolored heron (none/SSC), white ibis (SSC), roseate spoonbill (SSC) and wood stork (E). The entire project area is within the wood stork Core Foraging Area and, as mentioned, habitat for this species is available in the mangroves on the shoreline of the Bayous, particularly within the denser stands of mangroves located 400 feet north of the bridge crossing.

The project area is located within the USFWS Consultation Areas of the piping plover and West Indian manatee. The piping plover is listed by the USFWS as both endangered and threatened, depending upon the specific population involved and it is listed by FWC as Threatened. Foraging and roosting habitat for wintering piping plovers is available within 500 feet of the project. The West Indian manatee, listed by both USFWS and FWC as Endangered, are known to utilize Whitcomb Bayou and habitats north of the Bridge crossing.

Comments on Effects to Resources:

The project's impact on wetlands is highly dependent on the specific bridge and roadway cross section lengths and the chosen construction means and methods. At this point, it is not known whether travel lanes on the bridge and roadway approaches will be 12 feet or 11 feet and whether the pedestrian and bike accommodations will be separate or combined facilities.

Within 200 feet of the project, the amount of seagrass acreage potentially directly affected by the project is reported as 0.56 acre, although the actual acreage may be greater than that due to the age of the wetland maps used in the EST (2008). As for the mangrove wetlands, assuming the complete elimination of wetlands within 200 feet of the project, the acreage of impact is estimated at 0.13 acres. Project impacts that extend beyond 200 feet of the project centerline would involve additional mangrove and seagrass acreage, ranging up to 63.6 acres of impact up to 1.0 mile from the project as a result of the increase in seagrass and mangrove densities downstream of the bridge crossing.

The mangrove wetlands outside of the construction footprint may be indirectly affected by the project as a result of stormwater runoff and sedimentation from the project site. Also, the fugitive discharge of sediment-containing runoff during construction could result in significant damage to the seagrass beds downstream of the project.

Impacts to wetlands may include the elimination or reduction of remaining wetland systems. As a result, there would be a corresponding loss of the functions and values now provided by the impacted wetlands, including flood surge projection, water quality maintenance and wildlife habitat. Losses would occur in the high quality wildlife habitat provided by mangroves that now provide habitat for Listed Species nesting, roosting and foraging.

Additional Comments (optional):

Depending on the FDOT's approach to design, and the final construction means and methods, this project may qualify under F.A.C. 40D-400.443, "General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation" (bridge and abutment replacement) and F.A.C. 40D-4.051(13), "Minor Roadway Safety Projects" (roadway improvements on either side of the bridge). The District strongly

recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The SWFWMD has assigned a Degree of Effect of "Substantial" based on their opinion of the quality of wetlands and the potential acreage of wetlands that may be impacted both directly and indirectly by the project, the level of potential coordination or effort associated with the SWFWMD's regulatory and proprietary interests and obligations and the lack of information concerning the final bridge and roadway cross sections.

Due to the increased impervious area and wetlands involvement, portions of this project may not qualify as Minor Roadway Safety Projects under F.A.C. 40D-4.051(13). The SWFWMD strongly recommends a pre-application meeting with the Tampa Regulation office.

Wetland impacts can be reduced by the following:

- (1) Adjustment of the alignment to avoid direct impacts to the wetlands,
- (2) Implementation of strict controls over sediment transport off site during construction,
- (3) Restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging,
- (4) Implementing effective mitigation measures to compensate for wetland impacts;
- (5) Selection of treatment pond sites away from existing wetlands;
- (6) Retrofitting existing stormwater treatment facilities to provide some habitat for wetland-dependent wildlife,
- (7) Incorporating wildlife-friendly features into stormwater facilities, and
- (8) Selecting construction means and methods to minimize fugitive materials and adverse impacts.

Because Whitcomb Bayou is a known manatee use area, it is recommended that the FDOT develop a project-specific manatee protection plan to eliminate that possibility of construction-related manatee injury or death in the project area.

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The project mitigation needs may be addressed in the FDOT Mitigation Program (Subsection 373.4137, F.S.) which requires the submittal of anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude a project in whole or in part if the SWFWMD is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with the FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted independently. Depending on the quantity and quality of the proposed wetland impacts, the SWFWMD may propose purchasing credits from a mitigation bank and/or pursue and propose alternative locations for mitigation. For ERP purposes of mitigating any adverse wetland impacts within the same drainage basin, the project is located within the Upper Coastal Drainage Basin. The SWFWMD requests that the FDOT continue to collaborate on the potential wetland impacts as this project proceeds into future phases, and include the associated impacts on FDOT's annual inventory.

If this project will require the acquisition of new right-of-way areas, the current rule for eminent domain noticing is 40D-1.603(9), FAC and requires the applicant to provide the noticing to the affected property owners. Additionally, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ERP permitting purposes, the project area is located in the Upper Coastal Drainage Basin. The SWFWMD has assigned a pre-application file (PA #397785) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD's Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

Coordinator Feedback:None

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (12/23/2010)
Wetlands Effect: Moderate

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 10 acres of estuarine wetlands and 0.6 acres of discontinuous seagrass beds within the 500-ft. project buffer zone. The proposed project will cross and may impact the Anclote River Bayou. Navigable waterbodies with Pinellas County are part of the Pinellas County Aquatic Preserve - Outstanding Florida Waters.

Comments on Effects to Resources:

If new construction is proposed, the project will require an environmental resource permit (ERP) from the Southwest Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of bridge construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems and seagrass beds, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Coordinator Feedback:None

3 ETAT Review by David A. Rydene, National Marine Fisheries Service (11/22/2010)
Wetlands Effect: Moderate

Coordination Document:PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:

Whitcomb and Minetta Bayous, the mouth of the Anclote River, and the Gulf of Mexico, which contain estuarine and marine habitats such as seagrass, mangrove, and salt marsh used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 13040. The Florida Department of Transportation District 7 proposes rehabilitating or replacing the existing Beckett Bridge (Riverside Drive) spanning Whitcomb Bayou in Pinellas County, Florida. The project would also include roadway improvements on Riverside Drive from Chesapeake Drive to Forest Avenue. The bridge replacement alternative would retain the bridge as a two-lane facility.

NMFS staff conducted a site inspection of the project area on November 19, 2010, to assess potential concerns related to living marine resources within Whitcomb and Minetta Bayous, the mouth of the Anclote River, and the Gulf of Mexico. The lands adjacent to the proposed project are principally residential properties, a yacht club, and estuarine habitats. It appears that the project could directly impact NMFS trust resources (i.e. mangroves). Mangroves occur immediately adjacent to the bridge on the northwest, southwest, and southeast shorelines. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Mangroves have been identified as EFH for postlarval/juvenile, subadult and adult red drum and gray snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act.

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

1. a description of the proposed action;
2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species;
3. the Federal agency's views regarding the effects of the action on EFH; and
4. proposed mitigation, if applicable.

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the federal agency (e.g. Federal Highway Administration) or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations for the project.

NMFS also recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the system. In addition, best management practices should be employed during road construction to prevent siltation of estuarine habitats.

Coordinator Feedback:None

3

ETAT Review by Jane Monaghan, US Fish and Wildlife Service (12/20/2010)

Wetlands Effect: Moderate

Coordination Document:To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Wetlands provide valuable functions within the landscape such as protection from storm surges and erosion, water storage and water filtration. Wetlands also support fish and wildlife habitat.

Comments on Effects to Resources:

This project involves the replacement of the Becket Bridge on Riverside drive in Pinellas County. Although the new bridge would still be two lanes, the proposal includes wider travel lanes, new bike lanes and new sidewalks. Therefore, the footprint of the new bridge would be larger and further improvements to the approaches on both sides of the bridge would also be needed.

Direct impacts to estuarine and marine ecosystems should be avoided. If avoidance is not feasible, minimization and mitigation to the maximum extent practicable will be required. Direct, indirect and cumulative impacts to submerged aquatic vegetation (SAV), mangroves and other shoreline vegetation will need to be examined and disclosed during the design phase of this project. If impacts are anticipated, further consultation with our agency will be required. Best management practices should be implemented during construction to avoid siltation and further degradation of the estuarine habitat.

Storm water from the new bridge should be contained and diverted to appropriate storm water treatment areas to prevent contamination of the marine environment.

Wetlands found within the action area are also utilized for foraging, roosting and nesting by migratory birds. Surveys should be conducted at the appropriate time of year for wading birds and shorebirds that may be nesting or roosting in the mangroves or other shoreline vegetation. The timing of the project may be adjusted to avoid any take of migratory birds. If blasting is proposed to remove the old bridge structure, further coordination with our office is required and will address minimization measure for migratory birds.

Coordinator Feedback:None

3

ETAT Review by Madolyn Dominy, US Environmental Protection Agency (12/23/2010)

Wetlands Effect: Moderate

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project corridor. EPA is assigning a moderate degree of effect for the wetlands issue for ETDM Project #13040.

Comments on Effects to Resources:

A review of GIS analysis data in the EST for wetlands at the programming screen phase of the project indicates that there are estuarine wetlands within the project area. EPA's moderate degree of effect is based upon the location of the project, the type of wetlands, and the fact that there are mangroves located within proximity of the proposed project. Mangroves serve several important ecosystem functions. They provide nursery habitat for fishes, crustaceans, and shellfish and they provide food for several types of marine species. Both recreational and commercial fisheries in Florida are dependent upon healthy mangrove forests. Mangroves also provide shelter and nesting areas for coastal birds. Protecting mangrove acreage is critical, especially since most of the loss of acreage is due to human impact such as development and construction. As a result of dramatic changes in this part of Florida, a significant amount of coastal wetlands acreage has been lost, including mangroves and salt marshes. Therefore, protection of the coastal wetlands is critical to fish habitat and other marine resources. Regulations to protect mangrove forests have been developed by both state and local agencies. These regulations must be met and consultation with other agencies such as the National Marine Fisheries Service may be required. Avoidance measures should be strongly considered for this project. Also, mitigation to provide enhanced or increased function should be strongly evaluated within the same general area.

Overall, the degree of direct wetlands impacts associated with the project will be dependent upon the amount of additional right-of-way needed for the bridge project, the approaches, and any upgrade or modifications to adjacent roadways. Also of consideration are stormwater runoff and the collection and treatment of stormwater from the bridge. Stormwater runoff has the potential to introduce or increase pollutants into surface waters and wetlands.

EPA recommends that any studies for this project should focus on identifying the wetland areas and other natural resources (mangroves) to be potentially impacted and what type of additional analyses, if any, will be needed.

The PD&E phase of the project should focus on identifying wetlands areas to be potentially impacted by the entire project. Additional analyses may be needed such as delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites (if applicable) to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration

Wildlife and Habitat

Coordinator Summary

3 Summary Degree of Effect

Wildlife and Habitat Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

SWFWMD DOE: Minimal

USFWS DOE: Moderate

FFWCC DOE: Minimal
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Fish and Wildlife Conservation Commission (FFWCC), the Southwest Florida Water Management District (SWFWMD) and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that this project is 100% within the Springs Coast Ecosystem Management Area (EMA), the West Indian Manatee Consultation Area is 17.98%, Scrub Jay Consultation Area is 100%, four Woodstork Core Foraging Areas are 100%, and the Piping Plover Consultation Area is 100% within the 100-foot buffer distance and Mangrove Swamp is located within the 5,280-foot buffer distance. Please see the GIS Summary for additional information.

The SWFWMD noted virtually no upland habitat is available for wildlife within 500-feet of the project with the exception of five small parcels of poor-quality, vacant land located within medium to high-density residential lands. The SWFWMD also noted listed species that may utilize upland habitat within the 500-foot buffer distance include the Florida scrub jay, gopher tortoise, and Sherman's Fox Squirrel. Of these three species, the gopher tortoise is the most likely species to be present in the project area. The SWFWMD noted in their Wetlands comments that because Whitcomb Bayou is a known manatee use area, it is recommended that a project specific manatee protection plan be developed to eliminate the possibility of construction-related manatee injury or death in the project area.

The FFWCC noted that the project area is a residential neighborhood, with a marina immediately northeast of the Beckett Bridge. The most important fish and wildlife habitat is within Minetta and Whitcomb Bayous, which have highly developed shorelines, but contain islands with salt marsh and mangrove vegetation, and shoals with scattered seagrass. The Anclote River estuary is utilized by Florida manatees and a wide variety of aquatic-oriented bird species. The following species may occur along the project area: Florida manatee, Sherman's Fox Squirrel, American oystercatcher, black skimmer, brown pelican, least tern, little blue heron, roseate spoonbill, snowy egret, reddish egret, tricolored heron, white ibis, wood stork, gopher tortoise, Eastern indigo snake, American alligator, and gopher frog. If gopher tortoises are present within any construction area, a permit should be obtained from the FFWCC.

The USFWS noted that special construction conditions for manatees should be implemented during the construction phase of this project. The removal of the old bridge structure has not been discussed. If blasting is proposed, formal consultation with the USFWS is required. Surveys for submerged aquatic vegetation (SAV) should be done and the design of the new bridge should consider the negative impacts of shading on SAV and should attempt to maximize the amount of sunlight available to SAV. Once the extent of impact to SAV are estimated and quantified, mitigation will need to be proposed that replaces the seagrasses within the bayou. Standards for successful mitigation will be required. Surveys for wading birds and shorebirds should be done. If nesting occurs within the action area, the timing of the project may be critical.

The FDOT recommends that the implementing agency prepare a Wetland Evaluation / Biological Assessment Report (WEBAR) which identifies and assesses any existing natural habitats within the project area. This report should then be coordinated with the USFWS and FFWCC.

No comments were received from the US Forest Service (USFS) or the Federal Highway Administration (FHWA).

ETAT Reviews for Wildlife and Habitat

2

ETAT Review by Scott Sanders, FL Fish and Wildlife Conservation Commission (12/17/2010)

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance:

The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #13040, Pinellas County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this project involves the replacement of the Beckett Bridge on Riverside Drive in Tarpon Springs. This bridge crosses a narrow waterway connecting Whitcomb Bayou with Minetta Bayou, which are connected to the Anclote River. In addition to construction of an enlarged bridge, the bridge approaches would be improved from Chesapeake Drive on the west to Forest Avenue east of the bridge, a distance of 0.31 miles.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment reveals that the project area is a residential neighborhood, with a marina immediately northeast of the Beckett Bridge. The most important fish and wildlife habitat is within Minetta and Whitcomb Bayous, which have highly developed shorelines, but contain islands with salt marsh and mangrove vegetation, and shoals with scattered seagrass. The Anclote River estuary is utilized by Florida manatees and a wide variety of aquatic-oriented bird species.

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act as Federally Endangered (FE) or Federally Threatened (FT), and the State of Florida as State-Threatened (ST) or State Species of Special Concern (SSC) may occur along the project area: Florida manatee (FE), Sherman's fox squirrel (SSC), American oystercatcher (SSC), black skimmer (SSC), brown pelican (SSC), least tern (ST), little blue heron (SSC), roseate spoonbill (SSC), snowy egret (SSC), reddish egret (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (FE), gopher tortoise (ST), Eastern indigo snake (FT), American alligator (FT), and gopher frog (SSC).

Primary wildlife issues associated with this project include: potential water quality degradation as a result of additional stormwater runoff from the expanded bridge and roadway surface draining into the Anclote River estuary; and potential adverse effects to a moderate number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or the State of Florida as Threatened or Species of Special Concern, and specifically to the Florida manatee during bridge construction.

Comments on Effects to Resources:

Based on the project information provided, we believe that the direct and indirect effects of this project could be minimal, provided construction conditions are included to minimize effects on the Florida manatee.

Additional Comments (optional):

We recommend that the Project Development and Environment (PD&E) Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened or the State of Florida as Threatened or Species of Special Concern should be performed, both along the Right-of-way and within sites proposed for Drainage Retention Areas. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. If

gopher tortoises are present within any permanent or temporary construction area, a permit should be obtained from the FWC. Drainage Retention Areas and equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

It will be important to avoid and minimize effects on the Florida manatee during any in-water work. Since no information was provided in terms of seasonality of bridge or culvert construction, the duration of project work, methods for constructing the bridge, and any dredging or other in-water work that may be required, it would be premature for us to recommend specific avoidance and minimization measures for the manatee at this time. However, possible manatee protection measures that may be required by our agency include Standard Manatee Conditions for In-Water Work, restrictions on blasting, monitoring of turbidity barriers, manatee entrapment avoidance measures, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. If blasting is considered as a method used in construction because no other alternative exists, a blast plan and marine species watch plan will need to be developed, in coordination with and approved by FWC, U.S. Fish and Wildlife Service, and National Marine Fisheries Service, as early in the process as possible and incorporated as a condition of permits authorizing the proposed work. Further coordination with our agency is important, and will be necessary to develop customized or site-specific measures for this project. For technical assistance and coordination on manatees, please contact Ms. Mary Duncan of our Imperiled Species Management Section in Tallahassee at (850) 922-4330 very early in the planning process for the PD&E Study.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (850) 528-6316 or email brian_barnett@urscorp.com to initiate the process for further overall coordination on this project.

Coordinator Feedback:None

2

ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Wildlife and Habitat Effect: Minimal

Coordination Document:Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Based on direction from FDOT, comments in this section pertain only to wildlife and habitats associated with uplands. Virtually no upland habitat is available for wildlife within 500 feet of the project with the exception of five small parcels of poor-quality, vacant land located within medium-to-high density residential lands. These parcels are located as follows: in the northwest quadrant of the Chesapeake Dr/Riverside Dr intersection; on the north side of Riverside Dr 280 feet west of the bridge's west terminus; in the southeast quadrant of the Venetian Ct/Riverside Dr intersection; in the northwest quadrant of the Pampas Ave/Riverside Dr intersection; and the northeast quadrant of the Forest Ave/Riverside Dr intersection. Listed Species that may utilize this upland habitat within 500 feet of the project include Florida scrub jay (T), gopher tortoise (SSC) and Sherman's fox squirrel (SSC). Of the three species, the gopher tortoise is the most likely species to be present in the

project area.

The project is located in the Scrub Jay Consultation Area and Service Area, although nesting habitat is absent within 500 feet of the project.

