**Florida Department of Transportation**
**PROJECT REEVALUATION FORM**

## I. GENERAL INFORMATION (originally approved document)

a. Reevaluation Phase: Design Change

b. Document Type and Date of Approval: Final Environmental Impact Statement (Approved October 27, 1987)

c. Project Number(s): 10000-1531 M-4047 (40) 7113669

d. Project Local Name and Limits: Northwest Hillsborough Expressway from Interstate 275 to SR 597 (Dale Mabry Highway)

e. Segments of Highway Being Advanced: Interstate 275 to SR 597 (See Attachment 1)

f. County: Hillsborough

## II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 and the Project Development and Environmental Manual of FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

If is recommended that the project identified herein be advanced to the next phase of project development.

Reviewer Signature Block

/ [signature]
District Project Development and Environment Engineer — Date: 6/29/92

[signature]
District Secretary (or designee) — Date: 6/29/92

[signature]
Federal Highway Administration, Area Engineer — Date: 7/2/92

## III. FHWA CONCURRENCE BLOCK

for [signature]
Federal Highway Administration, Division Administrator — Date: 7/2/92

**FLORIDA DEPARTMENT OF TRANSPORTATION**

LAWTON CHILES
GOVERNOR

BEN G. WATTS
SECRETARY

4950 W. Kennedy Blvd., Suite 409
Tampa, FL 33609
June 29, 1992

Division Administrator
Federal Highway Administration
227 North Bronough Street, Room 2015
Tallahassee, FL 32301-2015
Attn: Mr. Maiser Khaled:

**RE: Phase: Design Change Reevaluation**
**Project Name: Northwest Hillsborough Expressway**
**State Project No(s): 99001-1402, 10130-1549, 10140-1552, 97102-3301, 97102-3302, 97102-3510, 97102-3504, 97102-3305 97102-3306, 97102-3307 (10000-1531 original number)**
**Federal-Aid Project No.: N/A**
**Work Program Item No(s): 7140004, 7113944, 7113871, 7153101, 7153105, 7153106, 7153107, 7153108, 7153109, 7153110 (7113669 original number)**
**Project Limits: From Interstate 275 to SR 597 (Dale Mabry Highway)**
**County: Hillsborough**

Dear Mr. Khaled:

Enclosed with this cover letter are an original and two copies of the completed Reevaluation Form 508-04 for the above referenced project. The resubmittal includes corrections and separately addresses FHWA comments received 5-20-92. Please review, sign and forward to the FHWA Division Administrator for concurrence in accordance with Florida Department of Transportation Project Development and Environmental Guidelines.

Please advise us in writing when we may proceed with the project.

Sincerely,

David A. Twiddy, Jr., P.E.
PD&E Engineer
District Seven

DAT/gr

Enclosures

cc: Mr. L. Irwin
C. Harkins-Kondelin

Response to FHWA Comments
Design Change Reevaluation
Northwest Hillsborough Expressway
State Project No,:10000-1531
Fed.-Aid Project No.:M-4047(40)
Work Program Item No.: 7113669

FHWA Comments and Observations with FDOT Dist. 7 Responses:

Comment #1: Attachment 2, page 7, Wetland 4. The area along Fish Creek is identified as a possible area of feeding habitat for Wood Storks (page 4-2). Additionally it is noted that this wetland area is a previous mitigation area for a development. We suggest the State consider correcting the problem identified (watercourse circumvented a weir) and offer the correction as wetland enhancement.

Response: A discussion with a former District 7 Environmental Administrator revealed that this structure was proposed to create an open water feature in the mitigation design, but was later dropped from the mitigation plan for the adjacent development. In addition, a review of the preliminary design plans indicated that this wetland will be greatly impacted by the proposed improvement. Off-site mitigation is proposed. See Attachment 2, IV.C.1 for additional information. The reevaluation was revised accordingly.

Comment #2: Attachment 2, page 14, Wildlife Habitat. The documentation provided does not indicate coordination with the US Fish & Wildlife Service (USF&WS) on the two species identified. Although these species are only "candidate species", their status could change. Additionally, Gopher tortoise holes have often been identified as potential habitat for the Indigo Snake which is a listed species. Therefore, we suggest contacting the USF&WS for preliminary consultation on both identified species.

Response: The U.S. Fish & Wildlife Service, Vero Beach Office was contacted by phone June 22, 1992. The Northwest Expressway Project and it's direct impacts to Species of Special Concern (Gopher Tortoise and Sherman's Fox Squirrel) and indirect impacts to Threatened and Endangered Species (Eastern Indigo Snake) were discussed. Since the direct impacts were not involving Federally listed species, it was determined that no additional coordination was required. Written documentation of the phone conversation will be included in the project file.

The USF&WS commented on the U.S. Army Corps of Engineer's dredge/fill public notice for this project and had no concerns regarding federally listed or proposed for listing endangered or

threatened species. See Attachment 2, VI.C.9. and Attachment 4, WILDLIFE AND HABITAT for additional information. The reevaluation was revised accordingly.

Comment #3a: Attachment 2, page 20, Air. We suggest the conformity references identify both the Transportation Plan and the Transportation Improvement Program by date as appropriate (i.e. 2010 Plan, 1992-1996 TIP).

Response: The documents have been referred to as requested. See Attachment 2, IV.D.2. for additional information.

Comment #3b: As noted in Attachment 3, Many changes have occurred to both the scope and design of this proposed improvement. In the reevaluation, it is not clear whether these changes occurred prior to or after the Tampa area's 1991 conformity analysis. If these changes (mainline and cross streets) were included in the conform -ity analysis the reevaluation should state so. If not, a new conformity analysis probably will be necessary before approval of the project as modified.

Response: According to the FDOT's, August 23, 1991 Draft Directive on Conformity Determination, which was approved by FHWA, only those projects whose construction was to be completed by December 31, 1993 would be analyzed for the Interim Period Conformity Determination Report. The Northwest Expressway project will not be completed by that time and therefore was not considered in the conformity analysis.

Information promulgated concurrently with the above noted document indicated that "Conformity Determination must be reaccomplished at least every 3 years.". It is likely that the proposed project would be analyzed under the next Conformity Determination. Also, this same information stated that "Projects which received all necessary approvals by DOT, MPO or a state or local transportation agency prior to Nov. 15, 1990 may proceed toward completion without further conformity determinations under the CAAA. (DOT approval is defined as a FEIS with an issued Record of Decision, FONSI or Categorical Exclusion.)

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Reviewer Signature Block

| | |
|---|---|
| District Project Development and Environment Engineer | Date 6/29/92 |
| District Secretary (or designee) | Date 6/29/92 |
| Federal Highway Administration, Area Engineer | Date ___/___/___ |

## III. FHWA CONCURRENCE BLOCK

| | |
|---|---|
| Federal Highway Administration, Division Administrator | Date ___/___/___ |

## IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

| | YES/NO | COMMENTS |
|---|---|---|
| **a. Social Impacts:** | | |
| 1. Land Use Changes | ( )( X ) | |
| 2. Community Cohesion | ( )( X ) | |
| 3. Relocation Potential | ( X )( ) | See Attachment 2 |
| 4. Churches & Schools | ( X )( ) | See Attachment 2 |
| 5. Title VI Considerations | ( )( X ) | |
| 6. Controversy Potential | ( )( X ) | |
| 7. Energy | ( )( X ) | |
| **b. Cultural Impacts:** | | |
| 1. Section 4(f) Lands | ( X )( ) | See Attachment 2 |
| 2. Historic Sites/Districts | ( )( X ) | |
| 3. Archeological Sites | ( )( X ) | See Attachment 2 |
| 4. Recreation Areas | ( X )( ) | See Attachment 2 |
| 5. Pedestrian/Bicycle Facilities | ( )( X ) | |
| **c. Natural Environment:** | | |
| 1. Wetlands | ( X )( ) | See Attachment 2 |
| 2. Aquatic Preserves | ( )( X ) | |
| 3. Water Quality | ( )( X ) | |
| 4. Outstanding Fla. Waters | ( )( X ) | |
| 5. Wild & Scenic Rivers | ( )( X ) | |
| 6. Floodplains | ( )( X ) | |
| 7. Coastal Zone Consistency | ( )( X ) | |
| 8. Coastal Barrier Islands | ( )( X ) | |
| 9. Wildlife & Habitat | ( X )( ) | See Attachment 2 |
| 10. Farmlands | ( )( X ) | |
| 11. Visual/Aesthetics | ( X )( ) | See Attachment 4 |
| **d. Physical Impacts:** | | |
| 1. Noise | ( X )( ) | See Attachment 2 |
| 2. Air | ( X )( ) | See Attachment 2 |
| 3. Construction | ( )( X ) | |
| 4. Contamination | ( X )( ) | See Attachment 2 |
| 5. Navigation | ( )( X ) | |

## V. EVALUATION OF MAJOR DESIGN CHANGES (e.g. Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements).

See Attachment 3

## VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

See Attachment 4

## VII. PERMITS STATUS

See Attachment 5

## ATTACHMENT 1

RE: SECTION I.e. - SEGMENTS OF HIGHWAY BEING ADVANCED

Activities within the original project study area include the following ones listed. List numbers 1-9 refer to Design Segment numbers indicated on the attached Northwest Hillsborough Expressway Project Location Map (Exhibit 1).

Design Segment 1

FDOT Project
WPI: 7140004
SPN: 99001-1402
FAP No: IR-9999(43)
From I-275 to Cypress Street on Memorial Highway (SR 60) is included in the Tampa Interstate Study. The Environmental Assessment limits are Interstate (I-275) from the Howard Franklin Bridge/Kennedy Blvd. ramps to the Dale Mabry Highway/interchange on the east. This project is currently in Project Development.

FDOT Project
WPI: 7113944
SPN: 10130-1549
FAP No: Not Assigned
From Cypress Street to Fish Creek. The P.E. contract is scheduled for execution in fiscal 93/94.

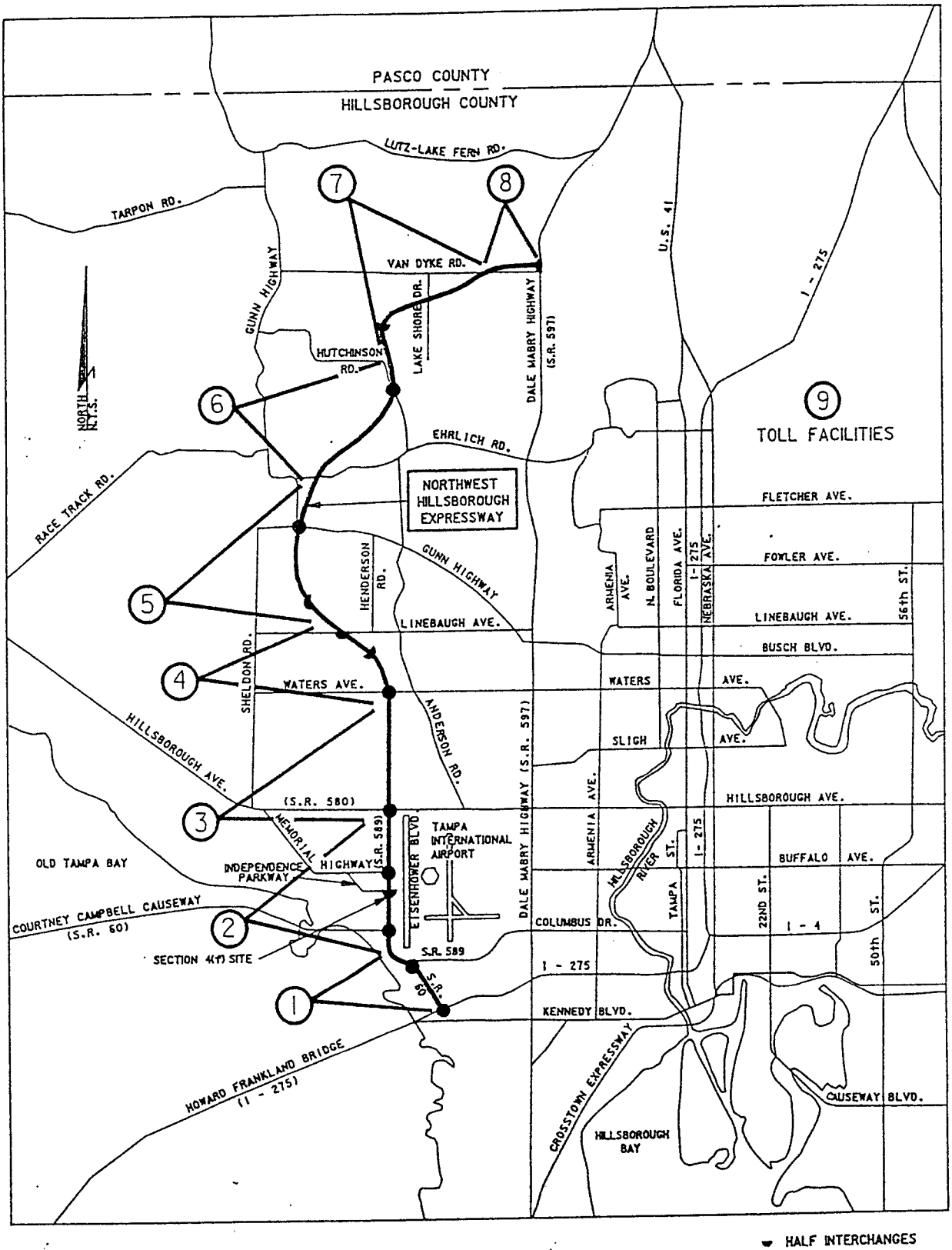
Design Segment 2

(2.1) FDOT Project
WPI: 7113871
SPN: 10140-1552
FAP No: Not Assigned
From Fish Creek to Courtney Campbell Causeway. The P.E. Contract is scheduled for execution in fiscal 93/94. (G/W 7113944)

(2.2) Turnpike Project
WPI: 7153101
SPN: 97102-3301
FAP No: N/A
From Courtney Campbell Causeway to Hillsborough Avenue. Design is Completed.

Design Segment 3

Turnpike Project
WPI: 7153105
SPN: 97102-3302
FAP No: N/A
From Hillsborough Avenue to Waters Avenue. Design is Completed.




STATE OF FLORIDA

DEPT. OF TRANSPORTATION

# LOCATION MAP

## NORTHWEST HILLSBOROUGH EXPRESSWAY
## I-275 TO S.R. 597

S.P.N.: 10000-1531

W.P.I.: 7113669

F.A.P.: M-4047(40)

EXHIBIT 1

Design Segment 4

Turnpike Project
WPI: 7153106
SPN: 97102-3510
FAP No: N/A
From Waters Avenue to Linebaugh Avenue. Design is Completed.

Design Segment 5

Turnpike Project
WPI: 7153107
SPN: 97102-3304
FAP No: N/A
From Linebaugh Avenue to Ehrlich Road. Design is Completed

Design Segment 6

Turnpike Project
WPI: 7153108
SPN: 97102-3305
FAP No: N/A
From Ehrlich Road to Hutchinson Road. Design is Completed.

Design Segment 7

Turnpike Project
WPI: 7153109
SPN: 97102-3306
FAP No: N/A
From Hutchinson Road to Van Dyke Road. Design is Completed.

Design Segment 8

Turnpike Project
WPI: 7153110
SPN: 97102-3307
FAP No: N/A
From Van Dyke Road to Dale Mabry Highway. Design is Completed.

Design Segment 9

Turnpike Project
WPI: 7153111
SPN: 97102-3308
FAP No: N/A
Toll Facilities located throughout the length of the project. Design is Completed.

**ATTACHMENT 2**

RE: SECTION IV. - CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

## IV.A.3. RELOCATION POTENTIAL

Community impacts shown below in Table 1 are a summary of the residential and business acquisitions resulting from changes in the alignment and right-of-way requirements.

TABLE 1. SUMMARY OF RELOCATIONS

| | FEIS ACQUISITIONS | CURRENT ACQUISITIONS | CHANGE |
|---|---|---|---|
| Residences | 163 | 162 | -1 |
| Businesses | 19 | 51 | +32 |
| Section 4(f) Site (Park) | 0 | 1 | +1 |
| Right-of-Way | 507.33 acres | 836.48 acres | +329.15 acres |

The following describes the residential and business acquisitions currently required in each design section.

Segment 1: (I-275 to Courtney Campbell Causeway): Final design not completed.

Residential: 0
Businesses: 6

Segment 2: (Courtney Campbell Causeway to Hillsborough Avenue):

Special Purpose: Hillsborough County Fire Station and City of Tampa/Hillsborough County Park.

Residential: 0
Businesses: 15

Segment 3: (Hillsborough Avenue to Waters Avenue):

Residential: 73
Businesses: 8

Segment 4: (Waters Avenue to Linebaugh Avenue):

Residential: 24
Businesses: 6

Segment 5: (Linebaugh Avenue to Ehrlich Road):

Residential: 43
Businesses: 10

Segment 6: (Ehrlich Road to Hutchinson Road):

Special Purpose: Young Man's Christian Association of Tampa, Salvation Army (vacant land)

Residential: 14
Businesses: 3

Segment 7: (Hutchinson Road to Van Dyke Road):

Special Purpose: The Board of Missions of the Tampa District of the United Methodist Church (vacant land)

Residential: 11
Businesses: 3

Segment 8: (Van Dyke Road to Dale Mabry Highway):

Residential: 0
Businesses: 0

## IV.A.4. CHURCHES AND SCHOOLS

As described above, two (2) church related properties will be taken for right-of-way needs. These acquisitions do not involve any buildings, only vacant land.

Segment 6 - Young Man's Christian Association of Tampa, Salvation Army (vacant land)

Segment 7 - The Board of Missions of the Tampa District of the United Methodist Church (vacant land)

## IV.B.1. SECTION 4(f) LANDS

In accordance with Section 4(f) of the Department of Transportation Act of 1966, the proposed action has been evaluated for potential impact to public parks, recreation areas, wildlife and waterfowl refuges, and significant historic sites.

Segment 2: (Courtney Campbell Causeway to Hillsborough Avenue)

On the west side of the proposed alignment and across from Tampa International Airport (TIA), The City of Tampa has land that has been developed as a Hillsborough County park known as the Veteran's Memorial/Skyway Park complex. The Park is being impacted by the proposed project. A Final Section 4(f) Evaluation was signed March 6, 1992.

The October 27, 1987 FEIS did not indicate an impact at this location. However, final design required the proposed 4(f) taking due to the following three reasons; 1) the change from a limited access mainline expressway with a controlled access frontage road system considered in the FEIS to a limited access inner expressway and outer collector-distributor (c-d) roadway system now noted in the Expressway's Masterplan, 2) the shift in the FEIS alignment to the west to accommodate a planned additional TIA runway, and 3) the Expressway Masterplan's recommendation that the SR 60/Expressway Interchange should be a three level instead of the two level interchange originally envisioned in the FEIS.

## IV.B.3. ARCHAEOLOGICAL SITES

Since the 1987 FEIS, one (1) additional archaeological site was investigated by the Florida Department of Transportation and discussed with the State Historical Preservation Officer (SHPO). This site is the Fish Creek site identified in the Florida Master File as 8Hi105. Telephone correspondence between the SHPO and the FDOT archaeologist on March 7, 1989, discussed the status of this site. The SHPO stated that the site "was too disturbed to be of significance" and was already too disturbed to be of significance prior to the development of the site by the private developer.

No other archaeological sites will be impacted by the proposed project.

## IV.B.4. RECREATION AREAS

As noted in the "Section 4(f) Land" discussion on pg. 2-3, the proposed project will impact the Veteran's Memorial/Skyway Park complex. The final 4(f) Evaluation signed on March 6, 1992 addressed the impacts to this Park site.

## IV.C.1. WETLANDS

### Wetland Analysis in the FEIS

Some change has occurred in the proposed wetland impacts of the current project when compared with the information contained in the FEIS. The total wetland involvement as shown in the approved FEIS for the entire Northwest Hillsborough Expressway project was approximately 65 acres. Since 1987, a net decrease in wetland impact acreage to natural wetland systems has occurred. Avoidance and practicable minimization alternatives considered through the development of the FEIS and implemented during the roadway design resulted in a 31% (Florida Department of Environmental Regulation - FDER), 22% (United States Army Corps of Engineers - USACOE), and a 8% (Southwest Florida Water Management District - SWFWMD) wetland impact decrease depending on wetland jurisdictional limits established by each regulatory agency. Minimization alternatives implemented pursuant to Section 404(b)(1) guidelines include the use of retaining walls, 2:1 fillslopes, and bridge structure crossings.

Other minor changes from the 1987 FEIS include the elimination of estuarine intertidal wetland impacts due to their reclassification, during agency reviews of ditches within Section 2.2 as freshwater wetlands. In addition, some change in proposed wetland impacts has occurred due to refinement of plans toward final design and an alignment shift to accommodate a new runway at TIA. These changes mainly involve locational shifts of wetland impacts. Actual types of wetland impacts (fill, drainage, severance) as well as wetland types (forested, emergent) have not substantially changed and are similar to those described in the FEIS, Section 6.3.7 and 10.3.7.

Summary of Impacts Incurred

Within the anticipated right-of-way for seven of the eight segments (Segments 2-8) of the Expressway (generally north of SR 60), the following acreages of wetland impacts are currently proposed:

| | | |
|---|---|---|
| 59.79 | Acres SWFWMD | Jurisdictional Wetlands |
| <49.97> | Acres USACOE | Jurisdictional Wetlands |
| 44.63 | Acres FDER | Jurisdictional Wetlands |

**NOTE: < > = total wetland impact acreage requiring mitigation (per EPA/USFWS review) Design activities for Segment 1 have not been completed yet so the breakdown of the jurisdictional wetlands within this segment are not yet available.**

## Segment 1 through 2.1 (I-275 to Courtney Campbell Causeway)

An analysis of the wetlands affected by the viable alternatives for the Eisenhower/West alignment (southern section) was performed using the Wetland Evaluation Technique (WET) 2.0. The results of the Level 1 evaluation are presented for five (5) wetland types encountered along the southern section of the proposed corridor form I-275 at the southern terminus north to the Courtney Campbell Causeway (S.R. 60).

For brevity of analysis, wetlands with similar wetland features, water regime, and functions were grouped together with a representative wetland selected for analysis by WET 2.0. Although the combined wetlands are very similar, there are small variations of functions and values within a "group".

Following is a list of the five (5) wetland types encountered and the corresponding number of each wetland with each group. The numbering scheme is adapted from the FEIS, dated October 1987. These wetland sites are depicted in the Wetland Location Map (Exhibit 2).

1. Freshwater ditches - Wetlands #1, 1A, 1B, 6B (PEMIC)

2. Brackish ditch - Wetland #7 (E2EM1P3)

3. Brackish retention area - Wetland 6A (E2EM1P)

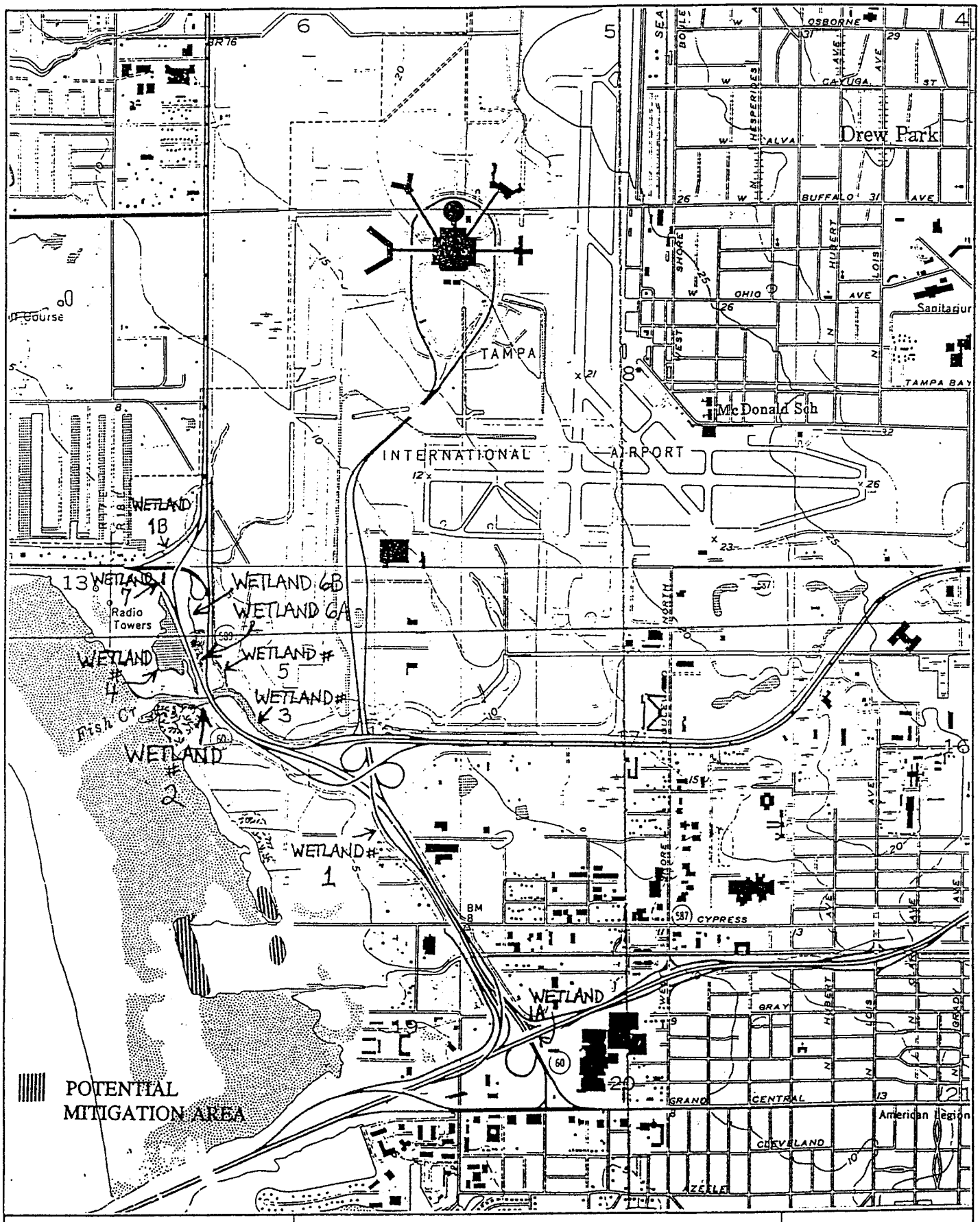
4. Emergent Estuarine - Wetland #4A and 4B (E2EM1P)

5. Tidal Creek - Wetlands #2, 3 plus Wetland #5, a tributary canal to Fish Creek (E2SS3P)

WETLAND TYPE EVALUATIONS

WETLAND 1 (Wetlands #1, 1A, 1B, 6B)

This group of wetlands are freshwater ditches or conveyances with primarily emergent vegetation. They are located roadside and are generally used to help drain the highway during storm events. All are manmade facilities of varying capacity. Depending on location, these ditches perform the functions evaluated to varying degrees. It is important to note, however, that the loss of these man-made conveyances will be addressed and the updated drainage plan prepared with the design plans for this segment with the goal of no net loss of function.




STATE OF FLORIDA

DEPT. OF TRANSPORTATION

# WETLAND LOCATION MAP

NORTHWEST HILLSBOROUGH EXPRESSWAY
I-275 TO S.R. 597

S.P.N.: 10000-1531

W.P.I.: 7113669

F.A.P.: M-4047(40)

EXHIBIT 2

The WET 2.0 analysis resulted in the levels of function and value to be expected for vegetated roadside ditches. The model achieved levels rated "high" for sediment stabilization and retention due to location, gradient, and vegetation/water interspersion (tends to slow water down).

Also, most urban ditches should rate high regarding the probability of opportunity to perform the functions of flood flow alteration, sediment/toxicant retention, and nutrient removal. The Level 1 analysis of these ditches achieved such a rating.

The existing ditches rated low to moderate concerning their effectiveness in performing all functions. This was due in part to their size, length and proximity to a highly urbanized area. If these ditches must be impacted by this proposed roadway, their functions and values would be replaced by simply creating functional vegetated conveyances.