Comments on Effects to Resources:

The project's possible impact on wildlife and habitat may include the further elimination of remaining wildlife habitat, resulting in a further decline in urban wildlife populations, including three Listed Species.

Additional Comments (optional):

Depending on the FDOT's approach to design, and the final construction means and methods, this project may qualify under F.A.C. 40D-400.443, "General Permit to the Florida Department of Transportation, Counties and Municipalities for Minor Bridge Alteration, Replacement, Maintenance and Operation" (bridge and abutment replacement) and F.A.C. 40D-4.051(13), "Minor Roadway Safety Projects" (roadway improvements on either side of the bridge). The District strongly recommends a pre-application meeting with the surface water regulatory staff in the Tampa Service Office happen very early in the design process (before beginning design, if possible).

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

The SWFWMD has assigned a Degree of Effect of "Minimal" based on their opinion of the potential of this project to result in an increased coordination or effort associated with the SWFWMD's regulatory interests and obligations.

Habitat damage and direct impacts to wildlife can be reduced by: minimizing project cross section in areas where there are remnant patches of upland habitat; strictly limiting construction equipment to the actual construction zones and to pre-approved staging areas; and by implementing appropriate upland habitat restoration measures following construction.

Coordinator Feedback:None

3

ETAT Review by Jane Monaghan, US Fish and Wildlife Service (12/20/2010)

Wildlife and Habitat Effect: Moderate

Coordination Document:To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:

Federally listed species and the ecosystems upon which they depend. Migratory birds and other fish and wildlife resources.

Comments on Effects to Resources:

This project involves the replacement of the Becket Bridge on Riverside drive in Pinellas County. Although the new bridge would still be two lanes, the proposal includes wider travel lanes, new bike lanes and new sidewalks. Therefore, the footprint of the new bridge would be larger and further improvements to the approaches on both sides of the bridge would also be needed.

Florida Manatee

Special construction conditions for manatees should be implemented during the construction phase of this project. The removal of the old bridge structure has not been discussed. If blasting is proposed, formal consultation with USFWS is required. Once the details of the construction methods and design are known, additional special conditions may apply to protect manatees from harm or harassment. The standard conditions for in-water work can be found on our website (www.northflorida.fws.gov). Surveys for submerged aquatic vegetation (SAV) should be done. The design of the new bridge should consider the negative impacts of shading on SAV and should attempt to maximize the amount of sunlight available to submerged plants. Contaminants from road runoff are a major concern and should be diverted away from the marine and estuarine environment. Direct, indirect and cumulative impacts to the marine environment should be examined and avoided. Any impacts that cannot be avoided should be minimized and mitigated to the maximum extent practicable. Once the extent of impact to SAV are estimated and quantified, mitigation will need to be proposed that replaces the seagrass within the action area (bayou). Standards for successful mitigation will be required.

Wood Stork

No active wood stork colonies are known to be located near the project footprint or in Pinellas County. Numerous active colonies are located in Pasco, Hillsborough and Manatee counties and the 15 mile core foraging areas for these colonies may overlap with the project footprint. Any wetland impacts that cannot be avoided may need to be mitigated. Wetlands set aside for mitigation for wood storks need to provide suitable foraging habitat. Colony maps and a 'determination of effect' key for wood storks can be found on our office website.

Wading Birds and Shorebirds

Impacts to wetlands and mangroves may affect wading bird and shorebird foraging, roosting and/or nesting in this area. Surveys for wading birds and shorebirds should be done. Any direct effects to mangroves, or foraging resources, should be disclosed. If nesting occurs within the action area, the timing of the project may be critical. Indirect and cumulative effects to the water quality as a result of contaminated road runoff should be avoided.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the US Forest Service

ETAT Reviews: Cultural

Historic and Archaeological Sites

Coordinator Summary

3

Summary Degree of Effect

Historic and Archaeological Sites Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/29/2011)

Comments:

FHWA DOE: Moderate

SWFWMD DOE: N/A/No Involvement

Miccosukee Tribe of Indians of Florida DOE: Minimal

SHPO DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA), Southwest Florida Water Management District (SWFWMD), Miccosukee Tribe of Indians of Florida, and the Florida Department of State (SHPO) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that three Florida Site File (FSF) Historic Standing Structures are located within the 200-foot buffer distance and four additional FSF Historic Standing Structures and the National Register of Historic Places (NRHP)-listed Tarpon Springs Historic District and E.R. Meres Sponge Packing House are located within the 500-foot buffer distance.

The SHPO, the Miccosukee Tribe, and the FHWA recommended that a Cultural Resource Assessment Survey (CRAS) will need to be conducted to identify and evaluate any resources that may be eligible for listing in the NRHP. The SHPO also noted that the bridge must be documented using historic bridge forms and evaluated by a professional.

The FHWA noted that it is not clear whether this bridge is eligible for listing in the NRHP.

The Miccosukee Tribe of Indians of Florida commented that there are no recorded archaeological sites, including burial mounds, reported near this project; a CRAS will need to be done to ascertain if there are any archaeological sites within the project boundaries. If no impacts are found, then no further consultation is necessary.

The FDOT recommends that the implementing agency prepare a CRAS. It should reflect the results of performing a systematic archaeological field survey and a historic structures survey for the project's APE which includes the bridge, project corridor, and stormwater management facilities. If applicable, Section 106 Consultation should be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP.

No comments were received from the Seminole Tribe of Florida.

ETAT Reviews for Historic and Archaeological Sites

N
/
A

ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Historic and Archaeological Sites Effect: N/A / No Involvement

Confidential: Review will not be displayed on Public Access website

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback:None

3 ETAT Review by Alyssa McManus, FL Department of State (01/28/2011)

Historic and Archaeological Sites Effect: Moderate

Confidential:Review will not be displayed on Public Access website

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

There are no identified historical resources identified at the 100 ft. buffer. However, research into the FDOT Bridge database states that the Beckett Bridge was constructed in 1924, and is therefore considered historic, but we do not have enough information to evaluate its significance at this time. Further documentation is needed (see comments section).

Within the 200 ft. boundary of this project's corridor, there are three historic standing structures. These are PI1464 (321 High Street), PI1465 (331 High Street), and PI1540 (210 Pampas Ave). These structures are all considered historically significant at the local level. At the time they were recorded, there was insufficient information provided to this office to make a determination of eligibility.

Within the 500 ft buffer of this project's corridor, lie the National Register-listed Tarpon Springs Historic District and the E.R. Meres Sponge Packing House. An additional four standing structures (possibly part of the district). These include PI1391, PI1463, PI1626 and PI1735.

There are no archaeological sites recorded within the 500 ft. buffer of this project. However, that could be because most of the surveys conducted near the project area focused on historic standing structures and not archaeological investigation. However, the project's area of potential effect suggests low probability for significant sites to be discovered within.

GIS analysis was not conducted for historical resources outside of the 500 ft buffer, due to the constraints of the project.

Comments on Effects to Resources:

Based on the fact that this alternative is "no-build", these resources are unlikely to be adversely affected. However, if any of the bridge material is to be removed or altered, further consultation with this office is needed. The area has been subjected to surveys within 100 ft of this project's corridor. None were specific to this project and to the affects this project may have on significant historical resources.

Research into our records indicates that this bridge was reviewed in 1990 by this office (ref: 1990-1502). At that time, it was the recommendation of this office that the "METAL LIFT PORTION OF BRIDGE 154000 MAY BE POTENTIALLY SIGNIFICANT/IF IT CANNOT BE PRESERVED IN PLACE, THAT PORTION OF STRUCTURE SHOULD BE DOCUMENTED BY B/W PHOTOS AND STRUCTURAL DRAWINGS/IF APPROACH ROADWAYS TO BE ALTERED, PROJECT MUST BE RESUBMITTED". At this time, there has been no submittal of information regarding this bridge to this office. Therefore, it was not identified as historic in the GIS database.

At this time, this office has insufficient information about the bridge to make a determination of

eligibility or finding of effects. Since there is a bridge present that will be altered as a result of the proposed project that is more than 50 years of age; the bridge must be documented using historic bridge forms, and evaluated by a professional. Florida Master Site File forms are available online at <http://www.flheritage.com/preservation/sitefile>.

Additional Comments (optional):

When initially this review was done, it was specified as a 'no build'. However, Wendy Lasher informed this office that this was a mistake. This being the case, this office requests that a cultural resources survey be conducted to identify any culutral resources within a reasonable APE of this project corridor to determine their eligibility and the degree of affect this project will have on those resources.

Coordinator Feedback:None

3 ETAT Review by Linda Anderson, Federal Highway Administration (03/16/2011)

Historic and Archaeological Sites Effect: Moderate

Confidential:Review will not be displayed on Public Access website

Coordination Document:PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:

Beckett Bridge

Comments on Effects to Resources:

It is not clear whether this bridge is NRHP-eligible.

If the bridge is NRHP-eligible and requires demolition, preparation of an EIS will be required.

Comment added March 16, 2011: The previous comment regarding preparation of an EIS if the bridge is determined to be NRHP-eligible and requires demolition was based on the 1985 MOU between FHWA and the USCG, which requires that the environmental document be an EIS under these circumstances. That Memorandum has been terminated, so an EIS is not automatically required. However, to be clear, the termination of the MOU does not mean that the demolition of an NRHP-eligible bridge will never require an EIS. FHWA will make the COA determination for each project, based on its characteristics.

Additional Comments (optional):

A CRAS is required.

Coordinator Feedback:None

2 ETAT Review by Steve Terry, Miccosukee Tribe of Indians of Florida (12/08/2010)

Historic and Archaeological Sites Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

There are no recorded archaeological sites reported near this project. However, a Cultural Resources Survey will need to be done to ascertain if there are any archaeological sites within the project boundaries.

Comments on Effects to Resources:

Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites can be ascertained.

Additional Comments (optional):

If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Coordinator Feedback:None

- No review submitted from the Seminole Tribe of Florida

Recreation Areas

Coordinator Summary

2 Summary Degree of Effect

Recreation Areas Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

FDEP DOE: None

SWFWMD DOE: None

USEPA DOE: None

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP), the US Environmental Protection Agency (USEPA), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicates that the Priority 6 and Unknown Description Ecological Greenways Critical Linkages and Prioritization Results, one Low Greenways Ecological Priority Linkages, two High Office of Greenways and Trails (OGT) Multi-Use Trail Priorities, one Low OGT Multi-Use Trail Priorities, and one Low OGT Paddling Trails Priorities are located within the 100-foot buffer distance and Anclote Islands Management Area and six schools are located within the 5,280-foot buffer distance. Further review of GIS data and Google Street View revealed that most of these facilities do not currently exist and appear to be in the planning stages.

The FDEP recommended a DOE of None. The OGT is within the FDEP. A review of the OGT Map did not

identify any existing resources within the project area.

The FDOT recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews for Recreation Areas

0 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (12/21/2010)
Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback:None

0 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (12/23/2010)
Recreation Areas Effect: None

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback:None

0 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)
Recreation Areas Effect: None

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:

None found.

Comments on Effects to Resources:

None found.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the National Park Service

Section 4(f) Potential

Coordinator Summary

3 Summary Degree of Effect

Section 4(f) Potential Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

FHWA DOE: Moderate

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect (DOE) of Moderate.

Potential Section 4(f) resources are described in the Historic and Archaeological, Special Designation, and the Recreational Areas Degree of Effects, respectively.

The FHWA noted that if Beckett Bridge is National Register of Historic Places (NRHP)-eligible, repairing or demolishing it may constitute a Section 4(f) effect. A Section 4(f) Determination of Applicability (DOA) will be required for this project. In addition the Pinellas County Aquatic Preserve Management Plan states that its significant purposes include a waterfowl and wildlife refuge function and/or a recreation function.

ETAT Reviews for Section 4(f) Potential

3 ETAT Review by Linda Anderson, Federal Highway Administration (12/23/2010)

Section 4(f) Potential Effect: Moderate

Coordination Document:PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:

Within 100' buffer:

1. Beckett Bridge.
2. 24.43 acres of Multi-Use Trails High and Low Priorities.
3. 8.14 acres of paddling Trails Low Priorities.
4. 1.8 acres of Greenway Low Priority Linkages.
5. 8.1 acres of Greenways Critical Linkages and Prioritization Results.
6. Pinellas County Aquatic Preserve (Outstanding Florida Water).

Comments on Effects to Resources:

If Beckett Bridge is NRHP-eligible, repairing or demolishing it may constitute a Section 4(f) effect.

With regard to the Multi-Use Trail Priorities, the Paddling Trail Priorities, The Greenway Priority Linkages, and the Greenways Critical Linkages, publicly owned properties planned for park, recreation area, wildlife refuge, or waterfowl refuge purposes may be Section 4(f) properties when the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a 4(f) resource, into a city or county Master Plan.

The website for Florida's Aquatic Preserves states that these Preserves were established to protect the living waters of Florida to ensure that they will always be home for bird rookeries and fish nurseries, and it notes the recreational opportunities available. The Pinellas County Aquatic Preserve appears to be publicly owned and open to the public. In addition, if its management plan states that its significant purposes include a waterfowl and wildlife refuge function and/or a recreation function, the Preserve may be considered a Section 4(f) property and impacts to it may be Section 4(f) impacts.

A Section 4(f) Determination of Applicability will be required.

Coordinator Feedback:None

ETAT Reviews: Community

Aesthetics

Coordinator Summary

2 Summary Degree of Effect
Aesthetics Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (3/14/2011)

Comments:
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that 2008 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover lists 3.8 acres (6.9%) of high density and 37.2 acres (67.47%) of medium density residential use within the 500-foot buffer distance.

The FDOT recommends that the implementing agency prepare visual aids to assist the public to better understand the nature of the project. These visual aids should be provided during the public involvement process and made available throughout the projects development process.

No comments were received from the Federal Highway Administration (FHWA) or the Pinellas County Metropolitan Planning Organization (MPO).

ETAT Reviews for Aesthetics

No reviews found for the Aesthetics Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Pinellas County MPO

Economic

Coordinator Summary

2 Summary Degree of Effect

Economic Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicates that one Mobile Home and RV Park is located within the 500-foot buffer distance and one Planned Unit Development Parkside Colony is located within the 5,280-foot buffer distance.

Beckett Bridge is a residential corridor with one nearby freight related center. The Pinellas County Metropolitan Planning Organization's (MPO's) 2008 Goods Movement Study identified the Northwest Tarpon Springs Industrial Area as a potential Regional Freight Activity Center. This area is west of Alt US 19 at Anclote Boulevard and Anclote Roads, north of the Beckett Bridge. Alt US 19, also known as SR 595, Anclote Boulevard, Anclote Road, Live Oak Street and Tarpon Avenue (Alt US 19 - US 19) are all unrestricted Truck Routes as shown on the Pinellas County Truck Route Plan. An improved Beckett Bridge would improve access to these roadways which access the freight center through improved travel lane widths and removal of the 20 mph speed restriction.

There are no census blockgroups with a median income of less than \$25,000 and no census blockgroups with a minority population greater than 40% located within the 100-foot buffer distance.

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

The FDOT recommends that the implementing agency conduct public outreach to residents and businesses in the corridor area to solicit input on the project.

No comments were received from the Federal Highway Administration (FHWA) or the Pinellas County MPO.

ETAT Reviews for Economic

No reviews found for the Economic Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Pinellas County MPO

Land Use

Coordinator Summary

2 Summary Degree of Effect

Land Use Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 7 (6/01/2011)

Comments:

DCA DOE: Minimal

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Community Affairs (DCA) and recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicates that 2008 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover lists 3.8 acres (6.9%) of high density and 37.2 acres (67.47%) of medium density residential use within the 500-foot buffer distance.

This project is consistent with the Transportation Element of the Pinellas County Comprehensive Plan, as amended on March 17, 2009. The need for bridge maintenance and bridge replacement is recognized by the Comprehensive Plan and discussed on page 7-9 of the Transportation Element. This project is not a capacity improvement and therefore is not specifically listed as such in the Pinellas County MPO 2035 Long Range Transportation Plan (LRTP), adopted December 2009. The Pinellas County Capital Improvements Element includes the Bridge Rehabilitation Program which is the fund source for bridge improvements. The project, however, does adhere to the goals and policies of the LRTP by meeting Objective 1.10. Objective 1.10 states: "Ensure the safe accommodation of motorized and non-motorized traffic while reducing the incidence of vehicular conflicts within the county's major transportation corridors."

The project's PD&E Study is also included in the Pinellas County Capital Improvement Program, the FDOT Work Program, the Pinellas County MPO Transportation Improvement Program (TIP), and the FDOT FY 2010 State Transportation Improvement Program (STIP).

No comments were received from the Federal Highway Administration (FHWA) or the Pinellas County Metropolitan Planning Organization (MPO).

ETAT Reviews for Land Use

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:

Local government planning document consistency, resource protection, coastal high hazard location and hurricane evacuation

Comments on Effects to Resources:

The proposed project is located within an aquatic preserve and includes a bridge that may be eligible for the NRHP. A determination as to conflicts with resource protection or coastal management policies of either of the affected local governments cannot be finalized, as the impacts associated with the selected alternative have not been evaluated or finalized.

The proposed project is within the coastal high hazard area; however, the project does not include new construction and will be within the existing right-of-way (and foot print) of the existing bridge. Therefore, the project is consistent with policies in the local comprehensive plan to limit public expenditures that subsidize development in the coastal high-hazard area [Rule 9J-5.012(3)(b)5, FAC] and to direct development away from coastal high-hazard areas [Rule 9J-5.012(3)(b)6, FAC]

The route provides regional evacuation capabilities, but beyond the replacement of functionally obsolete, deteriorating structures, the ETDM project maintains evacuation capacity and hurricane evacuation times.

Additional Comments (optional):

Recommendations:

The proposed bridge rehabilitation/replacement and rural collector improvement project is not included in the Transportation Element of the City of Tarpon Springs or Pinellas County comprehensive planning documents. While Rules 9J-5.019(2)(a)11, and (5)(b)5., F.A.C., respectively require that the route itself be identified on the existing and future transportation maps as critical to evacuation, the proposed improvements themselves (i.e., the bridge replacements) are not required to be identified in the City of Tarpon Springs or the Pinellas County Future Transportation Plans [Rule 9J-5.019(5)(a)1., F.A.C.].