WETLAND 2 (Wetlands #2, 3 & 5)

Wetlands #2 and 3 are located on either side of the existing bridge which crosses Fish Creek. Wetland #5 is a tributary canal entering Fish Creek near the bridge. The rationale for grouping these wetlands is that they are contiguous wetlands with very similar vegetation, soils, and water regime. The WET 2.0 model would delineate each separately, but it is assumed that the results of the three analyses would not be significantly different because of the reasons stated above. Impacts to these wetlands, as proposed, would be minimal using best management practices. It is not anticipated that any functions or values rated high would be altered by the proposed roadway.

These wetlands are rated high for having the opportunity to retain sediments and remove nutrients. This is because of its location downstream of a highly urbanized, impervious area. Since these wetlands will not be removed or filled to any great extent, the opportunity for them to perform this function should remain. The WET 2.0 model assigned a rating of low for the opportunity to influence floodflow alteration. This occurs because of tidal influences and their location near Old Tampa Bay. The high rating for social significance and effectiveness are to be expected for these wetlands due to their size, water regime, and location. The proposed project should not affect these functions. The low and moderate rating of social significance and especially effectiveness are inherent to tidal creeks such as Fish Creek. The daily tidal flushing action inhibits sediment/toxicant retention as well as nutrient removal. A seeming paradox exists for these functions regarding social significance and effectiveness. The high rating for social significance is caused by the assumption that Fish Creek and Old Tampa Bay are moderately to heavily polluted and the close proximity of these wetlands to a pollutant producing area. These wetlands have the opportunity to perform these functions, but physical characteristics (flushing, width of wetland) do not allow this to happen to potential.

WETLAND 4 (Wetlands #4A and 4B)

Wetland #4 would be classified by WET 2.0 as two separate assessment areas due to an upland spit causing a constriction approximately 350 feet from Fish Creek. Since these two areas are practically the same wetland and because it is assumed that the WET 2.0 analysis would yield similar results, these two assessment areas were grouped together as Wetland #4.

This emergent wetland was created as mitigation for wetland losses when the Baypointe development was built. A distinct channel exists from Fish Creek approximately 500 feet into the wetland. Prior to entering Fish Creek there is a weir structure, presumably to slow the water retreat from this recreated wetland. The watercourse has circumvented this structure. However, the hydrology of mitigation site is quite effectively supporting the estuarine habitat.

In the terms of social significance, this wetland ranks highest of all wetlands evaluated (with the possible exception of Wetland #2). For the same reasons as Wetland #2, this wetland is rated high for sediment stabilization and sediment/toxicant retention. However, Wetland #4 yields a high rating for effectiveness of sediment stabilization due to its relative lack of channelization and it's ability to disperse flow over a wide area. Consequently, wildlife abundance and diversity is highest of all five wetland types. Wetland #4 rates high interims of uniqueness/heritage primarily because of significant expenditures to create and/or enhance this area.

Generally, the evaluation results for Wetland #4 are reasonable, with one possible exception. An argument could be made that the low rating for opportunity for floodflow alteration is inaccurate given it's size and strategic location. Because it has been designated as "tidal", the opportunity for floodflow alteration is reduced and this, generally is true as the hydroperiod is considered permanent. However, this site is less than regularly flooded and consequently it's potential may in fact be moderate.

WETLAND 6 (Wetland #6A)

Wetland 6A is a tidally influenced retention pond located on the "in-field" of the interchange of Eisenhower Boulevard and the Courtney Campbell Causeway. The shores of this pond have been planted with mangrove and smooth cordgrass by the Florida Department of Transportation. The outfall is located on Wetland #4 and input other than tidal is from a small ditch (6B) which drains the roadway, bridges, and in-field. The results of WET 2.0 rate this wetland high in terms of opportunity. This again is due to its location in an urban setting.

The social significance of this pond lies in it's ability to retain floodwaters, slowing flow, and settling sediments and nutrients. In addition, it has a high rating for Uniqueness/Heritage because of state protection and maintenance.

The effectiveness of this wetland to perform these functions is lowered due to its locality and tidal influence for groundwater discharge/recharge. Also, it is rated low for sediment/toxicant retention and nutrient removal but further refinement using Level 2 may raise the probability for effectiveness.

WETLAND 7 (Wetland #7)

Wetland 7 is an irregularly flooded, tidally influenced conveyance, located on the in-field of the Courtney Campbell Causeway and Eisenhower Boulevard Interchange. This is a relatively short ditch, however it functions as a buffer between Wetland #4 (estuarine) and Wetland #1B (freshwater ditch). The importance of this brackish system is evident by the lack of low ratings in terms of social significance. Ditches of this sort are becoming increasingly rare in the Tampa Bay Area.

Unfortunately, because of it's size, it cannot be as effective as it might be. Further refinement using Level 2 could possibly elevate some functions and values. Comparison with Wetland #1 type ditches (freshwater) shows that the value of brackish ditches exists because of wildlife habitat and relative scarcity.

## Segments 2.2 through 8.1 (Courtney Campbell Causeway to Dale Mabry Highway)

Updated wetland impacts for Design Sections 2.2 through 8.1 categorized by United States Fish and Wildlife Service (USFWS) classification and by impact type and jurisdictional agency are presented in Table 2.

**Table 2**
**WETLAND IMPACT**
**SUMMARY TABLE**
**DESIGN SEGMENTS 2.2 THROUGH 8.1**

LEGEND:

| | | |
|---|---|---|
| o | -- | Disturbed wetland, reduced mitigation ratio |
| NR | -- | no mitigation required (per EPA/USFWS review) |
| NO | -- | no mitigation offered |
| [] | -- | impact by shading |
| () | -- | temporary impact; no wetland acreage lost |
| < > | -- | total wetland impact acreage requiring mitigation (per EPA/USFWS review) |

| WETLAND | CLASS | TYPE | FDER ACREAGE | USACOE ACREAGE | SWFWMD ACREAGE | |
|---|---|---|---|---|---|---|
| 2.2A | PEM1x | ditch | 1.40 | 1.42 | .28 | |
| 2.2B | EEM/UBx | pond | 0 | 0 | 0 | |
| 2.2C | PEM1x | ditch | .48 | 0 | 0 | |
| 2.2E | PEM1x | ditch | .87 | 0 | 0 | |
| 2.2F | PEM1x | ditch | 1.26 | 0 | 0 | |
| 2.2G | PEM1x | ditch | 1.37 | 0 | 0 | |
| 2.2H | P1SS3x | ditch | .01 | 0 | .01 | |
| 2.2I | P1SS3x | ditch | .01 | 0 | .01 | |
| 2.2J | P1FO1x | ditch | .04 | 0 | .04 | |
| 2.2K | P1EM2x | ditch | .02 | 0 | 0 | |
| 2.2L | P1SS3x | ditch | .01 | 0 | 0 | |
| 2.2M | P1SS3x | ditch | .05 | 0 | .05 | |
| | | Sec 2.2 total | 5.52 | 1.42 | .39 | <0> |
| 3A | PEM1x | ditch | 1.89 | 1.89 | .13 | |
| 3B | PFO2 | cypress | 0.18 | 0.18 | .18 | |
| 3C | PFO3 | hardwood | | 0.30 | 0.30 | |
| 3D | PEM1x | ditch | 4.40 | 4.40 | 0.82 | |
| o3E | PFO1/3 | hardwood | 0.44 | 0.44 | 0.44 | |
| o3F | PFO1/2 | cypress/ hardwood | 0.14 | 0.14 | | |
| 3G | PEM1/OWx | farm pond | | 0.37 | 0.37 | |
| 3H | R2AB | Sweetwater Creek | .30 | [0.30] | 0.30 | |
| 3I | PFO1 | hardwood | | 0.70 | 0.70 | |
| | | Sec 3 total | 7.21 | 8.72 | 3.38 | <2.13> |
| 4A | PFO2 | cypress | 1.70 | 1.70 | 1.70 | |
| | POWx | borrow pit | 0.80 | 0.80 | 0.80 | |
| 4B | PFO2 | cypress | 0.47 | 0.47 | 0.47 | |
| | PSS1 | shrub | 0.04 | 0.04 | 0.04 | |
| 4C | PFO2 | cypress | | 0.83 | 0.83 | |
| | PSS1 | shrub | 0.40 | 0.40 | | |
| 4D,E | PFO2 | cypress | | 2.91 | 2.91 | |
| | PSS1 | shrub | | 0.74 | 0.74 | |
| o4F | PSS1 | shrub | | 0.25 | 0.25 | |

| WETLAND | CLASS | TYPE | FDER ACREAGE | USACOE ACREAGE | | SWFWMD ACREAGE | |
|---|---|---|---|---|---|---|---|
| 4G | PFO2 | cypress | 1.61 | 1.61 | | 1.61 | |
| | PSS1 | shrub | 0.73 | 0.73 | | 0.73 | |
| 4H | PFO2 | cypress | | 0.73 | | 0.73 | |
| | PEM1 | Hypericum | | 0.42 | | 0.42 | |
| o4I,Z | PFO2 | cypress | 1.18 | 1.18 | | 1.18 | |
| | PSS1 | shrub | 0.27 | 0.27 | | 0.27 | |
| 4J | PFO2 | cypress | | 0.08 | | 0.08 | |
| | PEM1 | Hypericum | | 0.35 | | 0.35 | |
| 4K | PEM1 | Hypericum | | 0.09 | | 0.09 | |
| | PFO2 | cypress | 0.28 | 0.28 | | 0.28 | |
| 4L | PFO2/1 | cypress/ Hardwood | 4.93 | 4.93 | | 4.93 | |
| | PSS1 | shrub | 0.08 | 0.08 | | 0.08 | |
| 4M | PF02 | cypress | 1.15 | 1.15 | | 1.15 | |
| | PSS1 | shrub | 0.07 | 0.07 | | 0.07 | |
| | PEM1 | emergent | 0.48 | 0.48 | | 0.48 | |
| 4N | PFO2 | cypress | 0 | 0 | | 0 | |
| 4O | PFO2 | cypress | | 0.06 | | 0.06 | |
| | PEM1 | Hypericum | | 0.05 | | 0.05 | |
| 4T | PFO2 | cypress | 1.01 | 1.01 | | 1.01 | |
| 4U | PFO2 | cypress | 0.50 | 0.50 | | 0.50 | |
| 4X | PEM1/OWx | open water | 0 | 0 | | 0 | |
| 4Y | PFO2 | cypress | | 0.13 | | 0.13 | |
| | PEM1 | emergent | | 0.08 | | 0.08 | |
| | | Sec 4 total | 15.02 | 22.14 | 22.42 | | <21.34> |
| 5A | PFO2 | cypress | | 1.71 | | 1.71 | |
| 5B | PFO2 | cypress | | 2.42 | | 2.42 | |
| | PEM1 | Hypericum | | 0.39 | | 0.39 | |
| 5C | PFO2 | cypress | | 0.03 | | 0.03 | |
| | PEM1 | Hypericum | | 0.14 | | 0.14 | |
| 5D | PFO2 | cypress | | 0 | | 0 | |
| 5D1 | PSS1 | scrub/shrub | | 0.02 | | 0.02 | |
| 5E | POWx | borrow pit | | 2.58 | | 0 | |
| 5F | PSS1 | Cephelanthus | | 0.06 | | 0.06 | |
| 5G | R2UB2 | Rocky Creek | | [0.05] | | 0.05 | |
| | | cypress/ | 0.35 | 0.35 | | 0.35 | |
| | | hardwood | 0.38 | 0.38 | | 0.38 | |
| 5H | PFO1/2 | cypress oxbow | 0.05 | 0.05 | | 0.05 | |
| | | | 0.03 | [0.03] | | 0.03 | |
| | | | 0.03 | (0.03) | | 0.03 | |
| o5I | PSS1 | scrub/shrub | | 0.44 | | 0.44 | |
| 5J | PFO1 | hardwood flood | 0.34 | 0.34 | | 0.34 | |
| 5K | R2UB2 | Rocky Creek | 0.46 | 0.46 | | 0.46 | |
| | | | 0.81 | 0.81 | | 0.81 | |
| 5L | PFO1/2 | cypress/ | 0.07 | 0.07 | | 0.07 | |
| | | hardwood & oxbow | | 0.01 | | | |
| | | | 0.02 | (0.02) | | 0.02 | |
| | | Sec 5 total | 2.55 | 10.39 | | 7.81 | <6.57> |

| WETLAND | CLASS | TYPE | FDER ACREAGE | USACOE ACREAGE | SWFWMD ACREAGE | |
|---|---|---|---|---|---|---|
| 6A | PFO2 | cypress | 0.63 | 0.63 | 0.63 | |
| | PEM1 | emergent | 0.12 | 0.12 | 0.12 | |
| 6A1 | PEM1/OWx | borrow pond | | 0.22 | 0 | |
| 6A2 | PEM1/OWx | borrow pond | | 0.11 | 0 | |
| 6B | PFO2 | Rocky Creek | 1.35 | 1.35 | 1.35 | |
| 6C | PFO2 | cypress | | 0.08 | 0.08 | |
| 6D | PFO2 | cypress | | 0.26 | 0.26 | |
| 6E | PEM1/OWx | excavated pond | | 0.56 | 0.56 | |
| 6F | PFO2 | cypress | | 0.56 | 0.56 | |
| | PEM1 | emergent/trans. | | 0.47 | 0.47 | |
| | PEM1/OWx | open water | | 0.21 | 0.21 | |
| 6G | PFO2 | cypress/ Lk. Holly | 1.20 | 1.20 | 1.20 | |
| | PEM1 | Ludwigia | 0.93 | 1.47 | 1.47 | |
| 6H | PEM1x | ditch | 0.46 | 0.46 | 0.46 | |
| 6I | PFO2 | cypress | 2.18 | 2.73 | 2.73 | |
| | PEM1E | wet pasture | 0.52 | 0.52 | | |
| | PEM1/OWx | excavated pond/ cypress | ___ | 2.35 | 2.35 | |
| | | Sec 6 total | 6.87 | 13.3 | 12.97 | |
| | | | | | | <9.95> |
| 7A | PFO2C | cypress | 0.24 | 0.24 | 0.24 | |
| | PEM1E | emergent/trans | 0.84 | 0.84 | 0.84 | |
| 7B | PEM1E | grove ditch | 0.05 | 0.05 | 0.05 | |
| 7C | PSS1 | shrub/trans. | | 0.06 | 0.06 | |
| 7D | PFO2 | cypress | 1.91 | 1.91 | 1.91 | |
| | PEM1 | emergent | 0.63 | 0.63 | 0.63 | |
| 7E | PFO2 | cypress | 0.14 | 0.14 | 0.14 | |
| | PEM1 | emergent | 0.11 | 0.11 | 0.11 | |
| 7F | PFO2 | cypress | 0.10 | 0.10 | 0.10 | |
| | PEM/OWx | excavated pond | 0.33 | 0.33 | 0.33 | |
| o7G | PFO2 | cypress | | 0.04 | 0.04 | |
| | PEM1 | emergent | | 0.02 | 0.02 | |
| o7H | PFO2K | cypress-ditch | 0.31 | 0.31 | 0.31 | |
| 7I | PEM1/OWx | borrow pond | | 0.17 | 0 | |
| 7J | PFO2C | cypress | | 0.01 | 0.01 | |
| 7K | PEM1E | wet prairie | | 0.01 | 0.12 | |
| 7L | PEM1E/OWx | excavated pond | 0.09 | 0.09 | 0.09 | |
| | | Sec 7 total | 4.75 | 5.06 | 5.00 | |
| | | | | | | <4.48> |
| o8A | PFO2 | cypress | 0.33 | 0.33 | 0.33 | |
| | PEM1 | emergent/trans | 0.05 | 0.05 | 0.05 | |
| | POWx | borrow pit | 0.09 | 0.09 | 0.09 | |
| 8B | PFO2 | cypress | 1.97 | 1.97 | 1.97 | |
| | PSS3 | shrub | 0.13 | 0.13 | 0.13 | |
| | PEM1 | emergent/trans | 0.04 | 0.04 | 0.04 | |
| 8C | POWx | borrow pit | | 0.45 | 0.00 | |
| 8D | PFO2 | cypress | 0.07 | 0.07 | 0.07 | |
| o8E | PFO2 | cypress | | 0.11 | 0.11 | |
| 8F | POWx | borrow pit | | 1.79 | 0.00 | |

| WETLAND | CLASS | TYPE | FDER ACREAGE | USACOE ACREAGE | SWFWMD ACREAGE | |
|---|---|---|---|---|---|---|
| 8G | PFO2 | cypress | | 0.15 | 0.15 | |
| | PEM1 | emergent/trans | | 0.54 | 0.54 | |
| 8H | PFO2 | cypress | | 0.00 | 0.00 | |
| | PEM1 | emergent/trans | | 0.01 | 0.01 | |
| 8I | PFO2 | cypress | 0 | 0 | 0 | |
| | PEM1 | emergent/trans | 0.03 | 0.03 | 0.03 | |
| 8J | PFO2 | cypress | | 0.03 | 0 | |
| | PEM1 | emergent/trans | | 0.76 | 0.11 | |
| 8K | PFO2 | cypress | | 0.46 | 0.46 | |
| | PEM1 | emergent/trans | | 0.71 | 0.71 | |
| | | Sec 8 total | 2.71 | 7.72 | 4.80 | |
| | | | | | | <5.50> |
| | | | | | | ****** |
| | | Project Total | 44.63 | 68.75 | 59.79 | |
| | | | | | | <49.97> |

Specific details regarding the type and nature of each wetland impact have been provided in the corresponding Design Segment Environmental Assessment Reports. For this Reevaluation, a general summary of the wetland types and acreages impacted for each segment is presented below:

Segment 2.2 (Courtney Campbell Causeway (SR 60) to Hillsborough Avenue)

Filling within this segment will impact approximately 5.52 (FDER), <0.0> (USACOE) and/or 0.39 (SWFWMD) acres of man-made wetlands consisting entirely of drainage ditches. These roadside conveyance ditch wetlands provide minimal habitat value and will be replaced with new ditches within the right-of-way. For FDER wetlands, a ramp connecting to westbound S.R. 60 impacts 0.48 acres of wetland ditch and the relocation of the Airport Security Road and Interceptor ditch will impact 0.14 acres of ditches. The remaining 4.95 acres of drainage ditch are impacted by expressway construction.

Segment 3.0 (Hillsborough Avenue to Waters Avenue)

The wetlands within the proposed right-of-way are primarily man-made drainage systems and remnants of hardwood forests. No wetland within this design section was shown in the Environmental Assessment Report to be in good ecological condition. The wetlands include two major flowing canal/ditches (Air Cargo and Henry Street Ditch), other roadside conveyance ditches, and Channel G (Sweetwater Creek). To minimize the impact to this man-made flood control Channel G, a bridge is proposed to span Sweetwater Creek. As currently proposed, there would be 7.21 (FDER), <2.13> (USACOE) and/or 3.38 (SWFWMD) acres of wetland impact.

Segment 4.0 (Waters Avenue to Linebaugh Avenue)

A total of 15.02 (FDER) <21.34> (USACOE), and/or 22.42 (SWFWMD) wetland impact acres are proposed. The most substantial wetland involvement within this section is in Wetland 4L.

Impacts to this system total 4.93 acres (FDER, USACOE, SWFWMD) to a cypress/hardwood swamp system which is a tributary to Rocky Creek. The use of retaining walls and 2.1 slopes will be utilized as wetland impact minimization measures.

Segment 5.0 (Linebaugh Avenue to Ehrlich Road)

Design Segment 5.0 impacts 2.55 (FDER), <6.57> (USACOE), and/or 7.81 (SWFWMD) wetland acres. The most viable wetlands within this section are within the Rocky Creek system. Classified as a diverse forested riverine sand bottom wetland, the system includes floodplain pockets, terraces, and intermittent channels. Proposed wetland impact minimization measures to protect Rocky Creek include span pile bridge utilization at two crossings with no fill placement and minimal temporary disturbance.

Segment 6.0 (Ehrlich Road to Hutchinson Road)

This segment impacts 6.87 (FDER), <9.95> (USCOE) and or 12.97 (SWFWMD) wetland acres. Wetland impacts include man-made, forested and emergent wetland systems.

Segment 7.0 (Hutchinson Road to Van Dyke Road)

As proposed 4.75 (FDER), <4.48> (USACOE), and or 5.00 (SWFWMD) wetland acres will be impacted.

Segment 8.0 (Van Dyke Road to Dale Mabry Highway)

Several palustrine wetland systems are within these limits, including cypress strand systems of Rocky Creek and Brushy Creek, as well as several isolated wetlands. This segment would impact 2.71 (FDER), <5.50> (USACOE) and or 4.80 (SWFWMD) acres of wetlands, the majority of which are forested. Wetlands sustaining significant impacts are wetland 8B, a part of the Turkey Ford system, and wetland 8G an isolated wetland. Other wetlands either sustain minor encroachment or have been previously impacted and currently are in poor health. Minimization measures include 2.1 slopes with guardrail to avoid an additional 25.30 feet of encroachment into the cypress swamp system of Turkey Ford Lake along both sides of the road.

To obtain a general overview, FDER freshwater wetland impacts Sections 2.2 through 8.0 are summarized below:

| | |
|---|---|
| Forested | 29.73 acres |
| Herbaceous | 3.69 acres |
| Ditch | 11.86 acres |
| Shrub | 1.32 acres |

## MITIGATION

### Segment 1 to 2.1 (I-275 to Courtney Campbell Causeway)

Conceptual Mitigation Plan

It is expected that the resource agencies will require wetland creation or enhancement for impacts to wetlands #2, #3, #4, and #5. Impacts to the wetlands in unavoidable due to the close proximity of a canal and the airport to the east and the estuarine systems to the west.

Wetlands #2, #3, and #5 are associated with Fish Creek Bridge and it's tributary canal. These impacts will be minimized by using best management practices. Any mitigation necessary for these wetlands could be accomplished on-site with-in the right-of-way of the highway by the creation of ditches and retention ponds for water quality enhancement.

The estuarine wetland #4 will be almost entirely covered by the proposed improvement. According to preliminary design plans, this former mitigation site will incur approximately one (1) acre of impact by the proposed improvement. Bridging is not a viable solution. The small size of the estuarine system would limit it's viability after the disruption of bridging and the shading of the bridge structures themselves. In addition, cost would be prohibitive. This site is proposed to be restored on a 1:1 basis (1 acre). Although there is limited potential to mitigate within the existing right-of-way, there are several suitable sites in the Cypress Point area depicted in the Wetland Location Map (Exhibit 2). There are several vacant parcels of land which could be acquired for preservation and creation. These lands are typified as inter-tidal estuarine and upper transition wetlands with adjacent pine/oak uplands. Two of the parcels are approximately an acre in size. The third is part of a mitigation banking concept, currently being considered.

The Department is currently reviewing a proposal for a mitigation bank at Cypress Point. It is located just north of I-275 in-between Old Tampa Bay and SR 60. The conceptual plan for the approximately 50 acre site includes creation of mangrove marsh, sea grass restoration, reef creation, and non-tidal wetland pond creation. This project would be a joint effort with the Department of Environmental Regulation, Tampa Parks Department and possibly other agencies. If this mitigation bank became a reality, 1 acre of estuarine habitat would be suitable mitigation for impacts to Wetland #4.

Because of the existing road alignment, the commercial and residential development, and the number of wetlands within the vicinity, it is impossible for the proposed alignment to totally avoid impact. Every effort was made to select an alignment that would minimize the disruption of wetlands. Taking of wetlands along this route is seen as being unavoidable. The road improvement will not permanently disrupt the wetlands' capacity for floodwater retention or water pollution abatement. Hydraulic performance will be maintained through upgrading of existing structures, where necessary. Most of the wetlands impacted have been disrupted by previous development activities and support exotic and nuisance plant species as well as native wetland vegetation.

## Segment 2.1 through 8.1 (Courtney Campbell Causeway to Dale Mabry Highway)

### Mitigation Plan

Coordination with permitting agencies was initiated during the FEIS process and has continued to date. Hillsborough County Environmental Protection Commission (HCEPC), USCAOE, FDER and SWFWMD conducted jurisdictional determinations in early 1988 and new personnel were familiarized with the project.
Input provided by agency staff was used to develop an outline for use by design section engineers in preparing impact assessments and submittals to the environmental agencies.

When plans had reached the 60% design stage, impact assessments and conceptual mitigation plans including plan views and cross-sections were prepared. These impact and mitigation assessments were reviewed by FDER, USACOE and SWFWMD prior to proceeding with final mitigation design.

Final roadway plans, including drainage design, environmental permit packages and mitigation design have been completed for the project. Submittal to the agencies occurred on June 20, 1990 (SWFWMD Conceptual) and May 20, 1990 (FDER, COE). Construction permits for SWFWMD were submitted on December 16, 1991 (Segment 2.2), December 20, 1991 (Segment 3.0), January 8, 1992 (Segment 4.0), and January 31, 1992 (Segment 5.0).

## IV.C.9. WILDLIFE AND HABITAT

Threatened and Endangered Species in the FEIS

The 1987 FEIS addressed federal and state endangered and threatened species impacts. The FEIS determined there would be "no effect" on threatened or endangered species by the proposed project.

In addition, the FEIS committed to coordinate with the following agencies during permitting activities involving wetlands:

U.S. Corps of Engineers
U.S. Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Florida Department of Environmental Regulation

Environmental Survey and Calculated Impacts

During the environmental permitting of Design Segments 2.2 to 8, both the state and federal agencies were coordinated with. Minor alignment changes, additional right-of-way requirements, and the advancement of the project to the design stage, resulted in the need for new endangered and threatened species reviews to be conducted.

In a letter dated September 20, 1990, the USFWS commented on the U.S. Army Corps of Engineer's dredge/fill public notice for this project and had no concerns regarding federally listed or proposed for listing endangered or threatened species.

Also, several field surveys were conducted prior to November 1991. These surveys resulted in the following two species being identified as being potentially affected by the project since approval of the FEIS.

- Sherman's fox squirrel (Sciurus niger shermani). This species is listed as a Species of Special Concern(SSC) by the Florida Game and Fresh Water Fish Commission (FG&FWFC) and as a candidate species (C2) for listing on the federal list by the U.S. Fish and Wildlife Service (USFWS).

- Gopher tortoise (Gopherus polyphemus). This species is listed as a Species of Special Concern (SSC) by the FG&FWFC and as a candidate species (C2) for listing on the federal list by the USFWS.

Although C2 species are not protected under the Endangered Species Act, in the Federal Register notice (Vol. 55, No. 35, pp 6184 -6229) designating them as "candidates, the United States Fish and Wildlife Service".... encourages their consideration in environmental planning....". The Gopher tortoise is currently under state jurisdiction with FG&FWFC.

Gopher Tortoise

Gopher tortoise surveys were conducted following FG&FWFC guidelines. All gopher tortoise burrows were classified as active, inactive, or abandoned and habitat was delineated on aerial photography.

Approximately 9.0 acres of gopher tortoise habitat with seven (7) active and two (2) inactive burrows will be impacted by the proposed alignment. It is estimated that the gopher tortoise density is approximately 0.6 tortoises/acre (9 burrows X 0.614 \ 9.0 ac). The low density and small size of the habitat suggests that these populations may not be viable in the long term and are remnant populations prior to development in Northwest Hillsborough County. Table 3 provides a summary of gopher tortoise locations along the proposed Northwest Hillsborough Expressway alignment.

**TABLE 3**
Gopher Tortoise Impact Summary

| Design Segment (acres) | Habitat Impact Impacted | Burrows |
|---|---|---|
| 2 | 1.07 | 1 Active |
| 4 | 0.70 | 1 Inactive |
| | 0.50 | 2 Active |
| 5 | 0.70 | 1 Active |
| | 2.67 | 1 Active |
| | 3.36 | 2 Active |
| | | 1 Inactive |
| Total | 9.00 | 7 Active |
| | | 2 Inactive |

Gopher tortoise habitat impacted includes rural yards, rural areas, oak hammock and mesic pine flatwoods. These areas are isolated by development from similar suitable habitat.

Sherman's Fox Squirrel

A small population of Sherman's fox squirrels inhabits an oak hammock adjacent to Rocky Creek in Design Segment 5. Expansion of the fox squirrel population appears to have been facilitated in this suboptimal habitat by provisions of food supplies by local residents. Approximately 7.36 acres of habitat is occupied by the fox squirrels and the proposed project will impact 3.96 acres. Upstream and downstream along Rocky Creek similar habitat is currently unoccupied and potentially available for relocation by the affected population.