Further, Rule 9-5.016(4)(a)1., F.A.C. requires local governments' schedules of capital improvements to "reflect the need to reduce existing deficiencies, remain abreast of replacements...".

Consequently, the two local comprehensive plans should be amended to include the project when the project is entered into the FDOT Work Program.

Following completion of applicable environmental assessments and studies, and prior to inclusion in the FDOT Work Program, the impacts associated with the selected alternative should be evaluated to determine potential conflicts with any of the resource protection or coastal management policies of either of the affected local governments.

While Rules 9J-5.019(2)(a)11, and (5)(b)5., F.A.C., do not specifically require the inclusion of bridge rehabilitation/replacement projects in the comprehensive planning documents via the Future Transportation Map, in maps critical to evacuation, or the Capital Improvements Element, the City of Tarpon Springs and the Pinellas County comprehensive plans should be amended to include the selected alternative in the schedules of capital improvements, pursuant to Rule 9J-5.016 (4)(a)1., F.A.C. prior to inclusion in the FDOT Work Program.

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the Pinellas County MPO

Mobility

Coordinator Summary



Summary Degree of Effect

Mobility Summary Degree of Effect: Enhanced

Reviewed By:

FDOT District 7 (6/01/2011)

Comments:

DCA DOE: Enhanced

FDOT Recommended DOE: Enhanced

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Community Affairs (DCA) and recommends a Degree of Effect of Enhanced.

A review of the Geographic Information Systems (GIS) analysis data indicates that there are no mobility resources located within the 500-foot buffer distance.

Beckett Bridge, located within Evacuation Zone A, is used as a hurricane evacuation route as Riverside Drive/North Spring Boulevard is an extension of Tarpon Avenue, which is a designated evacuation route. The bridge provides access across Whitcomb and Minetta Bayous for approximately 5,400 residents to major arterials including Alternate US 19 and US Highway 19.

This facility is not on a regional road network; however it does serve as the primary and only reasonable access route for these residents of Tarpon Springs, elementary, middle and high schools, emergency services, and the county's Fred Howard Park. Permanent closure of this structure would result in a detour for some residents and commuters in excess of two miles and could have a detrimental effect on emergency access and affect access to the local marina located on the east end of the bridge.

There are no transit services across Beckett Bridge. Pinellas Suncoast Transit Authority's (PSTA) Route 66 services north and south bound Alt US 19. Additionally, Route 66 via east and westbound Dr. M. L. King Boulevard connects those riders commuting on US 19. Pasco County Public Transit Route 18 services riders north of Live Oak Street and Dodecanese Boulevard in Pinellas County.

Replacement of the Beckett Bridge will provide for improved pedestrian access to the bus route along Alt US 19. Additionally, bridge replacement will allow for transport of Pinellas County School students requiring transport. Due to the current weight restriction on the Beckett Bridge, school buses are required to travel Meres Boulevard and Whitcomb Boulevard to access three schools west of Alt US 19. This creates an additional route distance of over two miles per bus, per direction, twice per day.

The existing bridge currently has two foot wide sidewalks in each direction but no separate bicycle lanes. Pinellas County has an active Bike Lane Program and current policy states that bike lanes are to be incorporated into all roadway improvement projects along county roadways, if deemed feasible. Bicycles will be accommodated across any proposed bridge replacement alternatives through road shoulders or bike lanes.

Pinellas County also has an active sidewalk and pedestrian program. The County incorporates sidewalks and appropriate pedestrian features in all of its roadway projects. Any proposed bridge replacement

alternatives will include sidewalks across the bridge.

No comments were received from the Federal Highway Administration (FHWA) or the Pinellas County Metropolitan Planning Organization (MPO).

ETAT Reviews for Mobility

1 ETAT Review by Amie Longstreet, FL Department of Community Affairs (04/21/2011)
Mobility Effect: Enhanced

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
Hurricane evacuation and maintenance of evacuation times.

Comments on Effects to Resources:
The route provides regional evacuation capabilities, but beyond the replacement of functionally obsolete, deteriorating structures, the ETDM project maintains evacuation capacity and hurricane evacuation times.

Additional Comments (optional):

Recommendations:

The proposed bridge rehabilitation/replacement and rural collector improvement project is not included in the Transportation Element of the City of Tarpon Springs or Pinellas County Comprehensive Planning documents. While Rules 9J-5.019(2)(a)11, and (5)(b)5., F.A.C., respectively require that the route itself be identified on the existing and future transportation maps as critical to evacuation, the proposed improvements themselves (i.e., the bridge replacements) are not required to be identified in the City of Tarpon Springs or the Pinellas County Future Transportation Plans [Rule 9J-5.019(5)(a)1., F.A.C.].

Further, Rule 9-5.016(4)(a)1., F.A.C. requires local governments' schedules of capital improvements to "reflect the need to reduce existing deficiencies, remain abreast of replacements...".

Consequently, the two local comprehensive plans should be amended to include the project when the project is entered into the FDOT Work Program.

While Rules 9J-5.019(2)(a)11, and (5)(b)5., F.A.C., do not specifically require the inclusion of bridge rehabilitation/replacement projects in the comprehensive planning documents via the Future Transportation Map, in maps critical to evacuation, or the Capital Improvements Element, the City of Tarpon Springs and the Pinellas County comprehensive plans should be amended to include the selected alternative in the schedules of capital improvements, pursuant to Rule 9J-5.016 (4)(a)1., F.A.C. prior to inclusion in the FDOT Work Program.

CLC Commitments and Recommendations:

Coordinator Feedback:None

- No review submitted from the Federal Highway Administration
- No review submitted from the Federal Transit Administration
- No review submitted from the Pinellas County MPO

Relocation

Coordinator Summary

2 Summary Degree of Effect

Relocation Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

FHWA DOE: Minimal

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has reviewed comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicates that 2008 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover lists 0.6 acres (7.6%) of commercial and services and 5.5 acres (66.98%) of residential within the 100-foot buffer distance.

The FHWA noted that it is not indicated whether the project can be accomplished within FDOT's right-of-way (ROW). It does appear that relocations will be necessary, but it is not clear whether some ROW acquisition will be required from the Tarpon Springs Yacht Club and home owners along the area of potential effect (APE). The neighborhood appears to encroach on the ROW, especially on the eastern approach to the bridge, with brick garages and concrete walls appearing to be right at the edge of or directly on the ROW. Should residents or businesses require relocation, a ROW and relocation program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17) will need to be carried out.

The FDOT recommends that the implementing agency consider impacts to these land uses and to develop alternatives to avoid or minimize relocations during project development. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. The FDOT recommends that the implementing agency prepare a Conceptual Stage Relocation Program Report for this project.

No comments were received from the Pinellas County Metropolitan Planning Organization (MPO).

ETAT Reviews for Relocation

2 ETAT Review by Linda Anderson, Federal Highway Administration (12/23/2010)

Relocation Effect: Minimal

Coordination Document: PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:

Within 100' buffer:

1. 1.2 acres of residential high density housing
2. 4.3 acres of residential medium density housing

Comments on Effects to Resources:

The Project Description does not state whether the project can be accomplished within FDOT's ROW.

It does not appear that relocations will be necessary. However, it is not clear whether some ROW acquisition will be required from the Tarpon Springs Yacht Club and home owners along the APE. The neighborhood appears to encroach on the ROW, especially on the eastern approach to the bridge, with brick garages and concrete walls appearing to be right at the edge of or directly on the ROW. This may be an issue.

Coordinator Feedback:None

- No review submitted from the Pinellas County MPO

Social

Coordinator Summary

2 Summary Degree of Effect

Social Summary Degree of Effect: Minimal

Reviewed By:

FDOT District 7 (6/01/2011)

Comments:

FHWA DOE: Minimal

DCA DOE: Minimal

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and Florida Department of Community Affairs (DCA) and recommends a Degree of Effect (DOE) of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicates that one community center and one intermodal facility are located within the 100-foot buffer distance and one health care facility, one religious center, and one social service facility are located within the 500-foot buffer.

Other social resources associated with Infrastructure, Special Designations, Land Use, Economic, Mobility, Relocations, Recreation Areas, Section 4(f), and Historic and Archaeological are identified in their respective Degree of Effects.

The FHWA noted that the provision of bike lanes and sidewalks along approaches and across the bridge will enhance the neighborhood. The FHWA also noted that the population living along the area of potential

effect (APE) appears to be above poverty level with a small representation of minorities, so no environmental justice impacts are anticipated.

Based on the new Code Federal Regulations (23 CFR Part 772), effective in July 2011, if there is a substantial change in horizontal or vertical alignment (Type I project) a noise study would need to be conducted. The FDOT recommends that the implementing agency conduct a noise review for the project to determine if there is a substantial change in vertical or horizontal alignment. If there is no substantial change then this will be documented in the project files and environmental document. If there is a substantial change a NSR will be produced.

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

The FDOT recommends that the implementing agency consider impacts to these land uses and resources, and develop alternatives to avoid or minimize harm to these resources during the project's design phase. A NSR will be conducted as part of the PD&E process.

No comments were received from the US Environmental Protection Agency (USEPA) or the Pinellas County Metropolitan Planning Organization (MPO).

ETAT Reviews for Social

2 ETAT Review by Linda Anderson, Federal Highway Administration (12/23/2010)

Social Effect: Minimal

Coordination Document:No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:

1. Two census block groups within area with median incomes of \$34,375 and \$35,104 respectively, and minority populations of 0.66%/1.56% African American, .044%/0.0% Asian, and 0.47% and 5.85% Hispanic.

2. Tarpon Springs Yacht Club (private).

3. 1.2 acres of residential high density housing and 4.3 acres residential medium density housing within 100' buffer.

Comments on Effects to Resources:

It is unclear whether project will be constructed within FDOT ROW or will require minor ROW acquisition from the Yacht Club and residences along the APE. On eastern approach, concrete walls and brick garages appear to be built at border of ROW or in ROW. This may be an issue.

Provision of bike lanes and sidewalks along approaches and across bridge will enhance neighborhood.

Population living along APE appears to be above poverty level with very small representation of minorities, so no environmental justice impacts anticipated.

Additional Comments (optional):

A Noise Study will be required as replacement of bridge will enable school buses, trucks, and more traffic, in general, at higher speeds, to use bridge.

Coordinator Feedback:None

2 ETAT Review by Amie Longstreet, FL Department of Community Affairs (04/21/2011)

Social Effect: Minimal

Coordination Document:No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:

Local government plan consistency and resource protection, and hurricane evacuation time maintenance

Comments on Effects to Resources:

The proposed project is located within an aquatic preserve and includes a bridge that may be eligible for the NRHP. A determination as to conflicts with resource protection or coastal management policies of either of the affected local governments cannot be finalized, as the impacts associated with the selected alternative have not been evaluated or finalized.

The route provides regional evacuation capabilities, but beyond the replacement of functionally obsolete, deteriorating structures, the ETDM project maintains evacuation capacity and hurricane evacuation times.

Additional Comments (optional):

Following completion of applicable environmental assessments and studies, and prior to inclusion in the FDOT Work Program, the impacts associated with the selected alternative should be evaluated to determine potential conflicts with any of the resource protection or coastal management policies of either of the affected local governments.

While Rules 9J-5.019(2)(a)11, and (5)(b)5., F.A.C., do not specifically require the inclusion of bridge rehabilitation/replacement projects in the comprehensive planning documents via the Future Transportation Map, in maps critical to evacuation, or the Capital Improvements Element, the City of Tarpon Springs and the Pinellas County comprehensive plans should be amended to include the selected alternative in the schedules of capital improvements, pursuant to Rule 9J-5.016 (4)(a)1., F.A.C. prior to inclusion in the FDOT Work Program.

CLC Commitments and Recommendations:

Coordinator Feedback:None

- No review submitted from the Pinellas County MPO

- No review submitted from the US Environmental Protection Agency

ETAT Reviews: Secondary and Cumulative

Secondary and Cumulative Effects

Coordinator Summary

3 Summary Degree of Effect

Secondary and Cumulative Effects Summary Degree of Effect: Moderate

Reviewed By:

FDOT District 7 (3/14/2011)

Comments:

SWFWMD DOE: Substantial

FDOT Recommended DOE: Moderate

The Southwest Florida Water Management District (SWFWMD) recommends a Degree of Effect of Substantial. The Florida Department of Transportation (FDOT) recommends a Degree of Effect (DOE) of Moderate.

The FDOT met with SWFWMD in July 2005 and informally "agreed to disagree" on degrees of effect findings. Therefore, it is understood by SWFWMD that when they assign a Substantial DOE, the FDOT or Metropolitan Planning Organization (MPO) typically may have lower DOE assignments, but will continue to coordinate with SWFWMD when warranted.

The FDOT in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from the FHWA, the FDOT, various agencies, regional planning councils, and Metropolitan Planning Organizations (MPOs). The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool (EST) to facilitate Indirect and Cumulative Effects Analysis. The FDOT recommends that the implementing agency consider this issue further when these necessary tools and guidance are in place.

ETAT Reviews for Secondary and Cumulative Effects

4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (12/20/2010)

Secondary and Cumulative Effects Effect: Substantial

Coordination Document: Permit Required

Dispute Information: N/A

At-Risk Resource: Wildlife and Habitat

Comments on Effects:

The project has the potential to result in further reduction of the limited urban wildlife populations in the project vicinity.

Recommended Avoidance, Minimization, and Mitigation Measures:

Potential upland impacts can be reduced by designing the project to avoid and, to the maximum extent practicable, preserve existing patches of upland habitat.

Recommended Actions to Improve At-Risk Resources:

Select stormwater treatment measures that provide both upland and wetland wildlife habitat in addition to serving the primary treatment function.

At-Risk Resource:Water Quality and Quantity

Comments on Effects:

The project has the potential to generate additional stormwater runoff and increased sedimentation that may contribute to a delay in recovery of Impaired Waters downstream of the project and to degrade water quality in waters classified as OFW.

Recommended Avoidance, Minimization, and Mitigation Measures:

Utilize BMP trains (i.e. BMPs in series) during construction to minimize the conveyance of sediment to OFWs and off-site sensitive habitats such as the mangrove swamps in the Bayou north of the bridge. Impacts can be reduced by providing treatment for currently under-treated or untreated runoff to OFW.

Recommended Actions to Improve At-Risk Resources:

Consider the treatment of pre-existing, impervious areas that are now under-treated or untreated.

At-Risk Resource:Wetlands

Comments on Effects:

Reduction or elimination of the remaining wildlife function of wetlands within 500 feet of the project is a possibility due to the increased noise associated with the additional traffic volume expected to result from the project and as a consequence of the additional, untreated stormwater entering Whitcomb Bayou from the project. As a result of the potential to reduce or eliminate the wildlife function of mangrove swamps and seagrass beds, the project has a potential to result in secondary impacts to the recreational fishery in Whitcomb Bayou and the tidal reach of the Anclote River.

Recommended Avoidance, Minimization, and Mitigation Measures:

Potential secondary wetland impacts can be reduced by incorporating noise control technology into

the design of the facility. Potential fishery impacts can be reduced by protecting and preserving existing wetlands and seagrass beds in the project area.

Recommended Actions to Improve At-Risk Resources:

Select stormwater treatment measures that provide wildlife habitat in addition to serving the primary treatment function. It is recommended that the placement of stormwater ponds and treatment facilities be done to avoid potential impacts to existing storm water facilities.