Mitigation

Gopher Tortoise

Mitigation for the taking of gopher tortoises is discussed in Part VI "Mitigation Status and Commitment Compliance". The FG&FWFC has issued a permit to the FDOT for the incidental taking of gopher tortoises described above.

Sherman's Fox Squirrel

FDOT coordinated and reached an agreement with FG & FWFC for this species. Mitigation through upland preservation for the Sherman fox squirrel is also discussed in Part VI.

## IV. PHYSICAL IMPACTS

### IV.D.1. NOISE

The following is a brief summary of the Noise Study Report which has been prepared for the proposed project. The purpose of the noise analysis is to evaluate potential impacts for the proposed project on noise- sensitive sites and to evaluate the potential noise abatement measures, where appropriate.
Alternatives evaluated include existing (1991) conditions, year 2010 No Build and year 2010 Build alternatives.

In order to determine the noise impacts of the proposed project, existing and predicted noise levels were calculated for both the No Project (1991, 2010) and Project (2010) alternatives. Since the majority of the length of the proposed project will be a new roadway where none exists today, the No Project (1991,2010) alternatives could only be calculated by STAMINA for the stretch of Eisenhower Boulevard between Courtney Campbell Causeway on the south and Hillsborough Avenue on the north. North of Hillsborough Avenue it was necessary to rely on ambient field readings as representations of the No Project (1991,2010) noise levels.

Existing and future traffic volumes and speeds used for input represent the "worst case conditions for traffic noise propagation, as determined by use of the "District VII Guidelines for Determining Noise Parameter Input for PD&E Projects". In all cases a peak direction percentage (D) of 55% was used. A peak hour factor (K) of 9% was used to determine hourly traffic volumes from Average Daily Traffic (ADT) figures. The number of medium and heavy trucks was determined using 3% and 2% (T=5%), respectively. In no case were any travel lane factors used; traffic was assumed to be evenly split between all lanes traveling in the same direction. If the total traffic volume for any direction could not be split evenly over the number of lanes, the higher volume was assigned to the righthand or non-passing lane.

Noise level isopleths were completed for each design segment. No reasonable receptors were determined south of Hillsborough Avenue (Design Segments 1 and 2). For all design segments north of Hillsborough, existing and future noise levels were modelled. TABLE 4 summarizes the computer-predicted results.

Segment 3 (Hillsborough Avenue to Waters Avenue) and Segment 4 (Anderson to Linebaugh Road) are affected by the close proximity of TIA. A total of 163 noise sensitive receivers are adjacent to the alignment within these segments.

Immediately north of Hillsborough Avenue is where the greatest concentration of residences along the proposed alignment are found. There are a total of 162 residences which lie within the 65 dBA isopleth for the 2010 build alternative. This isopleth is located approximately 600 feet from the centerline of the proposed roadway. This entire residential area, however, lies within the 70 Ldn isopleth associated with the westermost runway of the TIA according to the Airport Master Plan Update prepared for the Hillsborough County Aviation Authority.

The Ldn, or Day-Night level, is the A-weighted noise level averaged (on an energy basis) over a 24-hour period. It was designed to improve upon Leq by adding a 10-dB correction penalty for nighttime (10 P.M. to 7 A.M.) noise intrusions to account for the increased annoyance during these hours.

All attempts at submit field measurement to represent the no build alternative in this area were thwarted by continuous airplane fly-overs. The number of airplane fly-overs makes statistically reliable ambient readings in this area an impossibility using the check-off method of noise measurement described in "Sound Procedures for Highway Noise Measurement:Final Report" (FHWA-DP-45-1R). Subsequently, none of the residence falling within the projected 65 dBA isopleth of the proposed roadway can be considered noise sensitive in light of the noise levels already present due to the location of the airport.

Receivers in Design Segment 5, Design Segment 6, Design Segment 7, and Design Segment 8, all warrant noise abatement analysis based on the substantial Increase Criteria.

**TABLE 4**

**EXISTING AND PROPOSED NOISE LEVELS**

| DESIGN SEGMENT | DESCRIPTION | RECEPTOR NUMBERS | EXISTING AND FUTURE NO BUILD LEQ (dBA) | FUTURE BUILD LEQ (dBA) | NOISE INCREASE LEQ (dBA) |
|---|---|---|---|---|---|
| 3 | Hillsborough to Waters* | 6.1-6.149 | - | - | - |
| | | 7.1-7.18 | - | - | - |
| 4 | Anderson to Linebaugh* | 9.1 | - | - | - |
| 5 | Linebaugh to Gunn Hwy. | 9.2-9.14# | 44 | 56 | 12 |
| | | 10.1-10.25# | 47 | 60 | 13 |
| | | 11.1 | 55 | 65 | 10 |
| 6 | Gunn Hwy. to Ehrlich | 12.1-12.20 | 45 | 63 | 18 |
| 7 | Ehrlich to Hutchinson | 12.22-12.32 | 45 | 65 | 20 |
| 8 | Hutchinson to Van Dyke | 13.1-13.9 | 53 | 65 | 12 |

Notes: Only segments which contain noise sensitive receivers are included above.

* All receivers reside within 65 Ldn isopleth of the Tampa International Airport, no statistically valid ambient measurements were possible due to the influence of airplanes. No abatement was considered in these areas.

\# Receivers 9.3 through 9.14, 10.3 through 10.10 and 10.16 through 10.25 all warrant noise abatement analysis based on the Substantial Increase Criteria.

## Abatement Considerations

Abatement measures, such as traffic management, alignment modifications and acquisition of additional right-of-way have been considered for the project in question.

Traffic management measures are considered to be antithetic to the intent of a limited access Expressway.

Alignment modifications to reduce noise impacts would tend to increase the severity of other types of impacts. These other impacts, such as wetland, wildlife, surface ware, neighborhood and other natural and human impacts nave already been examined in the approved FEIS in order to produce the designed alignment.

The acquisition of additional right-of-way for the purpose of noise abatement would be extremely costly because of the amount of land required. The propagation characteristics of traffic noise are such that, for a vegetated site, noise reductio occurs at a rate of approximately 4.5 dBA per doubling of distance. Thus, a large amount of land would be required in order to realize a 10 dBA or greater reduction in traffic noise.

Abatement considerations, in the form of noise barriers, have been analyzed for all receivers cited in the Existing and Future Noise Levels section above.

Segment 5: Linebaugh to Gunn Hwy.:

No noise barriers or other abatement measures are recommended for the segment for Linebaugh Road to Gunn Highway. For all the areas in which barrier analysis was performed in the segment (i.e. Wimpy Lane, the West Side and Timberridge Drive) many of the potential receivers are located too far from the proposed right-of-way line to realize substantial insertion loss from anything but a barrier over 30 feet in height. Barriers of this size would be too costly to meet FDOT criteria for economic reasonableness and would be immense visual obstructions for the residents of these areas.

Segment 6: Gunn Hwy. to Ehrlich:

No noise barriers or other abatement measures are recommended for the segment from Gunn Highway to Ehrlich Road. A barrier ranging from 20 to 24 feet in height could provide adequate attenuation for the receptors along Briarthorn Drive, but the cost would exceed FDOT criteria for economic reasonableness.

Segment 7: Ehrlich to Hutchinson:

No noise barriers or other abatement measures are recommended for the segment from Ehrlich Road to Hutchinson Road. A barrier ranging from 22 to 25 feet in height could provide adequate attenuation for the receptors along Penntail Circle, but the cost would exceed FDOT for economic reasonableness.

Segment 8: Van Dyke Road to Dale Mabry Hwy.:

A noise barrier is economically reasonable for the Bridge Water Lane area in the segment form Hutchinson Road to Van Dyke Road. A total of 22 receivers have been identified in this segment. Twelve of then are located within the projected 65 dBA isopleth and 10 are in areas expected to experience some increase over present ambient levels.

All 19 receivers along Bridge Water Lane are located very close to the proposed right-of-way and are front line receivers. Average insertion loss of 10.5 dBA change achieved with a barrier 19 feet in height.

A landscape buffer wall is proposed which would partially overlap with the Bridge Water Lane barrier previously discussed. The wall would extend from Station 658+80 to Station 674+27 east of the alignment and would provide some noise attenuation for the 9 receivers which fall within the 65 dBA isopleth of the proposed roadway. Analysis performed indicated that an 8 foot high wall would attenuate an average of 6 dBA of noise from the roadway for the 9 receivers.

The Florida Department of Transportation is committed to the construction of noise abatement measures at the noise impacted sites identified above contingent upon the following conditions:

* If further detailed noise analyses support the need for abatement;

* Community input regarding desires, types, heights, and locations of barriers has been solicited by the Department;

* Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses has been noted;

* Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed: and

* Continued economic reasonableness indicate that the barriers will not exceed $25,000 per receiver or $2,500 per decibel of reduction per receiver.

The final cost and size of the noise walls will be determined by detailed design analysis. This will be completed by Florida Turnpike after negotiations with the affected property owners. The final design will be completed by the Florida Turnpike prior to completion of the Northwest Hillsborough Expressway construction. All aesthetic walls that conflict with the noise walls locations will be deleted from the construction plans and substituted with the proposed noise walls. Noise wall construction will be completed by the Florida Turnpike.

<u>Noise Analysis in the FEIS</u>

Two points of agreement exist between the conclusions stated above, which are the result of more detailed study, and those presented in the Environmental Impact Factors section of the Final Environmental Impact Statement (FEIS) submitted in October of 1987. They can be summarized as follows:

* The FEIS also concluded that no known abatement measures will prevent noise impacts to isolated residences at a economically reasonable cost;

* The FEIS also concluded that no abatement measures should be implemented from the I-275 southern terminus of the project to Linebaugh Road because of the unavoidable impacts of the Tampa International Airport.

The FEIS concluded that barriers would likely be built in three areas. Two of the areas mentioned, however, were adjacent to an alignment which is no longer under consideration.

The other area, which was termed the West Side receivers in this document, would represent an unreasonable expenditure according to FDOT criteria for economic reasonableness based on this document's more detailed analysis.

## IV.D.2. AIR

The project alternatives were subjected to a graphical Screening Test which makes various conservative worst-case assumptions about the meteorology, traffic, and site conditions. The Screening Test uses these assumptions in the MOBILE4 and CALINE3 models to produce a series of curves which can be used to determine the critical distance.

The critical distance is the closest a receptor can be to a given intersection without any chance of a significant air quality impact. The input data and results for the worst intersection, N.W. Hillsborough Expressway/Hillsborough Avenue, and the North Mainline toll booth and Southern toll plaza, are shown below. The Screening Test for Urban Areas was used for the N.W. Hillsborough Expressway/Hillsborough and the Southern toll plaza and the Screening Test for Rural Areas was used for the North Mainline toll booth.

| Intersection | Year | Condition | Volume | Speed | Critical Distance | Closest Receptor |
|---|---|---|---|---|---|---|
| Hillsborough Ave. | 1995 | Build | 7,200 | 30 | 90' | >90' |
| | 2010 | Build | 9,180 | 25 | 75' | >75' |
| | 1995 | No Build | 7,020 | 35 | 74' | >74' |
| | 2010 | No Build | 8,950 | 30 | 60' | >60' |
| Southern Toll Plaza | 1995 | Build | 4,470 | 42 | 20' | >20' |
| | 2010 | Build | 6,300 | 42 | 24' | >24' |
| North Mainline | 1995 | Build | 756 | 55 | <10' | >10' |
| Tool Booth | 2010 | Build | 2,325 | 52 | <10' | >10' |

Since the closest receptor is always farther away than the critical distance, this project will not have a significant impact on air quality.

Construction activities will cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads and smoke from open burning. These impacts will be minimized by adherence to all State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

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

This project is in an air quality nonattainment area which has transportation control measures in the State Implementation Plan (SIP) which was approved by the Environmental Protection agency on June 15, 1981. The Federal Highway Administration has determined that both the Transportation Plan (Hillsborough County MPO's 2010 Long Range Transportation Plan updated July 1991) and the Transportation Improvement Program (Hillsborough County MPO's TIP, Fiscal year 1991/92 through 1995/96 approved September 1990) conform to the SIP. The Federal Highway Administration has also determined that this project is included in the Transportation Improvement Program for the Hillsborough County MPO. Therefore, pursuant to 23 CFR 770.9(c) (2), this project conforms to the SIP.

Air Analysis in the FEIS

The air analysis of the FEIS submitted in October of 1987 is consistent with the findings of the current analysis: "Results for all alternatives and both years are well within the National Ambient Air Quality Standards for 35ppm for one hour exposure and 9ppm for an eight hour exposure".

## IV.D.4. CONTAMINATION

The following actions have taken place since the FEIS was approved in 1987. Bromwell & Carrier, Inc. (BCI) updated its early hazardous materials study for Northwest Hillsborough Expressway in 1991, conducting additional historical research and collecting soil and groundwater samples. Through this process, nine sites were identified for additional investigation and special management needs. HDR/Legette, Brashears & Graham, Inc. have initiated these additional studies.

1. Hillsborough County Fire Station: Underground gasoline storage tank to be closed. Limited soil contamination, possible groundwater contamination, also expected to be limited.

2. Sun Auto Repair: Former gas station, now an automotive repair station. Limited soil and groundwater contamination by petroleum.

3. Exxon: Service station with soil and groundwater contaminated by petroleum. Assessment completed under Early Detection Incentive (EDI) program. Removal of contaminated soil beneath structure will be necessary; then a period of monitoring of groundwater quality will be required.

4. Kitchen Chevron: Soil and groundwater contaminated by petroleum. An initial remedial action may be necessary before construction, then assessment of contamination conducted groundwater remediation likely.

5. Tampa Bay Manufacturing: Spa manufacturer using resins, paints, and solvents. Will need to inspect facility after owner vacates to verify that process materials and wastes have been properly removed.

6. Frenchy's: Evidence of groundwater contamination by petroleum. Source undetermined and assessment necessary.

7. Universal Door: Some fill used in site borrow pits from questionable sources. Evidence of groundwater contamination by petroleum products; other compounds have also been found. Contamination assessment necessary. Construction plans call for capping. This will probably be an acceptable management alternative, accompanied by groundwater monitoring and possibly a risk assessment.

8. Art Stoltenburg Paving: Limited soil contamination from petroleum products. Groundwater test results would not be considered at a level requiring action. Tanks should be removed and site properly closed.

9. Coker's Motorcycle Sales: Abandoned fuel storage tanks in front of property still have some product inside. Leaks have occurred, and a large spill was reported in an interview. Tanks must be closed. Initial remedial action will include free product recovery and soil excavation. Rear of property is the site of an abandoned landfill.

Test pits uncovered construction and household debris. Free product, possibly from the fuel tanks, was noted in one test pit. Contamination assessment is necessary for the entire site. The tanks and the landfill may be acting as separate sources.

This proposed project contains no known significant contamination involvement. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies and, prior to right-of-way acquisition, appropriate action will be taken, where applicable. Any necessary remediation will be completed prior to construction.

Based upon the above considerations, it is determined that there is no practical alternative to the proposed action and that all practical measures have been included to eliminate or minimize all possible impacts from contamination involvements.

## ATTACHMENT 3

RE: SECTION V. - EVALUATION OF MAJOR DESIGN CHANGES

### A. PURPOSE OF REEVALUATION

This reevaluation has been prepared in accordance with the requirements of the Council on Environmental Quality Regulations for implementation of the National Environmental Policy Act; U.S. DOT Order 5610.IC; Federal Highway Administration Rules and Regulations set forth in 23 CFR 771; and the policies of Florida DOT.

The FEIS was approved by the Federal Highway Administration (FHWA) on October 27, 1987. Since that approval, design refinements have been made along portions of the selected alignment. Therefore, the FEIS along with the applicability of current requirements was reviewed in detail. The findings are hereby circulated for review and comment. Elements considered in the reevaluation were:

- Whether design refinements might result in identification of new impacts or require further study of environmental factors; and
- Whether the consideration of alternatives, impacts, existing environmental factors and mitigation measures as set forth in the FEIS, remain applicable, accurate and valid.

### B. PROJECT PROGRESS

1. Major Actions To Advance Project (just prior to the approval of the FEIS and subsequent to its approval)

| Date | Major Action | Approval Authority |
|---|---|---|
| 05-04-87 | General Consultant Services Agreement approved | Tampa-Hillsborough County Expressway Authority (THCEA) |
| 07-22-87 | Design Section Engineer agreement approved | THCEA |
| 10-27-87 | Final EIS approval | FHWA |
| 07-08-88 | Right-of-way Reservation Maps filed | Clerk of Circuit Court Hillsborough County |
| 08-08-88 | Categorical Exclusion for Interim Widening of I-275, Memorial Highway and Eisenhower Boulevard | FHWA |
| 03-07-89 | Applicability of Section 4(f) Determination for the Veterans Memorial/Skyway Park complex R.O.W. Acquisition | FHWA |
| 02-10-92 | Draft Section 4(f) Evaluation Approval | FHWA |

| Date | Major Action | Approval Authority |
|---|---|---|
| 03-06-92 | Final Section 4(f) Evaluation Approval | FHWA |

2. Work Completed To Date

Progress in design through March 1992 is as follows: Design Segments 1 and 2 has P.E. contracts scheduled for execution in fiscal 93/94. Design plans for the remainder of the project are 95-100% complete.

3. Coordination

Coordination has continued with the U.S. Army Corps of Engineers (USACOE), Federal Aviation Administration (FAA), Florida Department of Environmental Regulation (FDER), Southwest Florida Water Management District (SWFWMD), and the Hillsborough County Environmental Protection Commission (EPC).

Meetings and presentations concerning this Reevaluation process were also held with the Tampa-Hillsborough County Expressway Authority, Florida Department of Transportation, Hillsborough County Parks and Recreation Department, Veteran's Memorial Museum Committee, Hillsborough County Engineering Department, Hillsborough County Commission, Hillsborough County Planning and Zoning Department, Tampa Urban Area Metropolitan Planning Organization, Hillsborough County Development Review Committee, City of Tampa Department of Public Works, City of Tampa Department of Parks, City of Tampa City Council, Hillsborough County Aviation Authority and Tampa Bay Youth Football League.

An Advanced Notification Package, see (see Attachment 6), was sent to the Florida State Clearing House on February 10, 1989, as well as to Federal, State and Local Agencies. The only response to the Advance Notification Package was from the U.S. Department of Interior, Fish and Wildlife Service (see Attachment 6). Response to the U.S. Fish and Wildlife Service (USF&WS) comments is satisfied in the Permit Packages as submitted and coordinated with the SWFWMD, FDER, USACOE, USF&WS and Tampa Port Authority. Ongoing coordination as appropriate will continue with all the above agencies and groups.

## C. DESIGN CHANGES

1. Description of Major Design Changes

As design has progressed on the project following approval of the FEIS, a number of changes have been necessary. The nine (9) areas where major changes have occurred are shown on Exhibit 1, Project Location Map. Right-of-way requirements increased from approximately 507 acres to 836 acres or by approximately 65 percent for roadway wetland mitigation (permit requirements) and drainage needs. The increase is primarily due to interchange redesign and drainage treatment requirements of the permitting agencies. The design features for the major changes are described as follows:

Segment 1: (I-275 to South of Courtney Campbell Causeway (SR 60))

- Typical Section - The expressway alignment did not change; however, the expressway roadways were separated into an inner expressway for thru traffic and outer expressway for interchange traffic.

- Interchange Redesign - Interchanges were conceptually redesigned in coordination with the Interstate 275 proposed improvements (TIS - Tampa Interstate Study). Ramps and other roadways were added to the project to accommodate local access needs.

- Change in Termini - Subsequent to the approval of the FEIS, the portion of the proposed expressway from the Cypress Street interchange southward to I-275 has been incorporated into the TIS. The toll portion of the Northwest Hillsborough Expressway now starts north of SR 60 and continues to Dale Mabry Highway.

- Change in Right-of-Way Requirements - Right-of-way for this redesigned area was expanded up to 60 additional feet in width on the east and 130 feet on the west along the expressway and included an extension of Sherrill Street from Cypress Street to Spruce Street. This amounted to an increase from 5.48 acres to 36.72 acres.

Section 2: (South of Courtney Campbell Causeway to Hillsborough Avenue (SR 580))

- Typical Section - The expressway roadways were separated into an inner expressway and outer expressway as mentioned for Segment 1.

- Shift in Alignment - A complete redesign of the expressway and frontage roads was done to coordinate with the TIS proposed improvements and to provide space for a third north-south runway at Tampa International Airport. The portion of the alignment was shifted up to 193 feet westward.

- Interchange Redesign - The interchanges at Courtney Campbell Causeway, Independence Parkway, Memorial Highway and Hillsborough Avenue were affected by the expressway and frontage road revisions.

- The Northwest Hillsborough Expressway will be constructed in two (2) stages, between the Courtney Campbell Causeway Interchange and Memorial Highway. During the construction of the Northwest Hillsborough Expressway, the initial stage will consist of: a) construction of the Northbound and Southbound Collector - Distributor Roadways; b) tying the Northwest Hillsborough Expressway "inner lanes" into the Collector-Distributor Roadways (in other words discontinue the "inner lanes" north of Memorial Highway), and finally, c) connect the Independence Parkway ramps into the Collector-Distributor Roadways.

  The second stage will consist of: a) the construction of the "inner lanes" from Memorial Highway thru the Courtney Campbell Causeway Interchange, b) connecting the Independence Parkway Ramps to the "inner lanes" and disconnecting the ramps to the Collector-Distributor Roadways; and finally, c) addition of a toll plaza to the Independence Parkway ramps.

- Change in Right-of-Way Requirements - Additional right-of-way is required along Eisenhower Boulevard on its east and west sides and along Courtney Campbell Causeway on both the north and south sides.

The right-of-way requirements for airport property east of the new expressway alignment along Eisenhower Boulevard has been reduced. The increase in right-of-way is from 22.09 acres to 31.68 acres.

Segment 3: (Hillsborough Avenue to Waters Avenue)

**a. Hillsborough Avenue to Barry Road**

- Shift in Alignment - The alignment was shifted up to 200 feet to the west from Hillsborough Avenue to Barry Road to accommodate the planned north-south runway at Tampa International Airport and to minimize right-of-way acquisition costs and environmental impacts.

- Interchange Redesign - The interchange redesign included the addition of George Road, a two lane, two-way County road, from Hillsborough Avenue to Clifton Street 1,500 feet west of the Expressway and elimination of that same segment of Southern Comfort Boulevard to provide improved traffic conditions on Hillsborough Avenue.

- Change in Right-of-Way Requirements - Additional right-of-way is required for the expressway alignment shift and for George Road with a reduction in right-of-way required along the west side of the expressway for Southern Comfort Boulevard. The increase in right-of-way is from 36.28 acres to 49.92 acres.

- Hillsborough Avenue/Northwest Hillsborough Expressway Interchange was adjusted on the west to accommodate forecasted traffic. The main adjustment was to accommodate a two (2) lane right turn for the eastbound Hillsborough Avenue traffic going southbound on the western frontage road. This change also resulted in the taking of more property in the southwest quadrant for a retention pond.

- Removal of bridge over the proposed Sligh Avenue western extension. The Tampa Urban Area MPO voted to take the proposed Sligh Avenue extension off its 2010 Long Range Transportation Plan and later requested that the Expressway Authority remove the Sligh Avenue bridge from the Northwest Hillsborough Expressway plans.

- During the construction of the Northwest Hillsborough Expressway bridge over Hillsborough Avenue and the widening of Hillsborough Avenue, traffic will detoured via a widened section of existing Southern Comfort Boulevard.

**b. Barry Road to Waters Avenue**

- Shift in Alignment - Immediately north of Barry Road the alignment has been shifted up to 50 feet to the east to avoid a deep borrow pit and to minimize impacts on wetlands in this vicinity.

- Interchange Redesign - The access road from Waters Avenue to Sitka Road has been located in order to provide adequate intersection spacing.

- Change in Right-of-Way Requirements - The shift in alignment and relocation of the access road modified the right-of-way acquisition. The increase in right-of-way is from 18.20 acres to 22.60 acres.

Segment 4: (Waters Avenue to Linebaugh Avenue)

- Interchange Redesign - The ramps connecting Anderson Road to the Northwest Hillsborough Expressway have been shifted northerly and changed to eliminate weaving between the toll plaza and ramps.

- Change in Right-of-Way Requirements - Additional right-of-way is required for the reconfigured toll plaza and ramp placement. The increase in right-of-way is from 35.77 acres to 49.87 acres.

- The Anderson Road Mainline Toll Plaza has been changed to accommodate seventeen lanes and the "prototype" Florida's Turnpike toll plaza building. Additional right-of-way is required west of the original proposed taking.

- Florida's Turnpike has also added an Administration Building to the Northwest Hillsborough Expressway on additional right-of-way, in the southeast quadrant of the Waters Avenue interchange.

**a. Linebaugh Avenue Interchange Area**

- Shift in Alignment - The alignment was shifted approximately 100 feet east as part of a redesign to provide a better crossing of Rocky Creek and to provide an improved Wilsky Boulevard interchange design (see Segment 5 discussion).
- Interchange Redesign - The Linebaugh Avenue interchange ramps were modified to accommodate future roadway planning efforts by Hillsborough County.

- Change in Right-of-Way Requirements - Additional right-of-way is required along Linebaugh Avenue. The increase in right-of-way is from 17.22 acres to 20.29 acres.

Segment 5: (Linebaugh Avenue to Ehrlich Road)

- Shift in Alignment - The alignment was shifted northeasterly 70 feet to reduce the impact to a Hillsborough County Landfill site and to improve environmentally and structurally the Rocky Creek crossing.

- Interchange Redesign - The interchange was redesigned in combination with the alignment shift noted above. The redesign also included an access road for "land-locked" properties north of the expressway and east of Wilsky Boulevard.

- Change in Right-of-Way Requirements - Additional right-of-way is required east of Wilsky Boulevard for the interchange and frontage road and a reduction in right-of-way was required west of Wilsky Boulevard. The increase of right-of-way is from 44.07 acres to 77.41 acres.

**a. Gunn Highway and Ehrlich Road Interchanges**

- Change in Right-of-Way Requirements - Detention pond placement and addition of mitigation/preservation areas necessitated additional right-of-way. The increase in right-of-way is from 101.28 acres to 131.86 acres.

- Removed construction of Gunn Highway widening from the Northwest Hillsborough Expressway, since Hillsborough County plans to widen Gunn Highway concurrently with the Northwest Hillsborough Expressway Project.

Segment 6: (Ehrlich Road to Hutchinson Road)

- Interchange Redesign - The interchange ramps and frontage road were redesigned to include larger stormwater detention areas.

- Change in Right-of-Way Requirements - Additional right-of-way is required in all quadrants of the interchange. The increase in right-of-way is from 71.80 acres to 103.49 acres.

- Added the construction of Ehrlich Road widening from Briarthorn Drive thru Carrollwood Meadows Drive. This was done so that the Northwest Hillsborough Expressway/Ehrlich Road interchange would function properly at the opening of the Expressway. In addition, it would eliminate the need for changes in the future by Hillsborough County.

- Added construction of Hutchinson Road widening within the Hutchinson Road/Northwest Hillsborough Expressway Interchange to function properly at the opening of the Expressway and eliminate changes in the future by Hillsborough County.

Segment 7: (Hutchinson Road to Van Dyke Road)

- Interchange Redesign - The interchange was redesigned in coordination with Florida Department of Transportation. The Van Dyke Road interchange was eliminated and replaced by the North Suncoast Corridor interchange ramps to Van Dyke Road.

- Change in Right-of-Way Requirements - Additional right-of-way on the west and north of the expressway is required for the revised interchange. The increase in right-of-way is from 34.22 acres to 41.13 acres.

**a. Van Dyke Road Crossing**

- Shift in Alignment - The alignment was shifted south to cross Lake Shore Road 450 feet south of Van Dyke Road and cross Van Dyke Road 1,200 feet east of Lake Shore Road to lessen impact to properties being acquired.

- Change in Right-of-Way Requirements - The shift in alignment required less right-of-way from properties under development north of Van Dyke Road to the east of Lake Shore Road and from existing residents north of Van Dyke Road. The right-of-way is now on undeveloped properties south of Van Dyke Road. The increase in right-of-way is from 34.21 acres to 41.13 acres.

Segment 8: (Van Dyke Road to Dale Mabry Highway)

- Shift in Alignment - The alignment was shifted 200 feet south to avoid as much as practical filling of recently excavated borrow pits.