Coordinator Feedback:None

General Project Commitments

Date	Description
3/14/2011	<p>The FDOT recommends the implementing agency do the following: - Prepare an Essential Fish Habitat (EFH) Assessment and coordinate with the National Marine Fisheries Service (NMFS) during the Project Development and Environment (PD&E) Study where warranted. - Determine whether there would be any contamination and hazardous materials issues associated with the project. Prepare a Contamination Screening Evaluation Report (CSER) to assess risk for contamination in the project area. If contamination is detected during construction, the Florida Department of Environmental Protection (FDEP) should be notified. Any source identified should be assessed to determine the need for remediation during construction. - Evaluate floodplain impacts and evaluate compensation opportunities for any floodplain encroachment and lost floodplain storage, if mitigation is deemed necessary by regulatory agencies. A Location Hydraulics Report (LHR) should be prepared for the project. The FDOT recommends that the implementing agency avoid or minimize impacts to floodplain resources and functions. - Assess potential impacts to existing infrastructure and to take measures to minimize any project related impacts to this facility. - Coordinate with the U.S. Coast Guard (USCG) during the PD&E Study and develop a permit as required. - Assess potential impacts to the areas noted under Special Designations and to take measures to avoid or minimize any project related impacts to these areas because the project has involvement with an aquatic preserve. Once right-of way (ROW) requirements have been defined, the FDOT recommends that the implementing agency submit aerials depicting alternatives to the FDEP for review and comment. - Include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities related to this proposed project - Assess potential impacts to any existing wetlands and prepare a Wetland Evaluation / Biological Assessment Report (WEBAR) which identifies and assesses any existing natural habitats within the project area. This report should then be coordinated with the US Fish and Wildlife Service (USFWS) and Florida Fish and Wildlife Conservation Commission (FFWCC). - Prepare a Cultural Resource Assessment Survey (CRAS) that should reflect the results of performing a systematic archaeological field survey and a historic structures survey for the project's APE which includes the bridge, project corridor, and stormwater management facilities. If applicable, Section 106 Consultation should be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the National Register of Historic Places (NRHP). - Prepare a Section 4(f) Determination of Applicability (DOA) for this project since the Pinellas County Aquatic Preserve Management Plan states that its significant purposes include a waterfowl and wildlife refuge function and/or a recreation function. - Conduct public outreach to residents and businesses in the corridor area to solicit input on the project. Prepare visual aids to assist the public to better understand the nature of the project. These visual aids should be provided during the public involvement process and made available throughout the project's development process. - Prepare a Conceptual Stage Relocation Program (CSR) Report for this project. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. - Conduct a noise review for the project to determine if there is a substantial change in vertical or horizontal alignment. If there is no substantial change then this will be documented in the project files and environmental document. If there is a substantial change a Noise Study Report (NSR) will be produced.</p>

Permits

Permit Name	Type	Review Org	Review Date
Environmental Resource Permit	State	FDOT District 7	11/11/10
U.S. Coast Guard Bridge Permit	Federal	FDOT District 7	11/11/10

Technical Studies

Technical Study Name	Type	Review Org	Review Date
Geotechnical Report	ENGINEERING	FDOT District 7	08/24/10
Noise Study Report	ENVIRONMENTAL	FDOT District 7	08/24/10
Contamination Screening Evaluation Report	ENVIRONMENTAL	FDOT District 7	08/24/10
Cultural Resource Assessment	ENVIRONMENTAL	FDOT District 7	08/24/10
Traffic Analysis	ENGINEERING	FDOT District 7	08/24/10
Type 2 CE	ENVIRONMENTAL	FDOT District 7	08/24/10

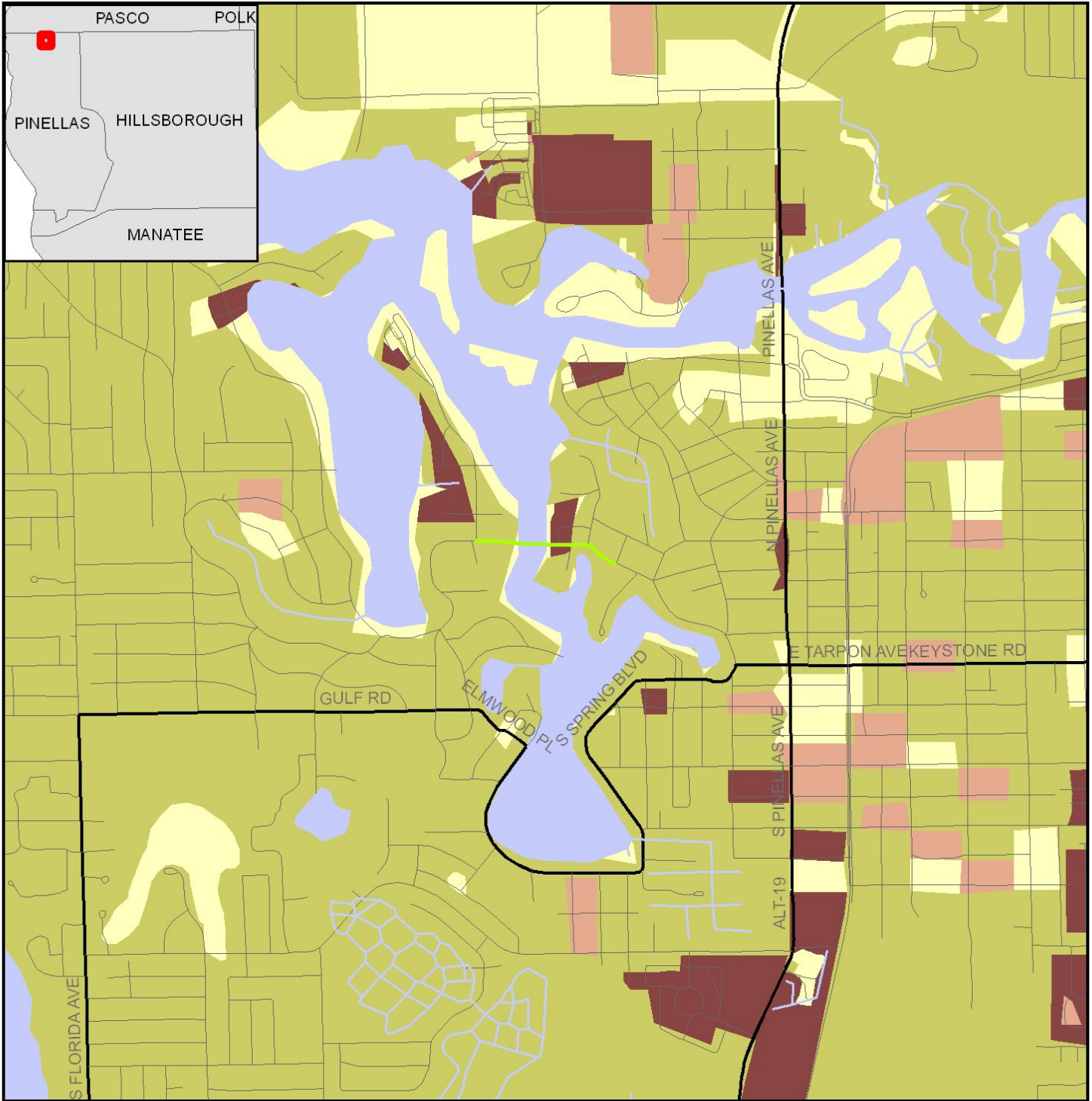
Class of Action	
Class of Action	Other Actions
Categorical Exclusion	None
Lead Agency	Cooperating Agency/Agencies
Federal Highway Administration	

Signatures			
	Name	Review Status	Date
FDOT ETDM Coordinator	Steve C. Love (FDOT District 7)	ACCEPTED	3/14/2011
Comments	Pinellas County acknowledges FHWA's comment in the Programming Screen under the Historic and Archeological Sites issue stating "if the bridge is National Register of Historic Places (NRHP)-eligible and requires demolition, preparation of an Environmental Impact Statement (EIS) will be required". The County requests FHWA reconsider this comment in light of the termination of the 1985 agreement between FHWA and the USCG. This agreement was terminated by Memorandum of Understanding dated November 18, 2010. The County further acknowledges that a Cultural Resource Assessment Survey (CRAS) must be conducted for this project which will include evidence to determine the eligibility of the bridge. If the CRAS finds the bridge to be NRHP-eligible and finds that its removal causes a significant historical impact then the County will work with the FHWA and SHPO to determine appropriate mitigation measures.		
	Name	Review Status	Date
Lead Agency ETAT Member	Linda Anderson (Federal Highway Administration)	ACCEPTED	3/15/2011
Comments	The Federal Highway Administration concurs with the determination of the Florida Department of Transportation that a Type II Categorical Exclusion is a suitable Class of Action for Project # 13040, Beckett Bridge over Whitcomb Bayou (Riverside Drive). Concurrence is based on the content of ETDM reviews and assignments of Degree of Effect in the Programming Summary Report, which suggest that there will be no significant impacts associated with the project.		

Dispute Resolution Activity Log
No Dispute Actions Found.

Hardcopy Maps: Alternative #1

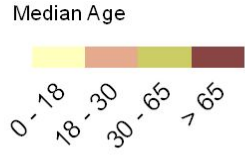
13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

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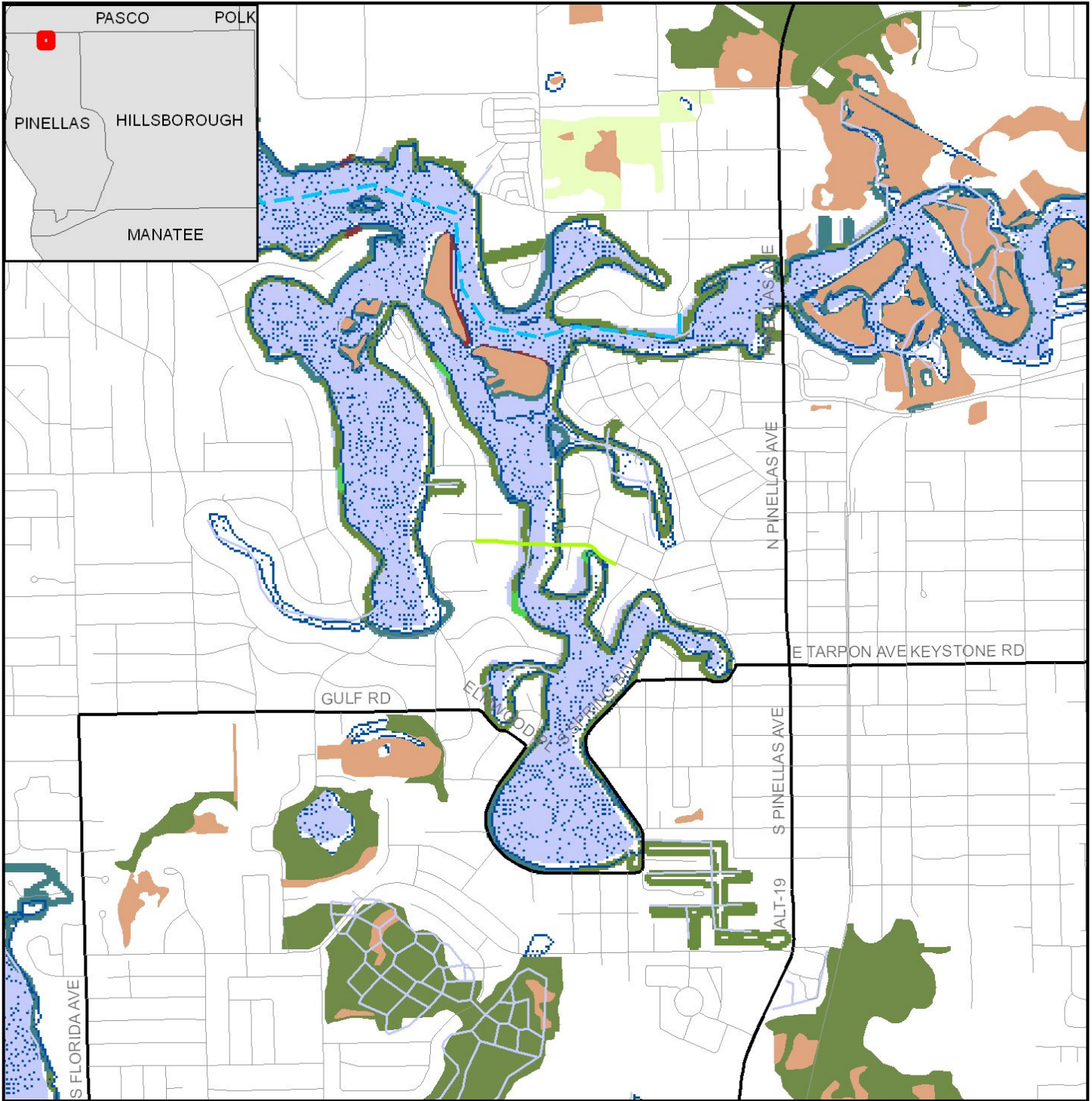
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



0 1 Miles **Population Age Distribution Map**



13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



0 0.4 Miles

Coastal and Marine Resource Map

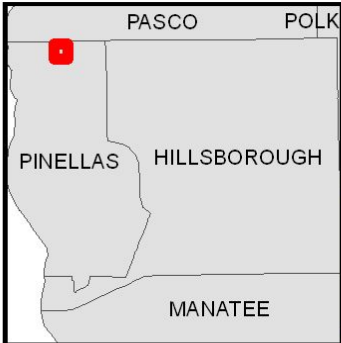
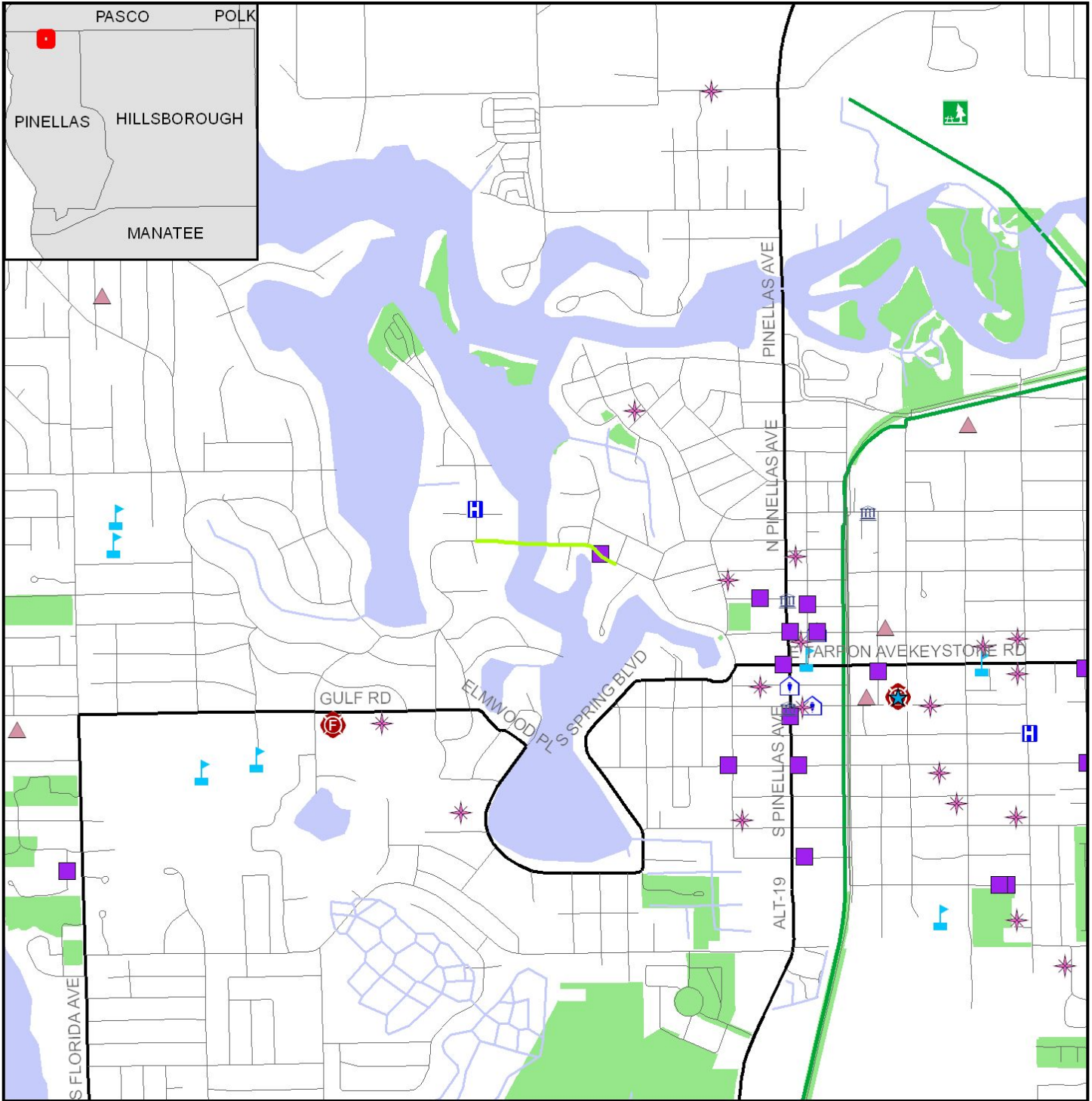
- | | | | |
|---------------------------|------------------------|--------------------------------------|----------------------------------|
| ETDM Alternative Point | River, Stream or Canal | Continuous Seagrass | Gravel Beach/Riprap |
| ETDM Alternative Terminus | Water Body | Discontinuous Seagrass | Exposed Tidal Flat |
| ETDM Alternative Segment | Aquatic Preserve | Coastal Barrier Resource Area | Sheltered Tidal Flat |
| ETDM Alternative Polygon | Navigable Water Way | Swamp or Marsh | Mixed Sand And Gravel Beach |
| Major Road | Exposed Rocky Platform | Exposed Rocky Platform | Sheltered Rock/Seawall/Vegetated |
| Local Road or Trail | Sand Beach | Exposed Vertical Rocky Shore/Seawall | |

Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



- ### Community Facilities and Services Map
- | | | | |
|---------------------------|------------------|------------------------|---------------------------------|
| ETDM Alternative Point | Cemetery | Fire Station | Major Road |
| ETDM Alternative Terminus | Social Service | Health Care | Local Road or Trail |
| ETDM Alternative Segment | Community Center | School | Railroad |
| ETDM Alternative Polygon | Law Enforcement | Park | Community Boundary |
| Government | Place of Worship | River, Stream or Canal | Water Body |
| Civic Center | Cultural Center | Recreational Trail | Conservation or Recreation Area |

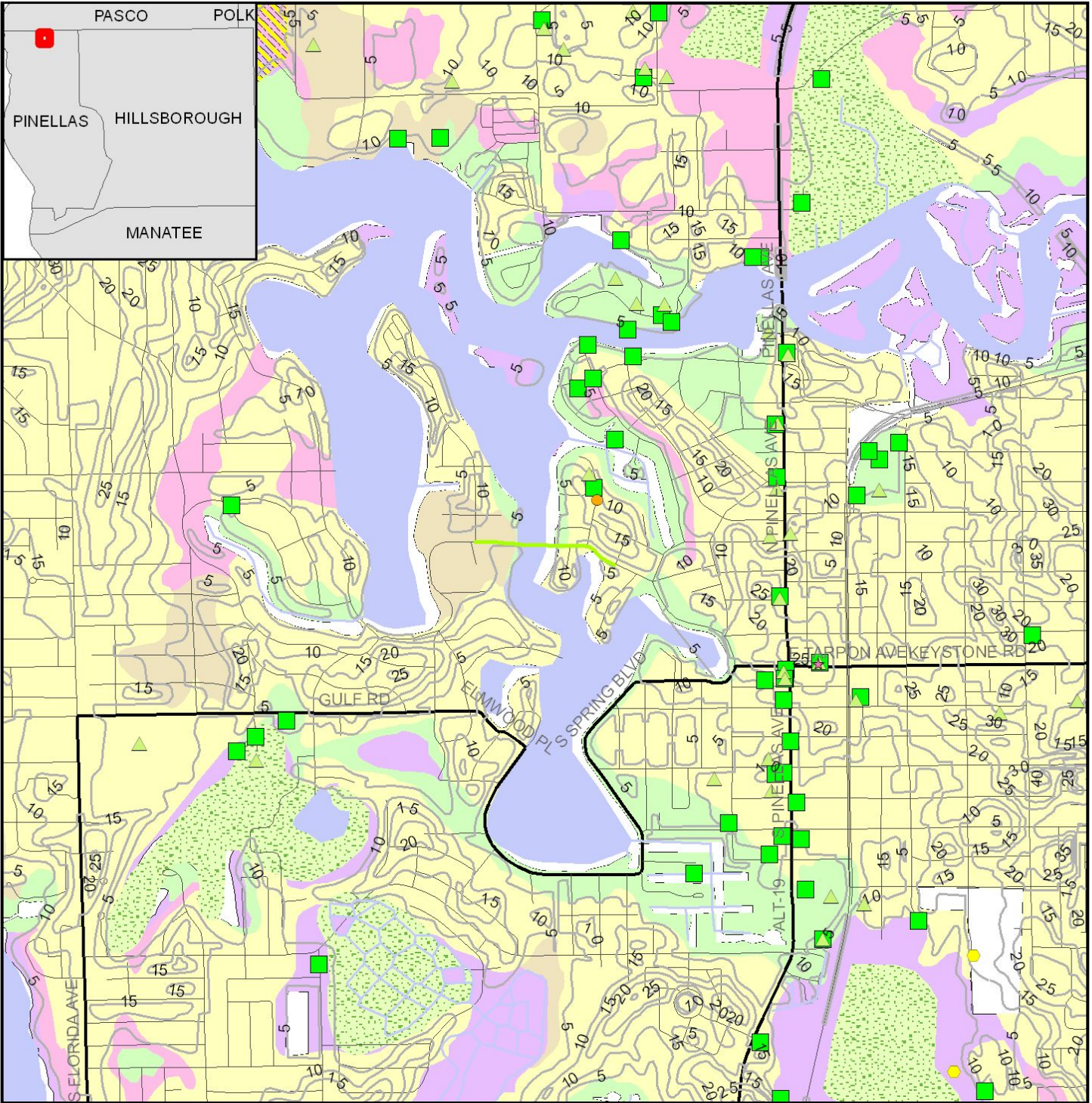
Data Sources: US Geological Survey; FL Department of Transportation; Geographic Data Technology, Inc.; FL Property Appraisers; FL Natural Areas Inventory