- Change in Right-of-Way Requirements - The shift in alignment noted above required a change in right-of-way area of acquisition. The presence of borrow pits necessitated a wider right-of-way width for the expressway. The increase in right-of-way is from 60.95 acres to 76.68 acres.

- Added Northwest Hillsborough Expressway bridge over Calusa Trace internal collector road to provide for a North Dale Mabry frontage road system circulation from north of Calusa Trace to Van Dyke Road, on the west of Dale Mabry Highway.

- Added the construction of Dale Mabry Highway widening from Calusa Trace Road south to Van Dyke Road to accommodate future traffic entering/exiting at the Dale Mabry Highway/Northwest Hillsborough Expressway intersection. No additional R/W was required for this section.

## ATTACHMENT 4

RE: SECTION VI. - MITIGATION STATUS AND COMMITMENT COMPLIANCE

**PERMITTING AGENCY COORDINATION**

In developing the detailed plans for the project, consideration was given to the following: the original concepts and agency comments contained in the FEIS; the numerous discussions with staff of the regulatory agencies (field and office); and changes in agency rules and policies. Some modification of the current plans will occur as the result of final input of agencies prior to permit issuance.

**SECTION 4(f) LANDS**

Segment 2: (Courtney Campbell Causeway to Hillsborough Avenue)

On the west side of the proposed alignment and across from Tampa International Airport (TIA), The City of Tampa has land that has been developed as a Hillsborough County park known as the Veteran's Memorial/Skyway Park complex. The Park is being impacted by the proposed project. A Final Section 4(f) Evaluation was signed March 6, 1992.

The October 27, 1987 FEIS did not indicate an impact at this location. However, final design required the proposed 4(f) taking due to the following three reasons; 1) the change from a limited access mainline expressway with a controlled access frontage road system considered in the FEIS to a limited access inner expressway and outer collector-distributor (c-d) roadway system now noted in the Expressway's Masterplan, 2) the shift in the FEIS alignment to the west to accommodate a planned additional TIA runway, and 3) the Expressway Masterplan's recommendation that the SR 60/Expressway Interchange should be a three level instead of the two level interchange originally envisioned in the FEIS.

**WETLANDS**

**Segment 1 to 2.1 (I-275 to Courtney Campbell Causeway)**

Conceptual Mitigation Plan

It is expected that the resource agencies will require wetland creation or enhancement for impacts to wetlands #2, #3, #4, and #5. Impacts to the wetlands in unavoidable due to the close proximity of a canal and the airport to the east and the estuarine systems to the west.

Wetlands #2, #3, and #5 are associated with Fish Creek Bridge and it's tributary canal. These impacts will be minimized by using best management practices. Any mitigation necessary for these wetlands could be accomplished on-site with-in the right-of-way of the highway by the creation of ditches and retention ponds for water quality enhancement.

The estuarine wetland #4 will be almost entirely covered by the proposed improvement. According to preliminary design plans, this former mitigation site will incur approximately one (1) acre of impact by the proposed improvement.

Bridging is not a viable solution. The small size of the estuarine system would limit it's viability after the disruption of bridging and the shading of the bridge structures themselves. In addition, cost would be prohibitive. This site is proposed to be restored on a 1:1 basis (1 acre). Although there is limited potential to mitigate within the existing right-of-way, there are several suitable sites in the Cypress Point area depicted in the Wetland Location Map (Exhibit 2). There are several vacant parcels of land which could be acquired for preservation and creation. These lands are typified as inter-tidal estuarine and upper transition wetlands with adjacent pin/oak uplands. Two of the parcels are approximately an acre in size. The third is part of a mitigation banking concept, currently being considered.

All mitigation plans will be finalized during the permitting phase prior to final design.

Segments 2.2 through 8.1: (Courtney Campbell Causeway to Dale Mabry Highway)

Due to the differences in jurisdictional acreages and mitigation requirements for the various permitting agencies, three separate conceptual wetland mitigation (wmp) and corresponding monitoring plans were submitted to FDER, SWFWMD and USACOE.

Although the mitigation plans are not final in terms of 100% construction plan approval for each mitigation site at this time; right-of-way acquisition and mitigation construction plan development is underway. SWFWMD and the USACOE have accepted the conceptual wmp's while further negotiations with FDER are being conducted concurrent with the above activities. Current negotiations with FDER include extension of the monitoring time frame from the standard 5 years to a 10 year period. In addition, the agency has requested augmentation of the wmp with approximately 120 acres of wetland acquisition from the Save Our Rivers (SOR) or Conservation And Recreation Lands (CARL) programs.

At present the wmp provides for 75.43 acres of wetland creation. Other compensation measures include 73.64 acres of wetland preserve, 19.46 acres of wetland enhancement, 28.66 acres of upland preserve and 18.18 acres of stormwater pond planted littoral zones.

Table 2 in Section IV.C.1 Wetlands summarizes the different types and areas of mitigation currently proposed (non inclusive of acquisition).

## WILDLIFE AND HABITAT

1. Gopher Tortoise:

Small populations of Gopher tortoises has been found between Hillsborough Ave. and Gunn Hwy. The populations occupy small areas of scrubby oaks and flatwoods between cypress heads. Alignment shifts and the addition of a frontage road have resulted in the involvement. A total of seven active and two inactive burrows have been observed in the area during detailed pedestrian surveys, which were conducted in excess of Florida Game & Fresh Water Fish Commission (FGFWFC) guidelines. One active burrow occurs within the proposed right-of-way.

Although, no intentional direct harm is expected, the project will result in a loss of habitat (9.03 acres) currently occupied by the Tortoises. To mitigate for habitat loss and possible incidental take, $10,393.62 will be donated to the FGFWFC upland habitat mitigation bank.

A second mitigation action being taken is the use of special fencing where the project crosses tortoise habitat while a third action is the purchase of property for upland preserves.

2. Sherman Fox Squirrel:

During recent field investigations, Sherman's fox squirrels have been observed occupying an area of approximately 13.86 acres north of Gunn Highway, adjacent to Rocky Creek. The habitat area includes the edges of the Rocky Creek floodplain and the adjacent open pasture. Vegetation consists predominantly of scattered live oaks. Approximately 3.5 acres of habitat will be affected by the Expressway.

The adjacent acquisition and subsequent preservation of non-impacted Sherman's fox squirrel habitat designated to a management entity will mitigate for approximately 3.0 acres of habitat impact.

3. Listed Wading Birds:

An increase in tidal wetlands impacts adjacent to Fish Creek may result in the loss of wood stork feeding habitat. This habitat area is a wetland mitigation area for a previous development. Similar mitigation proposed for this part of the project should prevent this from being a substantial impact.

Wading bird feeding areas in mitigation areas M4E, M4J, M50, M6G, M7G/J, M7L, M8A, M8B, and M8D/E are proposed to mitigate for loss of listed wading bird species habitat.

4. Wildlife Crossing

To mitigate for loss of wildlife habitat in general, identified wildlife corridors will be maintained by bridging floodways and preserving several mitigation parcels in sequence along Rocky Creek. Additionally small wildlife crossings are provided where feasible in several wetlands pursuant to FDER/SWFWMD comments.

## VISUAL/AESTHETICS

Landscaping plans including eight (8) foot high walls are being designed for seven (7) locations along adjacent developed properties to reduce visual impacts. Listed below are the locations of the visual barrier walls.

Visual Barriers

| Design | Description | Sta. Segment to Sta. |
|---|---|---|
| 3 | South of Waters | 297+00 - 312+85 (West) |
| 3 | South of Waters | 304+80 - 310-10 (East) |
| 6 | South of Ehrlich | 536+05 - 540+30 (West) |
| 6 | South of Ehrlich | 505+85 - 555+80 (West) |
| 7 | North of Ehrlich | 571+75 - 576+83 (East) |
| 7 | North of Ehrlich | 586+85 - 597+81 (East) |
| 8 | North of Hutchinson | 658+80 - 674+27 (East) |

## NOISE

A noise barrier is economically reasonable for the Bridge Water Lane area in the segment form Hutchinson Road to Van Dyke Road. A total of 22 receivers have been identified in this segment. Twelve of then are located within the projected 65 dBA isopleth and 10 are in areas expected to experience some increase over present ambient levels. Average insertion loss of 10.5 dBA change achieved with a barrier 19 feet in height.

The proposed noise wall was in the same general location as a visual barrier wall. Once the reevaluation is finalized the Florida Turnpike will coordinate not only with construction but with the affected homeowner's to finalize design. See section IV.D.1. for further information.

The final cost and size of the noise wall will be determined by detailed design analysis. This will be completed by Florida Turnpike after negotiations with the affected property owners. The final design will be completed by the Florida Turnpike prior to completion of the Northwest Hillsborough Expressway construction. All aesthetic walls that conflict with the noise wall location will be deleted from the construction plans and substituted with the proposed noise wall. Noise wall construction will be completed by the Florida Turnpike.

## CONTAMINATION

The following actions have taken place since the FEIS was approved in 1987. Bromwell & Carrier, Inc. (BCI) updated its early hazardous materials study for Northwest Hillsborough Expressway in 1991, conducting additional historical research and collecting soil and groundwater samples. Through this process, nine sites were identified for additional investigation and special management needs. HDR/Legette, Brashears & Graham, Inc. have initiated these additional studies.

This proposed project contains no known significant contamination involvement. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies and, prior to right-of-way acquisition, appropriate action will be taken, where applicable. Any necessary remediation will be completed prior to construction.

Based upon the above considerations, it is determined that there is no practical alternative to the proposed action and that all practical measures have been included to eliminate or minimize all possible impacts from contamination involvements.

### Coordination with Hillsborough County Aviation Authority (HCAA) and Federal Aviation Administration (FAA)

Coordination and approvals from these agencies are being processed for obtaining the required easements necessary for the construction of the proposed project.

## ATTACHMENT 5

RE: SECTION VII. - PERMITS STATUS

1. SWFWMD

The conceptual permit for the entire project was approved October 29, 1991. Individual construction permits are being applied for Projects 7153101, 05, and 06 at this time. Subsequent project sections have been applied for.

2. FDER

The file was determined to be complete by FDER on December 6, 1991, for their dredge/fill and the stormwater permits. Negotiations are presently underway for mitigation. FDER's analysis indicates that the mitigation plans for the project "fall short" by approximately 8.14 acres. The shortfall is presently being negotiated.

3. EPA/USCOE

Permits have been submitted and reviewed with no major issues to address. They have indicated that they are satisfied if FDER is satisfied.

It is anticipated that all environmental permits from regulatory agencies will be obtained by April 10, 1992. Table V summarizes the various permits status:

**TABLE V**

| PROJECT NAME | W.P.I. NUMBER | TYPES OF PERMITS | APPLICATION DATE | PERMIT DATE | PERMIT EXPIRATION DATE | REMARKS |
|---|---|---|---|---|---|---|
| Northwest Hillsborough Expressway | 7153101,05,06,07,08,09,10 | SWFWMD (Conceptual) | 06-20-90 | 10-29-91 | 10-29-93 | -Permit No. MSSW497864.03 |
| | | SWFWMD (Construction) | | | | |
| | | 2.2 | 12-16-91 | 01-30-92 | | -SWFWMD's reviewing response to sections 3.1 |
| | | 3.1 | 12-20-91 | | | |
| | | 4.1 | 01-08-92 | | | -HNTB needs to submit responses to SWFWMD's RAI by 2/14/92 in order to make MARCH Board Meeting |
| | | 5.1 | 01-31-92 | | | |
| | | 6.1 | | | | |
| | | 7.1 | | | | |
| | | 8.1 | | | | -Minimization, Maintenance & Monitoring and mitigation plans were submitted to COE 12/16/91 |
| | | FDER | 05-20-90 | | | -FDER Dredge & Fill complete application 10/14/91 |
| | | COE | 05-20-90 | | | -FDER Stormwater complete application 12/5/91 |
| | | | | | | -Mitigation plan submitted to FDER on 1/30/92. Additional information to follow. |

ATTACHMENT 6

FLORIDA DEPARTMENT OF TRANSPORTATION

BOB MARTINEZ
GOVERNOR

KAYE N. HENDERSON
SECRETARY

DATE: February 10, 1989

Director
Florida State Clearinghouse
Executive Office of the Governor
Office of Planning and Budgeting
The Capitol
Tallahassee, Florida 32399-0001

Dear Sir:

Subject: Advance Notification
Reevaluation/Section 4(f) Statement
Northwest Hillsborough Expressway
Work Program Item Number 1113669
State Project Number 10000-1531
Federal-aid Project Number M-4047(40)
Hillsborough County, Florida

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 85-150. Distribution to local and federal agencies is being made as noted.

Please note that this project has been through this process during the processing of the Environmental Impact Statement dated October 27, 1987. This project is iniating a second round of Advance Notification due to design modifications made south of Hillsborough Avenue to accommodate the Tampa International Airport and Tampa Interstate expansion.

These modifications include, but are not limited to:

(1) Encroachment of Section 4(f) parklands and sensitive environmental lands, (2) Change in interchanges and number of lanes and (3) a new southern termini for the Expressway.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time. Please note that the permitting and mitigation package are almost complete for the northern half of the Expressway.

This is a federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

We are looking forward to receiving your comments on the project within 30 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 30 days comment period.

Your comments should be addressed to:

Mr. David Twiddy, P.E.
District Project Development & Environmental Administrator
Florida Department of Transportation
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

With a copy to:

Mr. J. C. Kraft, Chief
Bureau of Environment
Florida Department of Transportation
605 Suwannee Street
Mail Station 37
Tallahassee, Florida 32301

Your expeditious handling of this notice will be appreciated.