Map Generated on: 6/30/2011



13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



0 0.4 Miles

Potential Contamination Assessment Map



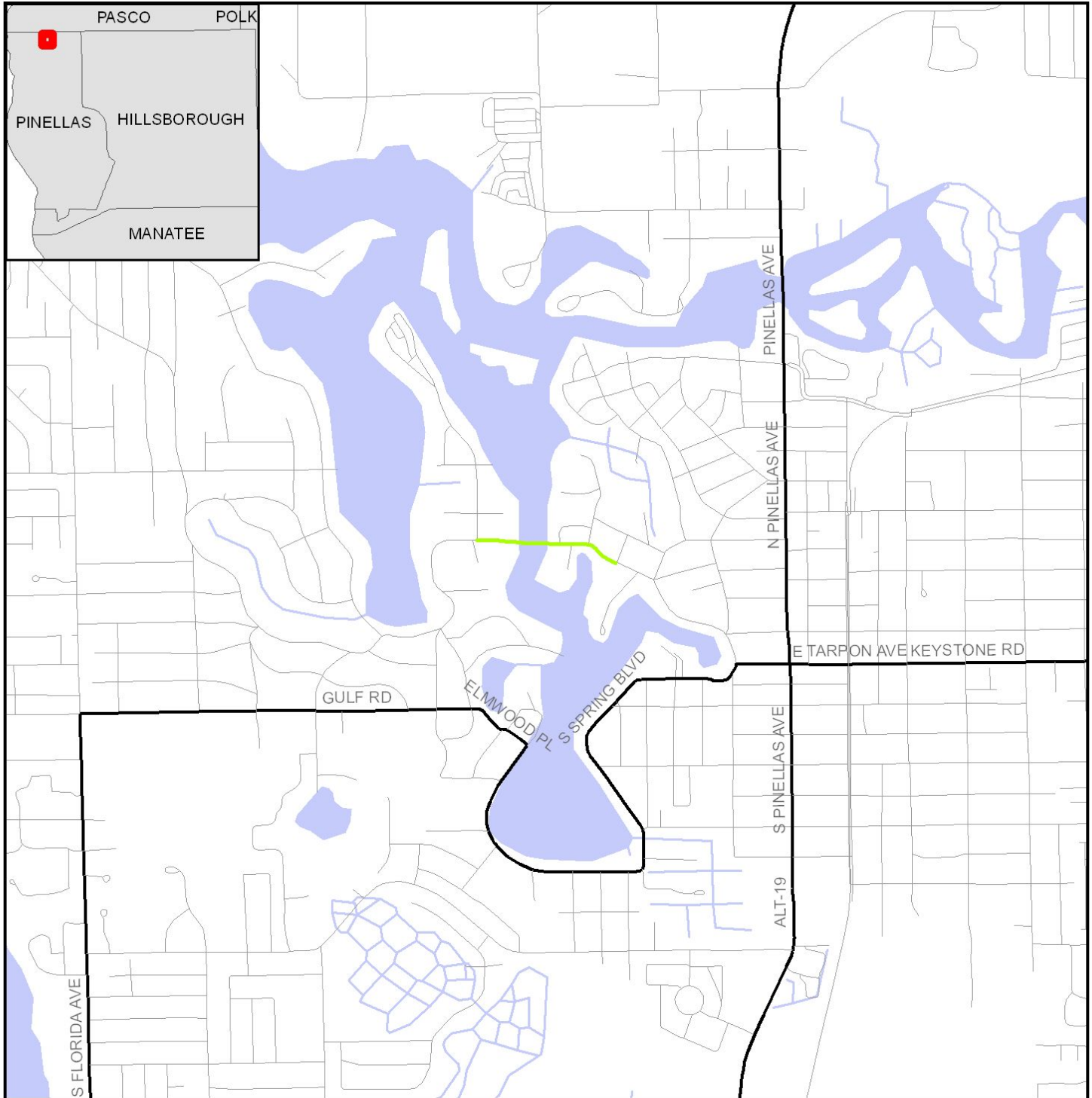
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|---------------------------|-------------------------|-------------------------|-----------------|
| ETDM Alternative Point | Railroad | NPL Remediation Site | FDEP Tanks |
| ETDM Alternative Terminus | River, Stream or Canal | Hazardous Material Site | Brownfield Area |
| ETDM Alternative Segment | Toxic Release Inventory | Power Plant | 5 FT Contour |
| ETDM Alternative Polygon | Dry Cleaning Facility | Superfund Site | Water Body |
| Major Road | Solid Waste Facility | Nuclear Site | Swamp/Marsh |
| Local Road or Trail | | | |

Data Sources:
 Geographic Data Technology, Inc.; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;
 FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



0 0.4 Miles

Farmlands Resource Map

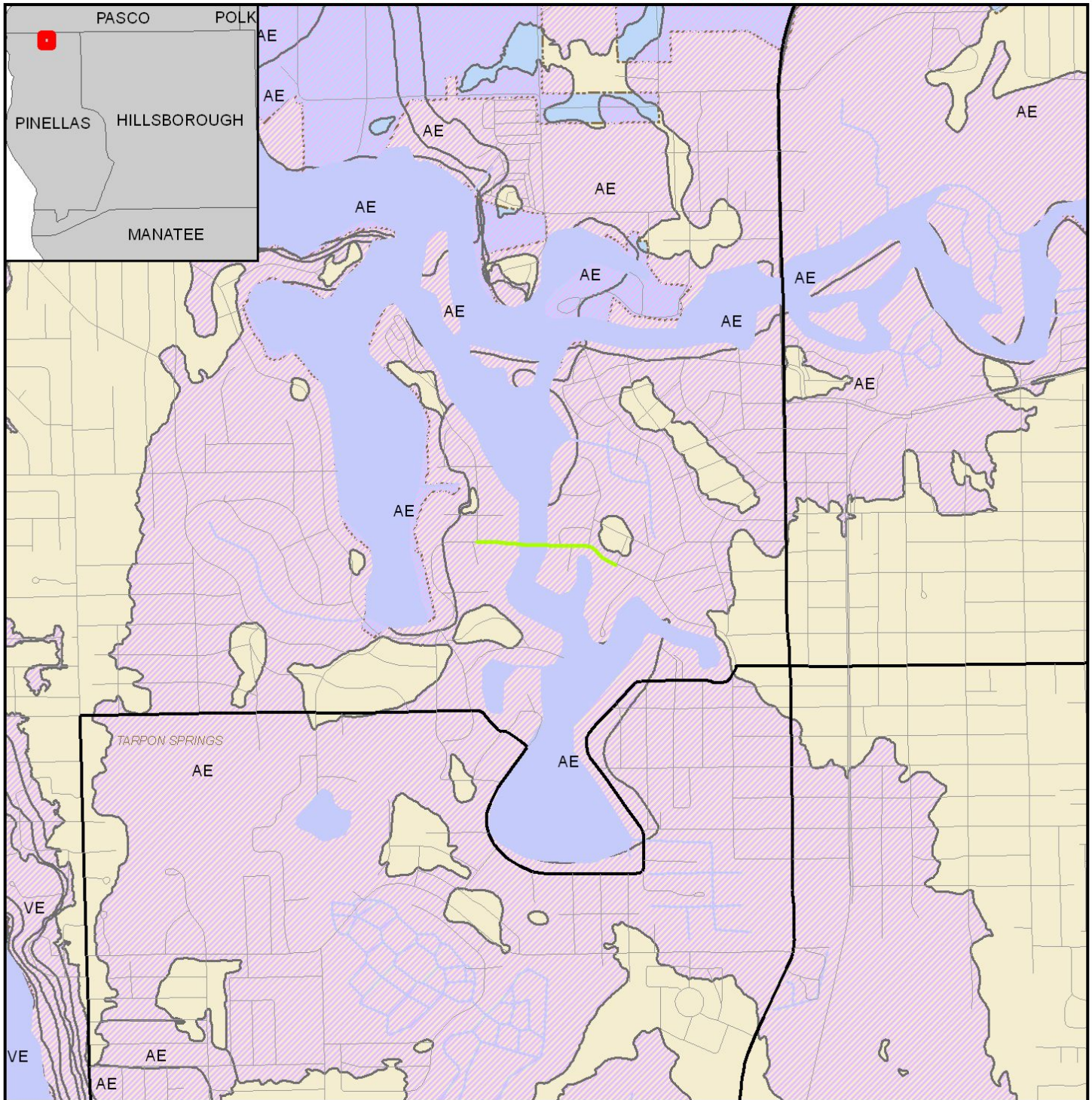


- | | | |
|---|--|--|
| ■ ETDM Alternative Point | Roads | ■ Cropland/Pastureland |
| ■ ETDM Alternative Terminus – Major Road | | ■ Nurseries/Vineyards |
| — ETDM Alternative Segment – Local Road or Trail | ■ Water Body | ■ Specialty Farms |
| ■ ETDM Alternative Polygon | — River, Stream or Canal | ■ Tree Crops |
| ■ Prime Farmland Soils | ■ Rural Open Lands | |

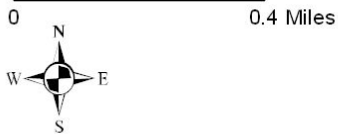
Data Sources: Geographic Data Technology, Inc., Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services
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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



Floodplain Resource Map



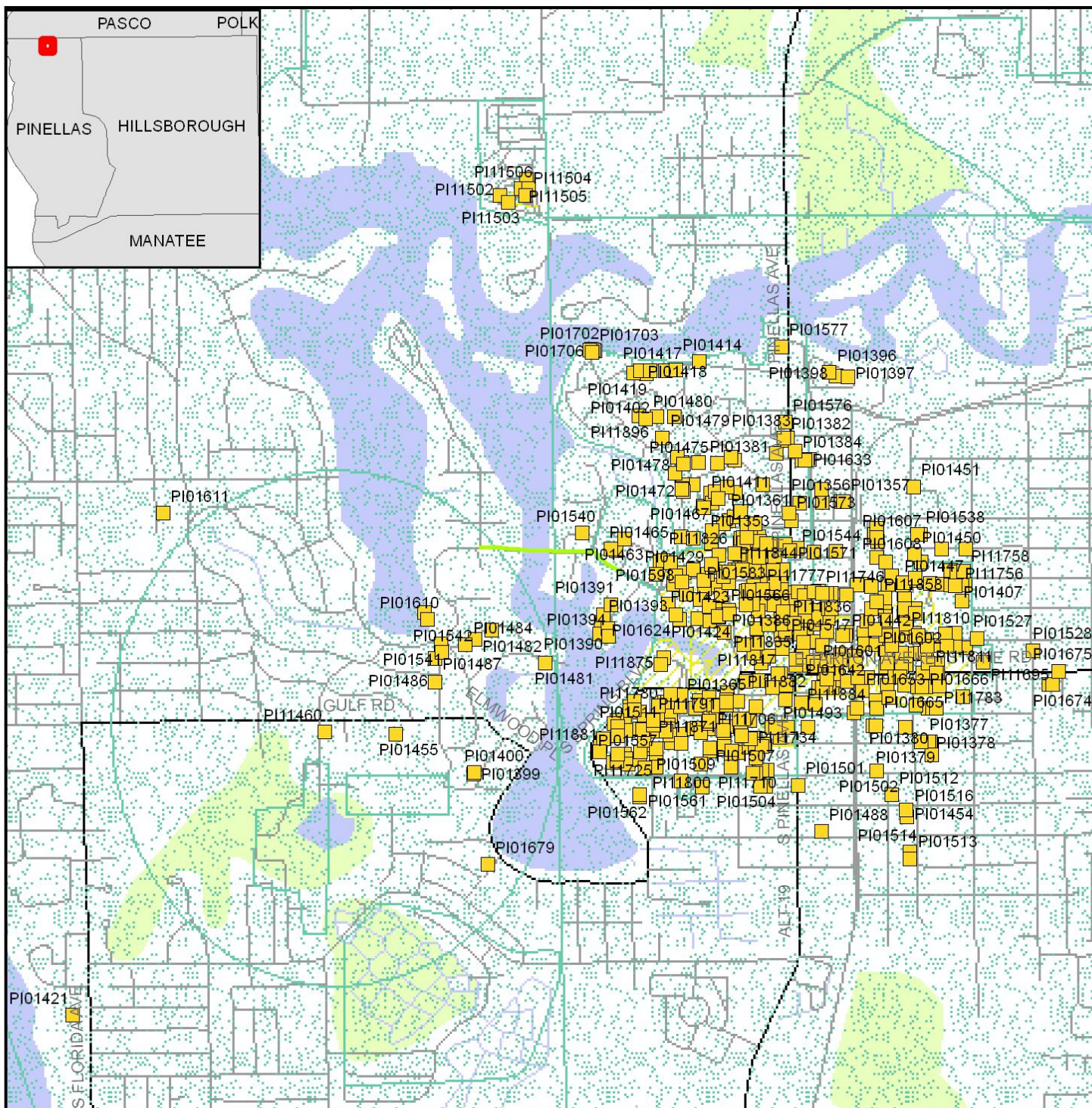
- | | | |
|---------------------------|------------------------|---------------------------|
| ETDM Alternative Point | Major Road | City Limits |
| ETDM Alternative Terminus | Local Road or Trail | County Boundaries |
| ETDM Alternative Segment | Railroad | Special Flood Hazard Area |
| ETDM Alternative Polygon | River, Stream or Canal | Water Body |

Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Federal Emergency Management Agency

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



Historic Resources Map

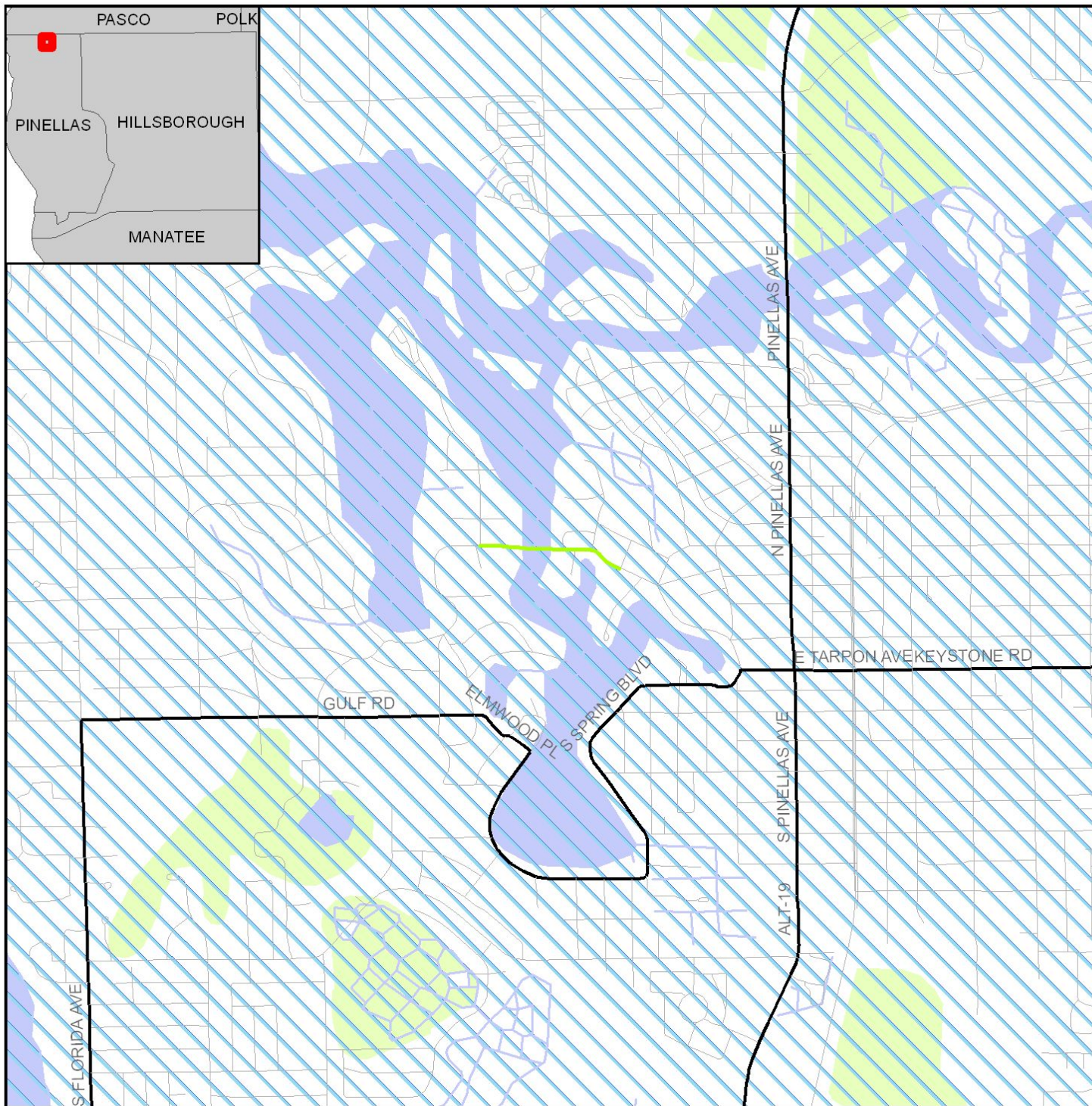
0 0.8 Miles

Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Department of State,
 Bureau of Archaeological Research

● ETDM Alternative Point	 Water Body	 Historic Cemetery
● ETDM Alternative Terminus	 Swamp/Marsh	 Historic Bridge
 ETDM Alternative Segment	 Major Road	 Historic Resource Group
 ETDM Alternative Polygon	 Local Road or Trail	 Cultural Resource Field Survey Area
 River, Stream or Canal	 Railroad	 State Historic Highway
 Historic Structure		

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



0 0.4 Miles

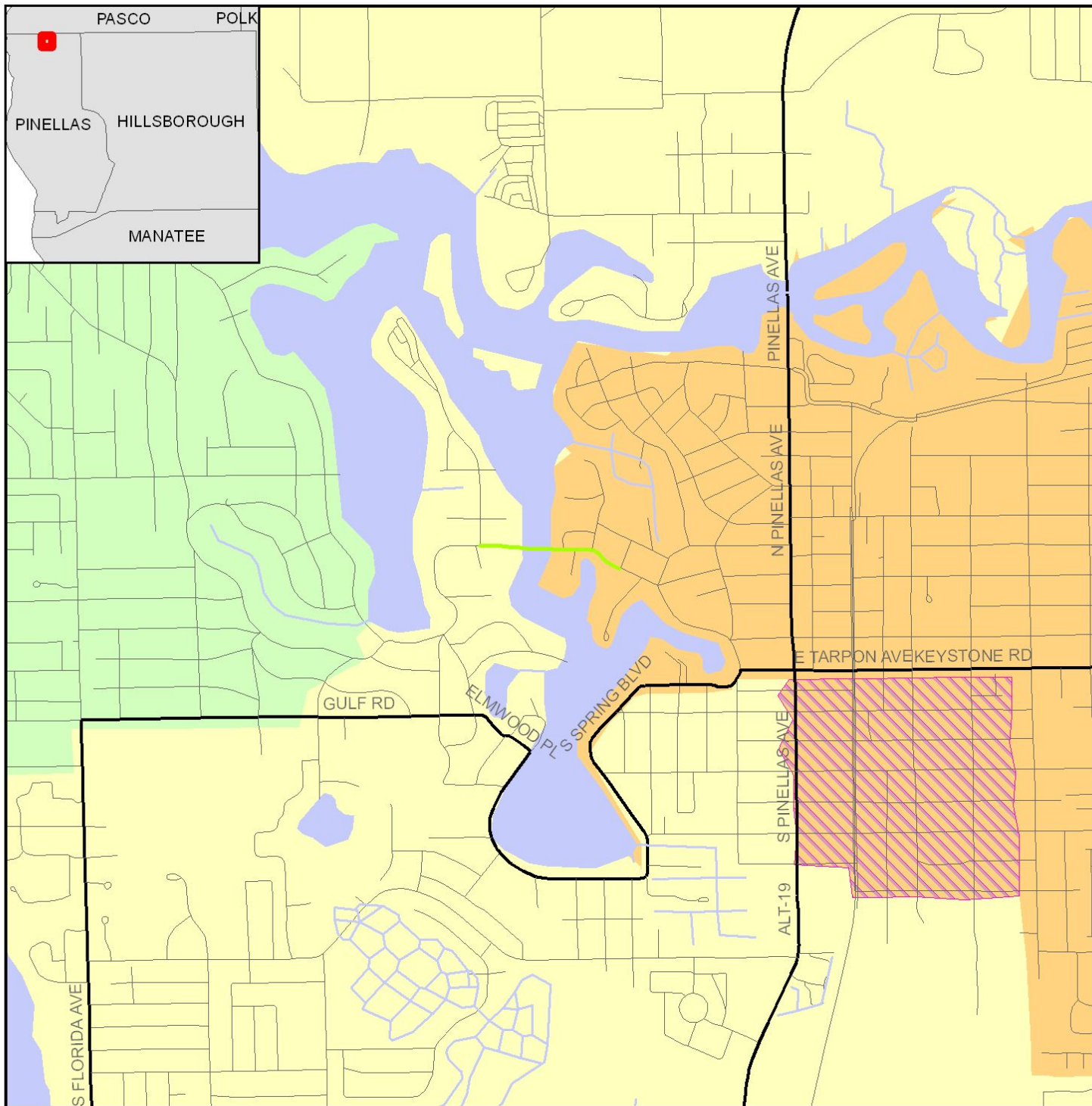
Hydrogeology Resource Map

- | | | | | | |
|--|---------------------------|------------------------|------------------|-------------------------|------------------------|
| | ETDM Alternative Point | Major Road | Discharge 1 TO 5 | Geological Epoch | Oligocene/Miocene |
| | ETDM Alternative Terminus | Local Road or Trail | Discharge > 5 | Eocene | Pleistocene |
| | ETDM Alternative Segment | River, Stream or Canal | Discharge < 1 | Holocene | Pleistocene & Holocene |
| | ETDM Alternative Polygon | Water Body | Recharge 1 TO 10 | Miocene | Pliocene |
| | Swamp/Marsh | Swamp/Marsh | Recharge > 10 | Miocene/Pliocene | Pliocene/Pleistocene |
| | | | Recharge < 1 | Oligocene | |

Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



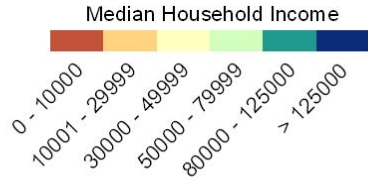
0 0.5 Miles



Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

Income Distribution Map

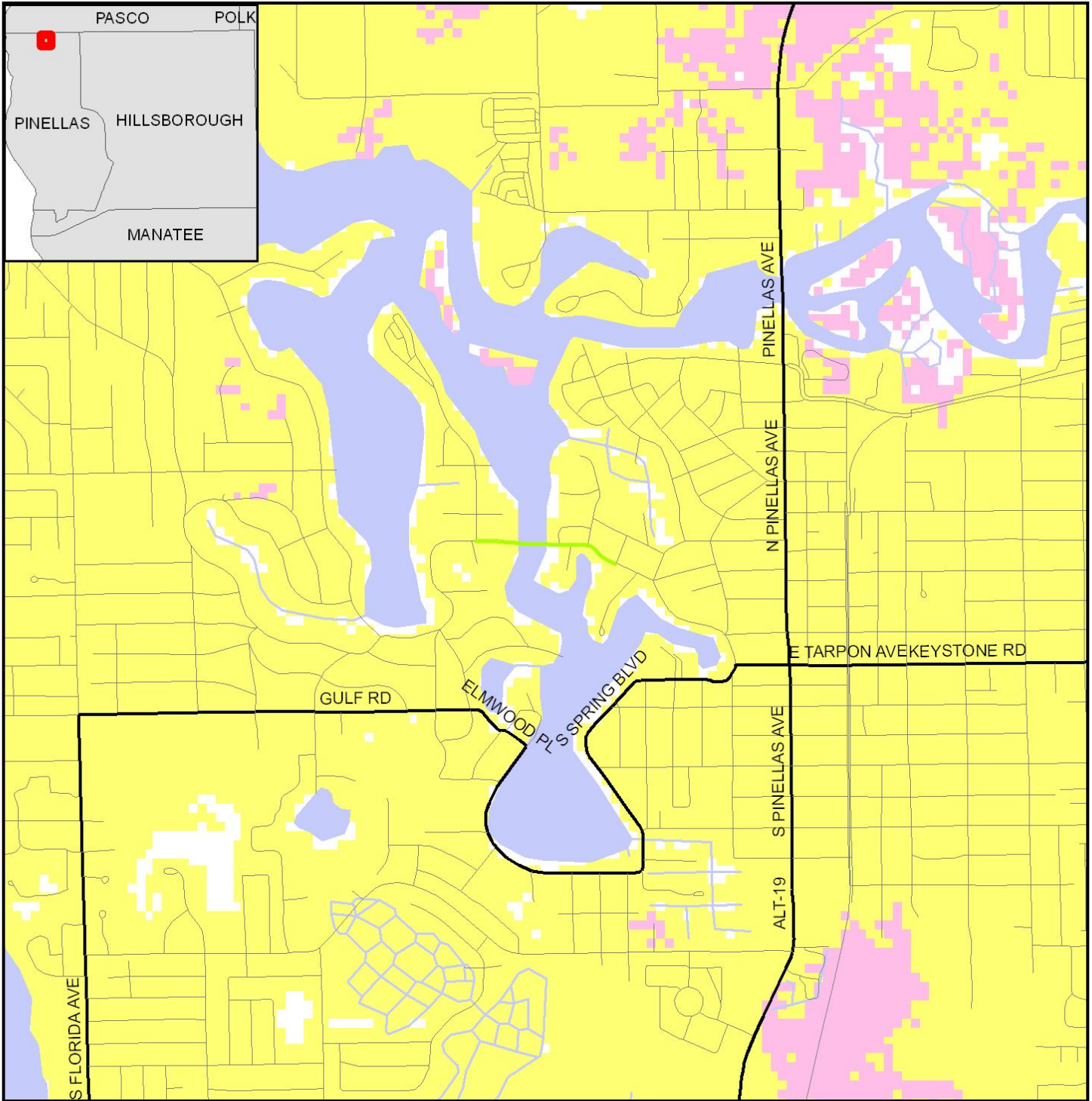
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body



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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



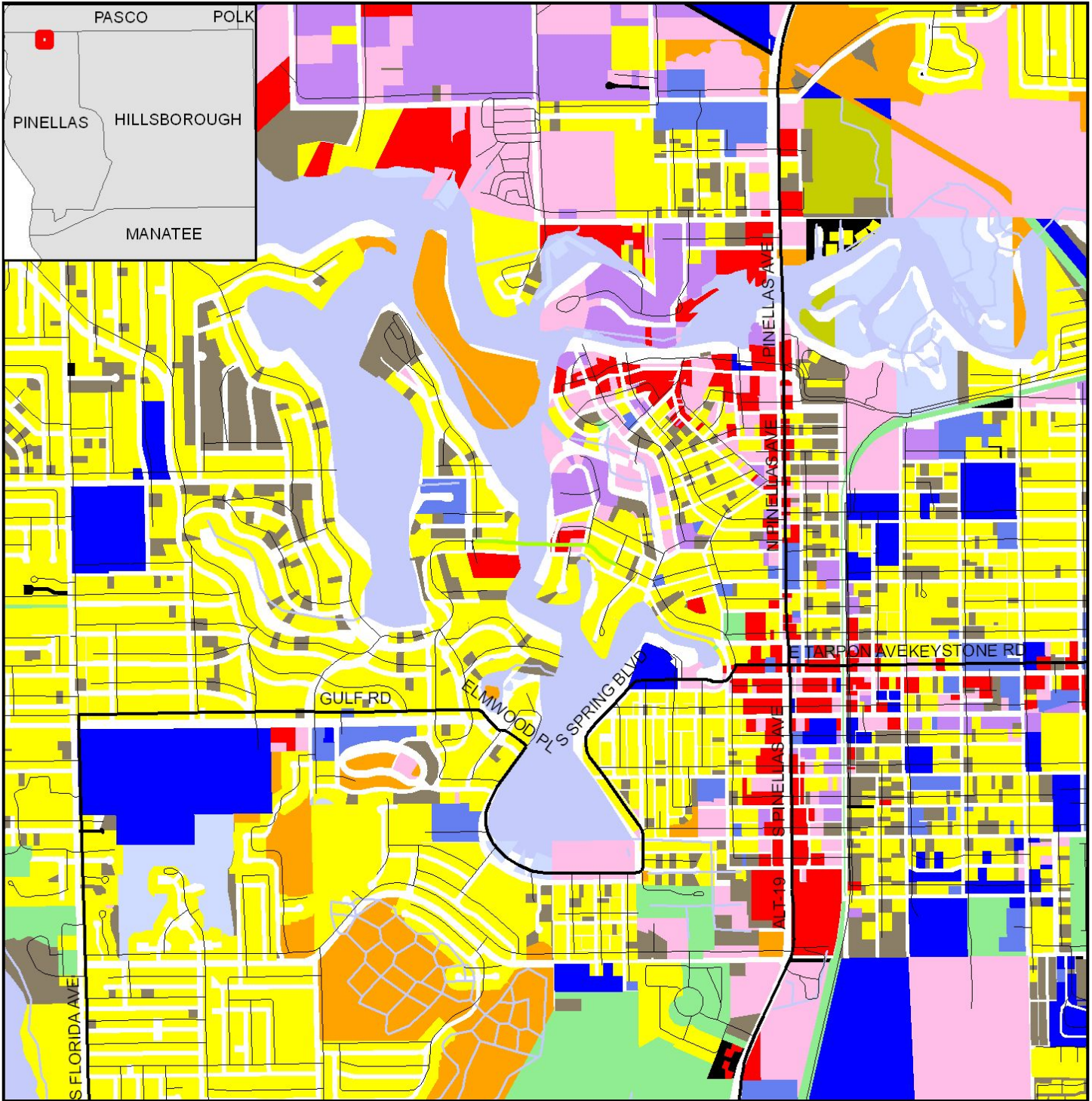
Integrated Wildlife Habitat Ranking System Map

Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

- | | | |
|---------------------------|------------------------|------------------------|
| ETDM Alternative Point | Major Road | Low Habitat Quality |
| ETDM Alternative Terminus | Local Road or Trail | Medium Habitat Quality |
| ETDM Alternative Segment | Railroad | High Habitat Quality |
| ETDM Alternative Polygon | River, Stream or Canal | Water Body |

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



0 0.2 Miles



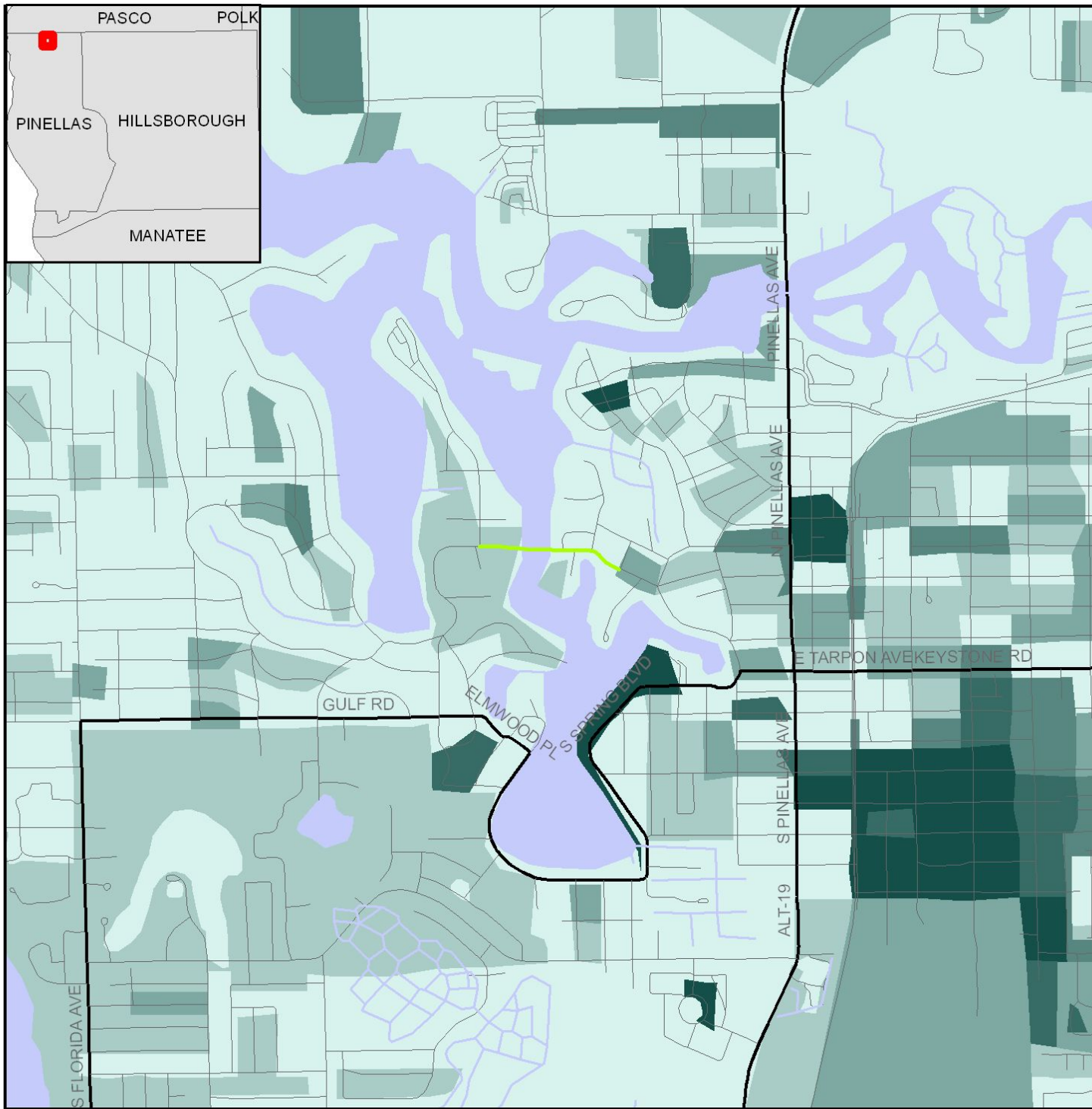
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