Sincerely,

David Twiddy
District Project Development
and Environmental Engineer

Attachment

Attachment

cc: Federal Highway Administration
U.S. Environmental Protection Agency
U.S. Department of Agriculture - Regional Forester
Federal Emergency Management Agency
National Oceanic and Atmospheric Administration
U.S. Department of the Interior - Bureau of Land Management
U.S. Department of the Interior - Bureau of Indian Affairs
U.S. Department of the Interior - U.S. Geological Survey
U.S. Department of the Interior - U.S. Fish and Wildlife Service - Field Office
U.S. Department of the Interior - U.S. Fish and Wildlife Service
U.S. Department of Health and Human Services - Center for Disease Control
Federal Railroad Administration
Commander (obr) - Eighth Coast Guard District
Commander (oan) - Seventh Coast Guard District
Federal Aviation Administration - District Office
National Marine Fisheries - Area Supervisor
U.S. Army Corps of Engineers
U.S. Department of Housing and Urban Development
Marine Fisheries Commission
Mr. Ronald Hutchinson, Federal-Aid Program Coordinator
Mr. Kenneth N. Morefield, State Design Engineer
Mr. J. C. Kraft, Chief, Bureau of Environment
U.S. Department of Interior - National Park Service
Tampa Bay Regional Planning Council
Southwest Florida Water Management District
Florida Department of Natural Resources - State Land Management
Office of Environmental Compliance - Department of Energy
National Marine Fisheries Service
U.S. Department of Environmental Regulation
U.S. Department of Natural Resources
Tampa Port Authority

JNW24-42

FORM 508-03

ADVANCE NOTIFICATION FACT SHEET

1. Need for Project:

The need for the project has been established in the approved Final Environmental Impact Statement for the referenced project, in particular Chapter 3 of the document. The Northwest Hillsborough Expressway design is consistent with the Transportation plans of Hillsborough County and Florida Department of Transportation

The Reevaluation/4(f) Statement will declare additional impacts caused by both minor and major design changes throughout the project limits.

2. Description of the Project

A. Project Limits:

The Northwest Hillsborough Expressway, as shown on Exhibit 1, Location Map, originates at Courtney Campbell Causeway, west of the Tampa International Airport and Dale Mabry Highway one-half mile north of Van Dyke Road. The project is approximately 15.2 miles in length. South of Hillsborough Avenue, the new Expressway will connect to an upgraded Eisenhower Boulevard at the Courtney Campbell Causeway interchange.

This major segment of the limited access expressway will feature an inner (Toll), divided express highway, a free outer (Non-Toll) Collector-Distributor expressway and frontage roads from Memorial Highway northward to Hillsborough Avenue.

From Hillsborough Avenue, the proposed Expressway will proceed northward crossing principally residential and industrial properties until reaching an abandoned railroad right-of-way which will be followed northward to Gunn Highway. From Gunn Highway, the Expressway will turn in a northeasterly direction skirting the eastern side of Rocky Creek while traversing around several major subdivisions.

Upon crossing Rawls Road, the Expressway will again turn northward through principally agricultural and vacant undeveloped land toward Van Dyke Road. South of Van Dyke Road, the Expressway will turn sharply eastward crossing Van Dyke Road and skirting the southeastern side of the Turkey Ford Lake watershed. The Expressway will generally parallel Van Dyke Road, eastward to its northern terminus at Dale Mabry Highway.

The Expressway section along the collector-distributor expressway and frontage roads between Courtney Campbell Causeway and Hillsborough Avenue will comprise an extensive upgrading of existing Eisenhower Boulevard. At the southern terminus with Courtney Campbell Causeway, the Northwest Hillsborough Expressway connects to an inner expressway segment that extends to I-275.

For the outer expressway segment between I-275 and the Northwest Hillsborough Expressway, interchanges at I-275 Tampa International Airport, and Courtney Campbell Causeway will be upgraded to provide more directional movements and improve overall traffic conditions.

An interchange on the Northwest Hillsborough Expressway will be provided at Independence Parkway. Additionally, an interchange at Memorial Highway will be designed to operate as part of the collector-distributor expressway and frontage road system.

The frontage road will terminate at the Hillsborough Avenue interchange. A full diamond interchange will be constructed at Hillsborough Avenue.

The next interchange northward will be a diamond interchange at Waters Avenue. North of Waters Avenue, the Expressway will have a partial interchange with Anderson Road, ramps will provide southbound access to and northbound egress from the Expressway.

Partial interchanges will be constructed at Linebaugh Avenue and Wilsky Boulevard. The Linebaugh Avenue interchange will provide southbound access to and northbound egress from the Expressway, and the Wilsky Boulevard interchange will provide northbound access to and southbound egress from the Expressway.

Proceeding northward, diamond interchanges capable of handling all movements will be constructed at Gunn Highway, Ehrlich Road, and Hutchinson Road.

A partial interchange will provide northbound egress to and southbound access from Van Dyke Road and the North Suncoast Corridor (Gunn Highway Relocated) which will have its southern terminus at the Northwest Hillsborough Expressway. The North Suncoast Corridor extends northward into Pasco, Hernando, and Citrus Counties.

The northern terminus of the Northwest Hillsborough Expressway will be an interchange with Dale Mabry Highway, designed for future extension eastward to I-275 (North Tampa Parkway).

3. Environmental Information:

a. Land Use: No significant change anticipated since Final Environmental Impact Statement approved.

b. Wetlands: No significant change anticipated north of Courtney Campbell Causeway. Significant change is anticipated in the impact to the wetlands surrounding the Fish Creek area, south of Courtney Campbell Causeway. These impacted wetland areas will be covered in the Reevaluation.

c. Floodplain: No significant change anticipated since Final Environmental Impact Statement approved.

d. Endangered Species: No significant change anticipated since Final Environmental Impact Statement approved. The Reevaluation will declare any impact to the gofer, tortoise and wood stork.

e. Outstanding Florida Waters: No significant change anticipated since Final Environmental Impact Statement approved.

f. Aquatic Preserves: No significant change anticipated since Final Environmental Impact Statement approved.

g. Coastal Zone Consistency: Is a determination required? _____ Yes __X__ No

h. Cultural Resources: Is a determination required? _____ Yes __X__ No

i. Coastal Barrier Resources: Is a determination required? _____ Yes __X____ No

j. Hazardous Materials: No significant change anticipated since Final Environmental Impact Statement approved.

k. Other Comments: The proposed design encroaches upon two (2) Hillsborough County Parks, Skyway and Veterans Memorial Park. This change of impact from that noted in the Final Environmental Impact Statement will be studied and discussed in the 4(f) Statement.

4. Navigable Waterway Crossing? _____ Yes __X__No (If yes attached Bridge Project Questionnaire, Form D-7-1103)

5. Permits Required

| Agency | Permit Required |
|---|---|
| Southwest Florida Water Management District (SWFWMD) | 400-4 Surface Water Management |
| Department of Environmental Regulation (DER) | 17-25 Stormwater Treatment<br>17-12 Dredge and Fill |
| U.S. Army Corps of Engineers (Commenting Agencies: Fish and Wildlife Service, National Marine Fisheries Services, and U.S. Environmental Protection Association (EPA) | 404 Dredge and Fill |
| Tampa Port Authority | Major Works Permit consent of use of State Owned Lands |

# EXHIBIT I

LOCATION MAP

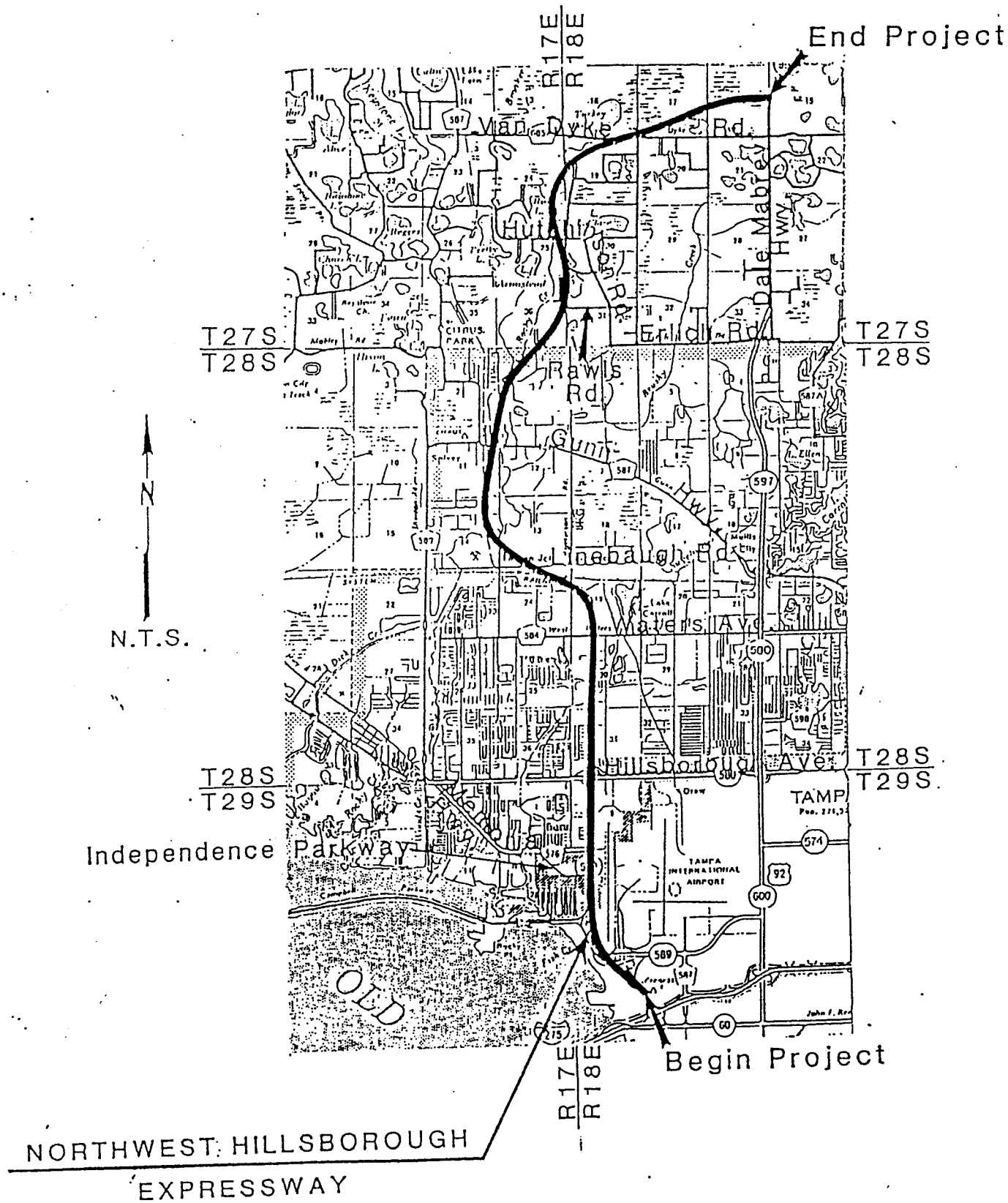
F.A.P. NO. M-4047(40)

S.P. NO. 10000-1531

W.P.I. NO. 1113669

HILLSBOROUGH COUNTY

S.R. 589



RECEIVED APR 19 1989

United States Department of the Interior
FISH AND WILDLIFE SERVICE
P.O. BOX 2676
VERO BEACH, FLORIDA 32961-2676

MAY 11 1989
TAMPA

April 18, 1989

Mr. David Twiddy, P.E.
District Project Development Environmental Administration
Florida Department of Transportation
4950 West Kennedy Boulevard
Suite 500
Tampa, FL 33609

Dear Sir:

We have cursorily reviewed your Advance Notification for Project No. M-4047(40), State Project Number 10000-1531, dated February 10, 1989, to construct the Northwest Hillsborough Expressway, Hillsborough County. Our comments are submitted in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act of 1973 as amended.

The subject document is too general to allow detailed comment at this time. However, since the U.S. Fish and Wildlife Service is charged with the responsibility of minimizing fish and wildlife damages associated with work performed in, or affecting waters of the United States, we have developed the following guidelines to assist construction agencies in early planning. These guidelines should better insure that your plans will encounter a minimum of difficulties when undergoing our review during the U.S. Army Corps of Engineers permitting process.

1. Work in wetlands and waterways should be held to the absolute minimum necessary to accomplish the job.

2. Work should be accomplished in wetlands only when no other reasonable alternative exists.

3. All work should be accomplished in periods of minimum fish and wildlife activity.

4. Habitat losses should be properly mitigated and mitigation will be accomplished prior to, or commensurate with the impacting action.

5. Every possible opportunity should be taken to improve existing environmental conditions, public access and use opportunities as forms of mitigation.

6. The least environmentally damaging project alignment compatible with safety should be used.

7. The project should not interfere with the existing hydrographic regime, or precipitate upstream flooding or stream bank erosion.

8. The natural integrity of stream channels flow-ways and surface drains should be maintained (meander, sinuosity, bottom composition, stream gradient, width, depth, etc.).

9. Soil erosion, turbidity, and sedimentation should be prevented during and following construction.

10. Construction-related debris should be removed from the site immediately following project completion.

We believe accomplishment of the above listed guidelines will insure proper protection of the public's fish and wildlife resources.

The U.S. Fish and Wildlife Service also has the responsibility for protection of Federally listed threatened and endangered species.

Section 7 of the Endangered Species Act of 1973, as amended, requires Federal agencies to insure that their actions do not jeopardize the continued existence of listed species or destroy, or adversely modify critical habitat. It is the responsibility of the Federal agency to determine if their proposed action "may affect" any listed species, or destroy or adversely modify critical habitat, or if their action is likely to jeopardize the continued existence of proposed species or habitat. If the determination is "may affect" for listed species, the Federal agency must request, in writing, formal consultation from the Vero Beach Field Office, 1360 U.S. Highway 1, Suite 5, Vero Beach, Florida 32960. In addition, if the proposed action is likely to jeopardize the continued existence of proposed species or result in the destruction or adverse modification of proposed critical habitat, the Federal agency must confer with this office for assistance in identifying and resolving potential conflicts at an early stage in the planning process.

Additionally, Section 7(d) of the Act underscores the requirement that Federal agencies or permit or license applicants shall not make an irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their action on listed species.

Section 9 of the Act, as amended, makes it unlawful to "take" any listed species. The term "take" means to "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or attempt to engage in any such conduct..."

In conclusion, please understand that in providing these advance planning comments, the U.S. Fish and Wildlife Service reserves all prerogatives under our permit review authorities and provides these comments only as a means to assist planning organizations in minimizing late stage conflicts during the permit review processes.

Hopefully, you will continue to closely coordinate with us as detailed plans are developed.

Thank you for the opportunity to comment on these plans. Please contact Bruce Birnhak of this office, 407-562-3909, if you have a question or if we can be of further assistance.

Sincerely yours,

David L. Ferrell

David L. Ferrell
Field Supervisor

Enclosure
cc:
FWE, Jacksonville, FL
FG&FWFC, Vero Beach FL
FG&FWFC, Tallahassee, FL
FDOT, Tallahassee, FL