Land Use Map

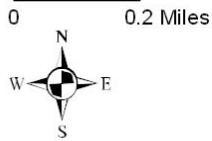
- | | | | |
|--|--|--|--|
| ● ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ● ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | No Data | |
| Local Road or Trail | Mining | | |
| | | Recreational | |
| | | Residential | |



13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue

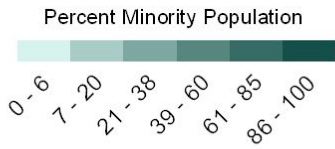


Minority Population Distribution Map



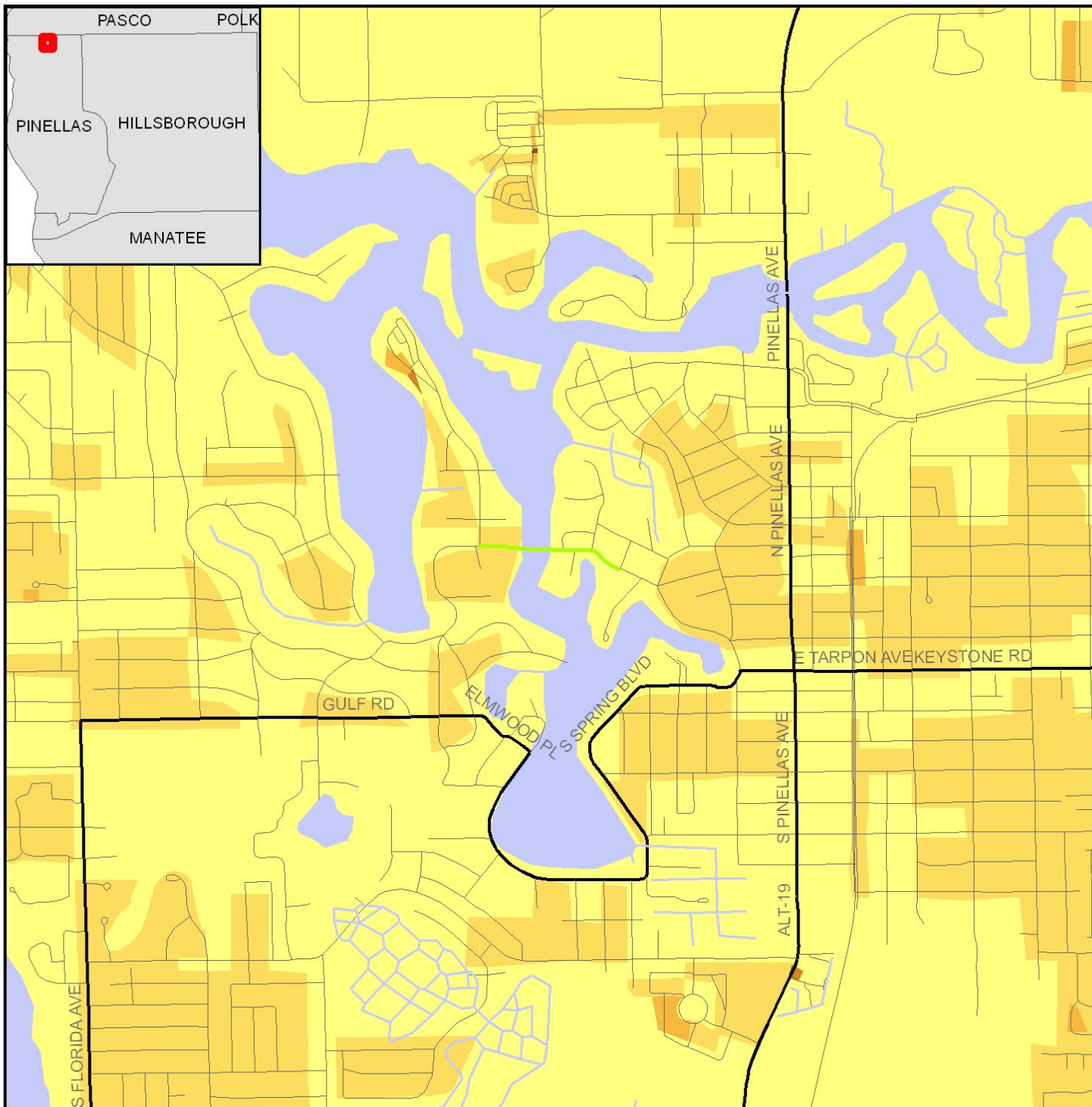
Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue

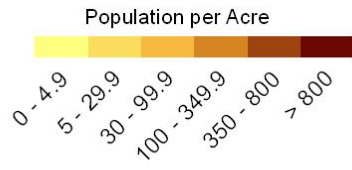


0 0.2 Miles



Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

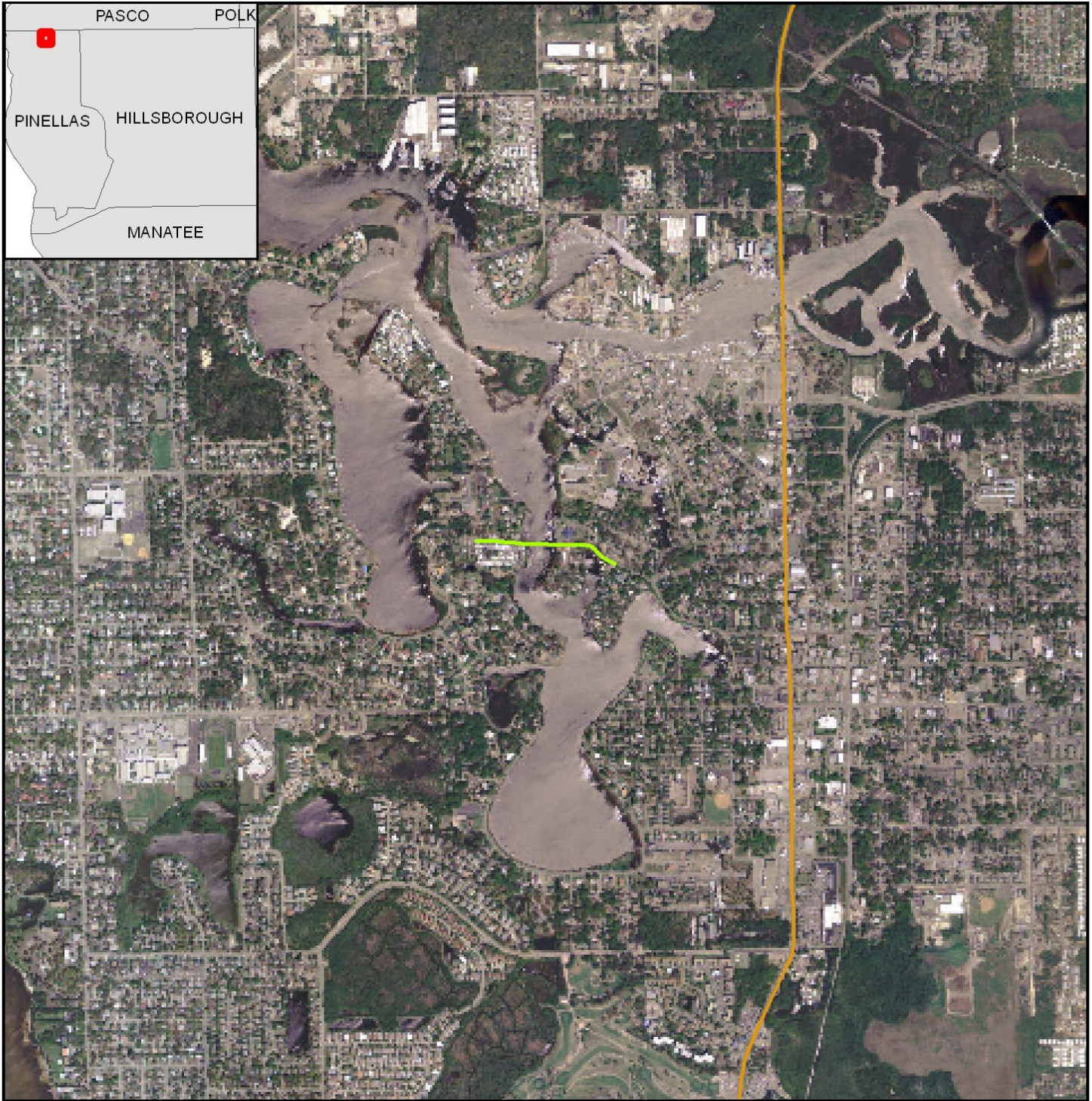
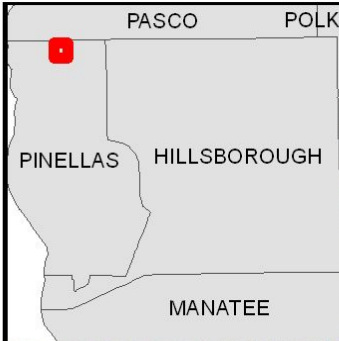
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



Population Density Map

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



Project Aerial Map

0 0.5 Miles



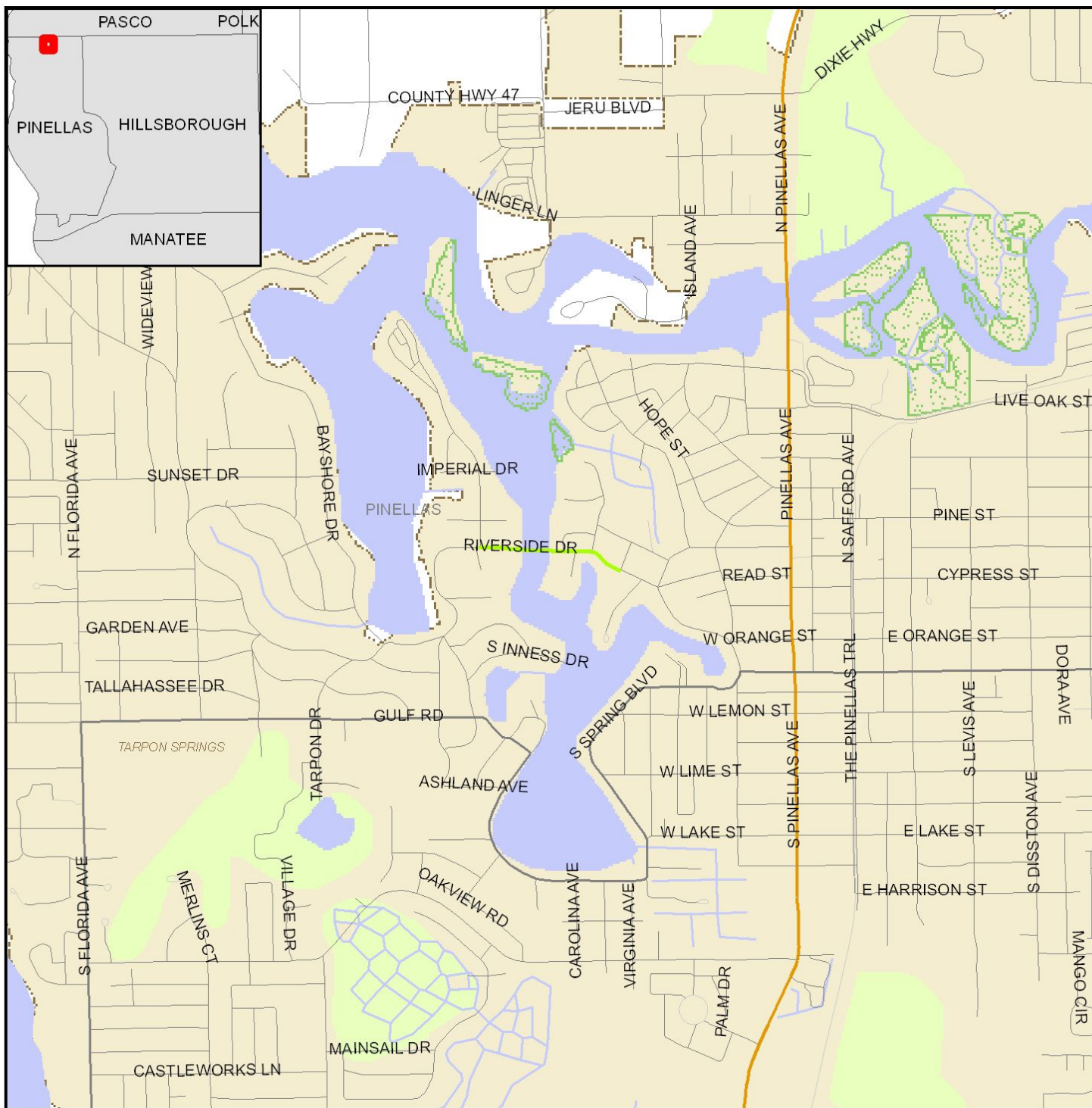
- ETDM Alternative Point — Primary and Limited Access Highway
- ETDM Alternative Terminus — Secondary, Unlimited Access Highway
- ETDM Alternative Segment Other Highway Feature
- ETDM Alternative Polygon

Data Sources:
Highways - Geographic Data Technology, Inc.
Digital Orthophotograph - US Geological Survey

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



Project Location Map

0 0.3 Miles



Data Sources:

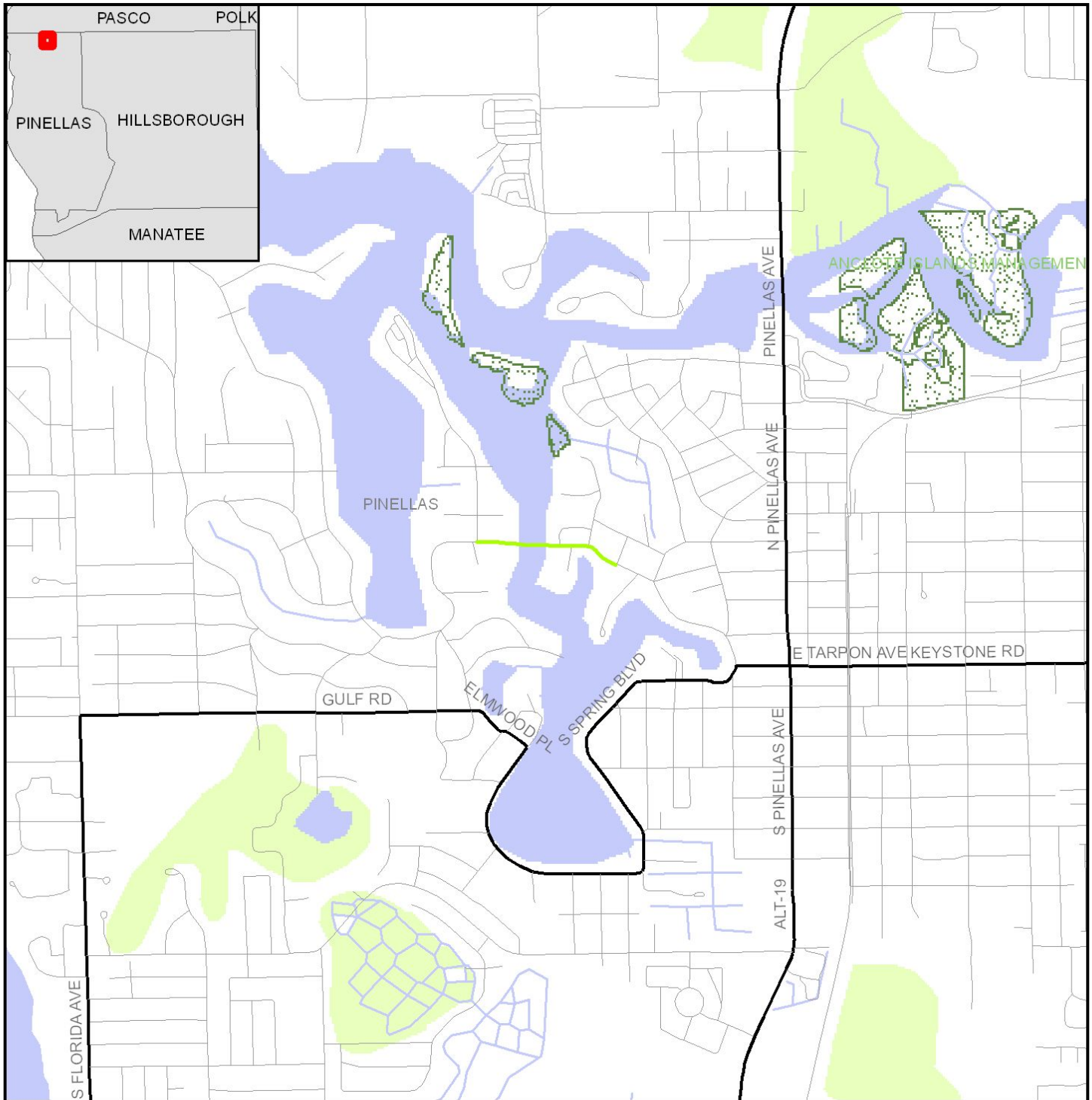
- Geographic Data Technology, Inc.
- US Geological Survey
- US Census Bureau
- County Property Appraisers
- Florida Natural Areas Inventory

- | | | |
|---------------------------|-------------------------------------|-------------------|
| ETDM Alternative Point | Managed Conservation Lands | Toll Road |
| ETDM Alternative Terminus | Primary and Limited Access Highway | Railroad |
| ETDM Alternative Segment | Secondary, Unlimited Access Highway | Airport |
| ETDM Alternative Polygon | Connecting Road | City Limits |
| River, Stream or Canal | Local Road or Trail | County Boundaries |
| Water Body | Other Roadway Feature | |
| Swamp/Marsh | | |

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



ANCIENT ISLANDS MANAGEMENT

0 0.5 Miles

Conservation and Recreation Area Map



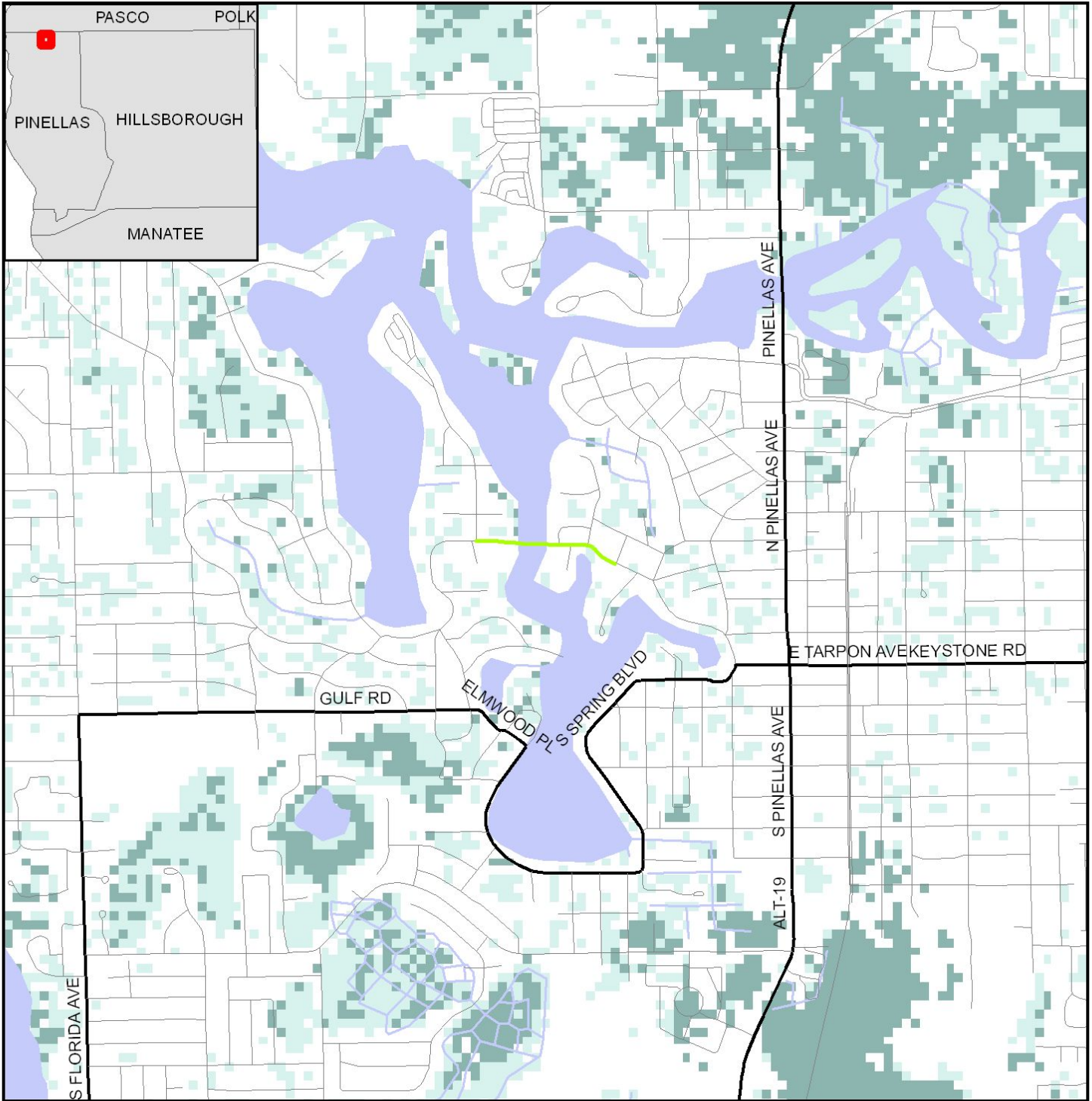
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Natural Areas Inventory

- | | | |
|---|---|---|
| ■ ETDM Alternative Point | — River, Stream or Canal | Conservation or Recreation Area |
| — ETDM Alternative Segment | Water Body | Major Road |
| ETDM Alternative Polygon | Swamp/Marsh | Local Road or Trail |
| ● ETDM Alternative Terminus | | Railroad |
| | | County Boundary |

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



0 0.4 Miles



Species Potential Habitat Model Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Potential Habitat Richness

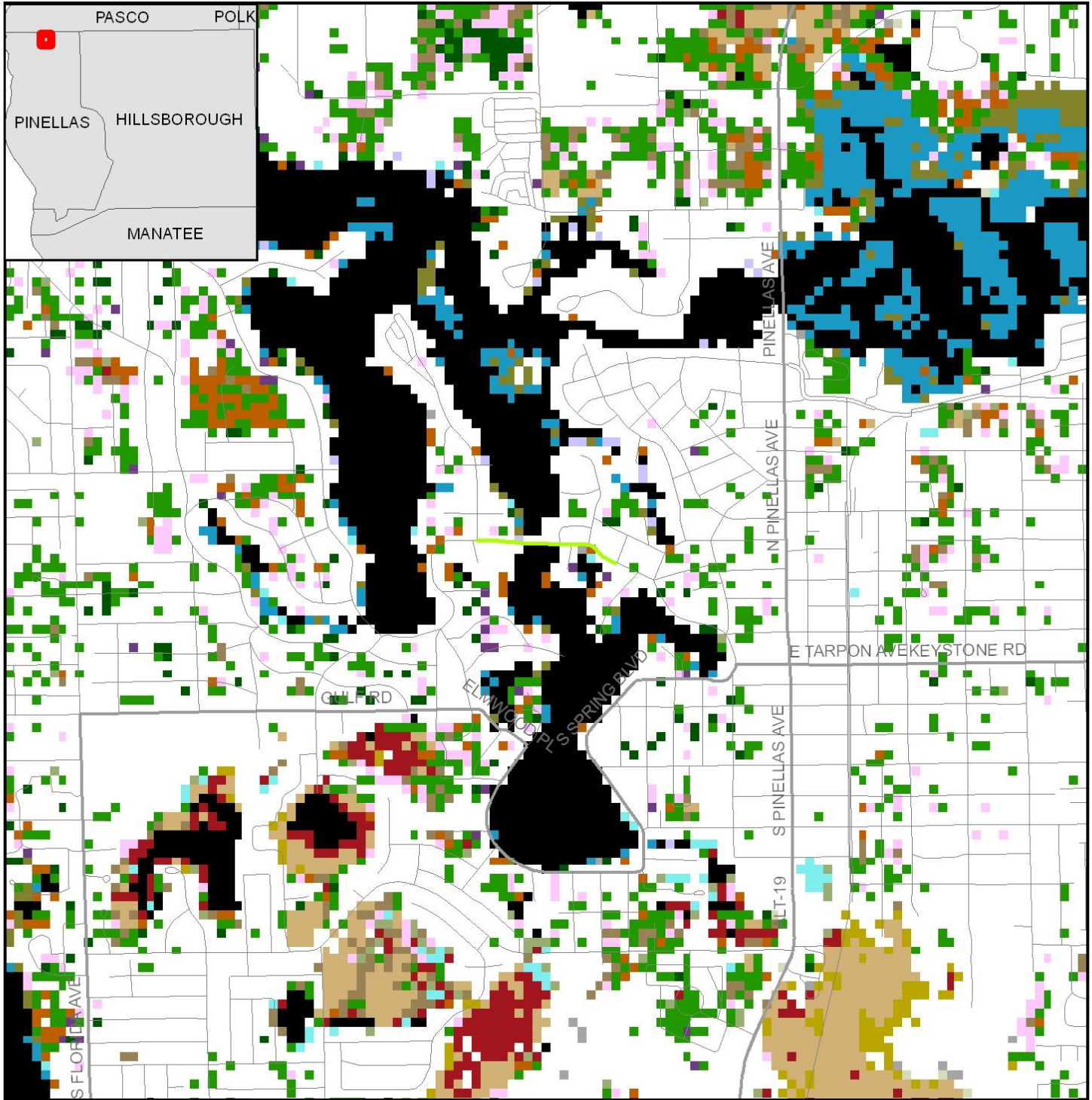
- 1 - 2 Species
- 3 - 5 Species
- 6 - 8 Species
- 9 - 10 Species
- 11 - 13 Species

Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



0 0.5 Miles

Vegetation and Land Cover Map

- | | | | | | | |
|---------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDM Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| ETDM Alternative Segment | Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugar cane | High Impact Urban |
| ETDM Alternative Terminus | Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| ETDM Alternative Point | Xeric Oak Scrub | Tropical Hardwood Hammock | Mixed Wetland Forest | Open Water | Row and Field Crops | Extractive |
| Major Road | Sand Pine Scrub | Freshwater Marsh and Wet Prairie | Hardwood Swamp | Shrub and Brushland | Other Agriculture | |
| Local Road or Trail | Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | Exotic Plants | |
| | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Australian Pine | |
| | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | Improved Pasture | Melaleuca | |

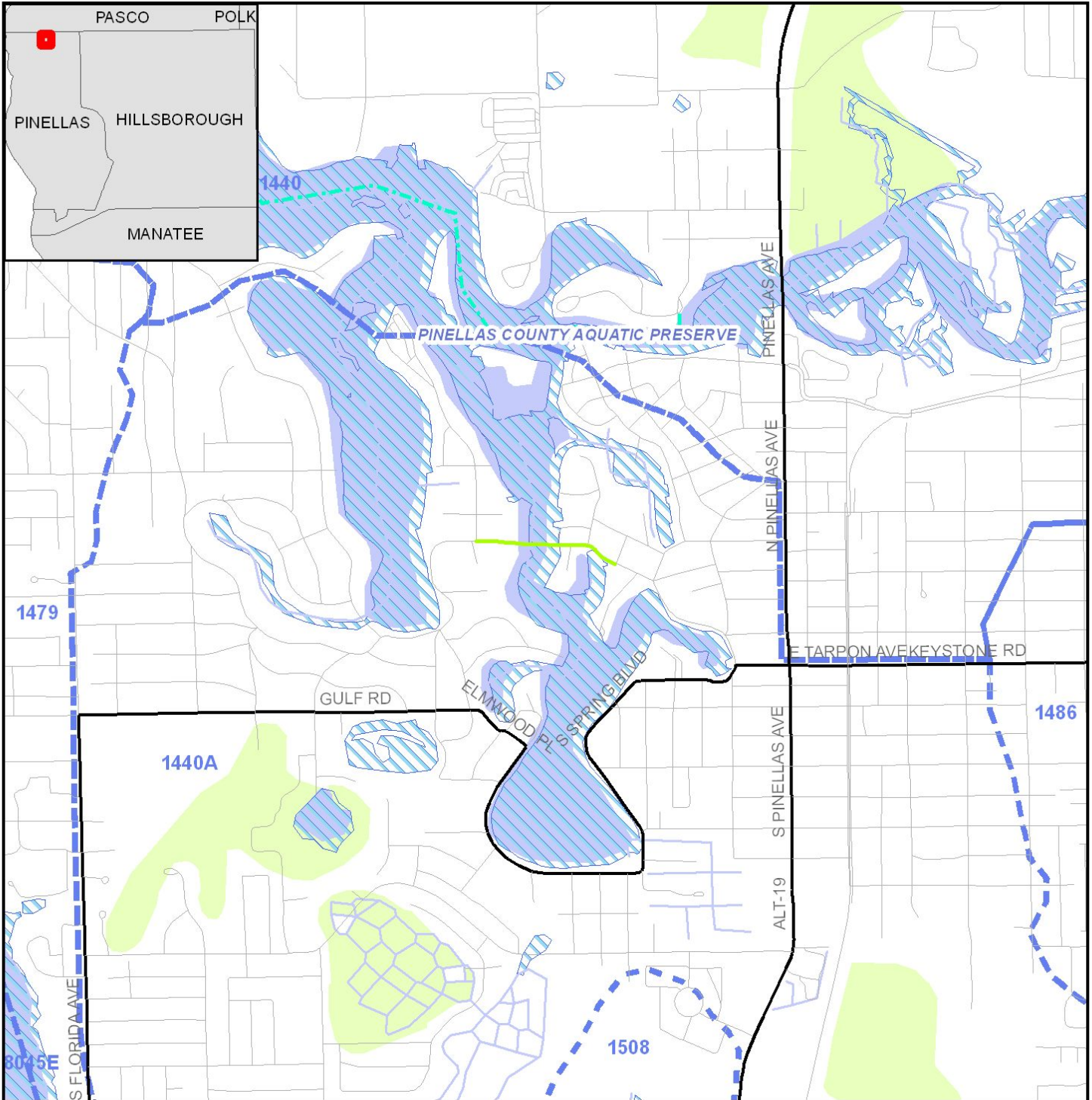
Data Sources:

Geographic Data Technology, Inc.; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



Water Resources Map

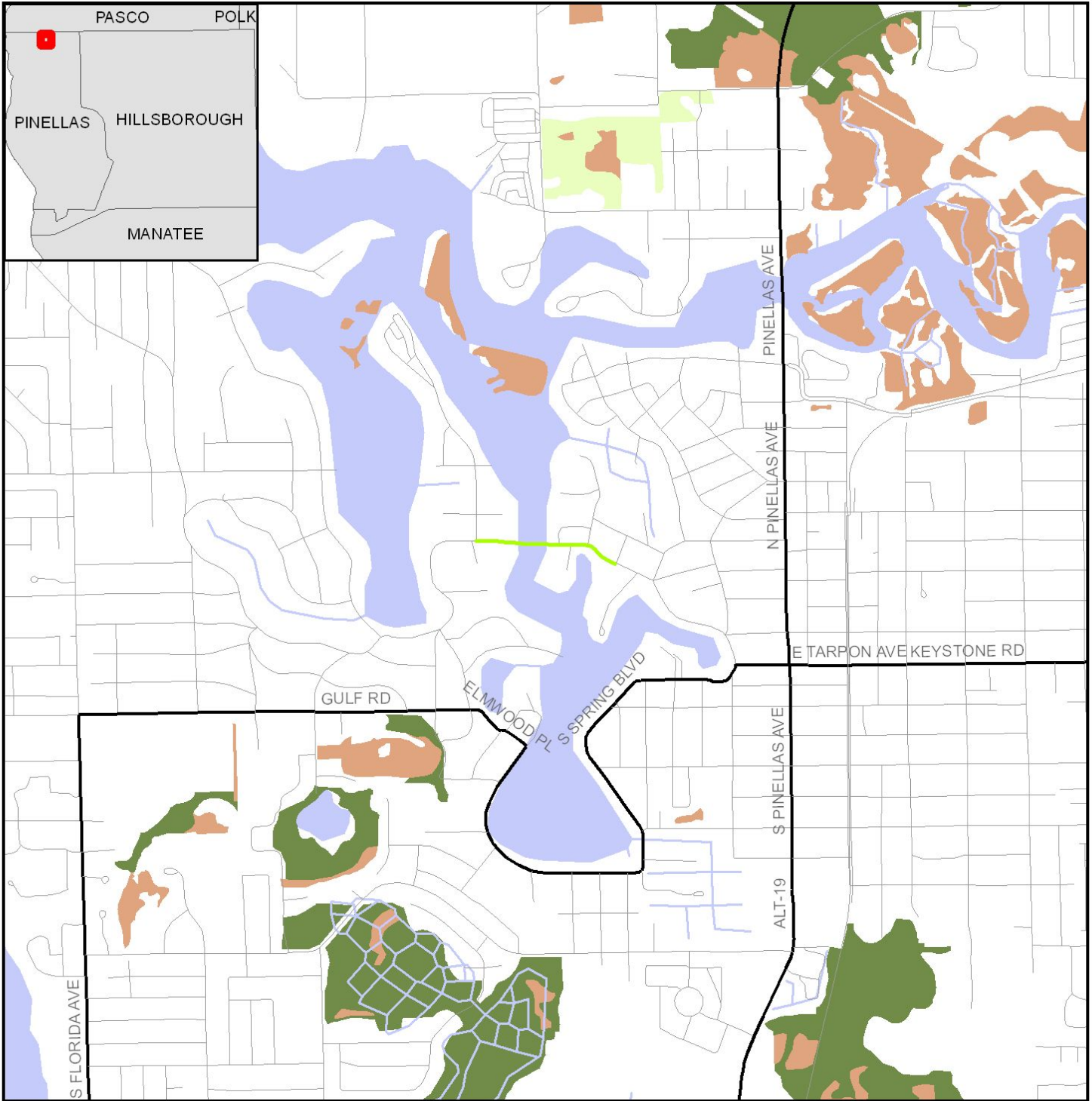
- | | | | |
|---------------------------|---------------------|---------------------------|------------------------|
| ETDM Alternative Point | Major Road | 1st Magnitude Spring | Surface Water Class I |
| ETDM Alternative Terminus | Local Road or Trail | River, Stream or Canal | Surface Water Class II |
| ETDM Alternative Segment | Railroad | Navigable Water Way | Water Body |
| ETDM Alternative Polygon | | Drainage Basin | Swamp/Marsh |
| | | Outstanding Florida Water | |

Data Sources:

Geographic Data Technology, Inc. Florida Department of Transportation Florida Geological Survey
 US Geological Survey Florida Department of Environmental Protection US Bureau of Transportation Statistics

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13040 Beckett Bridge over Whitcomb Bayou (Riverside Drive), Alternative #1 Chesapeake Drive to Forest Avenue



Wetland Resource Map

0 0.25 Miles



- | | | |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon | River, Stream or Canal | Non-vegetated Wetland |
| ETDM Alternative Segment | Water Body | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | | Wetland Forested Mixed |
| ETDM Alternative Point | | Wetland Coniferous Forest |
| Major Road | | Wetland Hardwood Forest |
| Local Road or Trail | | |

Data Sources: Geographic Data Technology, Inc.; Florida Water Management Districts; US Geological Survey

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Appendicies

Legend			
Color Code	Meaning	ETAT	Public Involvement
0	None	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal to None	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Dispute Resolution	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Supporting Documents

Date	Type	Size	Link	Name / Description
11/02/2010	Photo	819 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=10443	Maps and Pictures of Beckett Bridge: Maps and Pictures of Beckett Bridge
11/02/2010	Hardcopy Map (from Attach Document Tool)	1.01 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=10442	Project Location Map: Project Location Map
11/02/2010	Form SF-424: Application for Federal Assistance	811 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=10441	Form SF-424: Application for Federal Assistance: Form SF-424: Application for Federal Assistance