

Florida Department of Transportation
PROJECT REEVALUATION FORM

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change/Right of Way Authorization
- b. Document Types and Date of Approvals: Final Environmental Impact Statement (FEIS) approved October 27, 1987 and Design Change Reevaluation approved July 7, 1992
- c. Project Number(s): State Project No. 10000-1531; Federal Aid Program No. M-4047(40); WPI No. 7113669
- d. Project Local Name, Location and Limits: Northwest Hillsborough Expressway from Interstate 275 to SR 597 (Dale Mabry Highway)
- e. Segments of Highway Being Advanced: LINKS Stage I from Cypress Street to Independence Parkway; WPI Segment Nos. 255630 1 and 255703 1; State Project Nos. 10140-1552 & 10130-1549; Federal Aid Project No. SU-1842-(13); WPI Nos. 7113781 & 7113944
- f. Name of Preparer: Rick Adair

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of FDOT. 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.

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

REVIEWER SIGNATURE BLOCK

José de la Cruz
District Environmental Management Engineer

8/13/99
Date

III. FHWA CONCURRENCE BLOCK

Edue Vinson
FHWA Urban Transportation Engineer

8/25/99
Date

IV. CHANGES 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) ()	<u>See Attachment A</u>
4. Community Services	() (X)	_____
5. Title VI Considerations	() (X)	_____
6. Controversy Potential	() (X)	_____
7. Utilities and Railroads	() (X)	_____
B. CULTURAL IMPACTS:		
1. Section 4(f) Lands	() (X)	<u>See Attachment B</u>
2. Historic Sites/Districts	() (X)	<u>See Attachment B</u>
3. Archeological Sites	() (X)	<u>See Attachment B</u>
4. Recreation Areas	() (X)	_____
5. Pedestrian/Bicycle Facilities	() (X)	_____
C. NATURAL ENVIRONMENT:		
1. Wetlands	(X) ()	<u>See Attachment C</u>
2. Aquatic Preserves	() (X)	_____
3. Water Quality	() (X)	_____
4. Outstanding Fla. Waters	() (X)	_____
5. Wild and Scenic Rivers	() (X)	_____
6. Floodplains	(X) ()	<u>See Attachment C</u>
7. Coastal Zone Consistency	() (X)	_____
8. Coastal Barrier Islands	() (X)	_____
9. Wildlife and Habitat	() (X)	<u>See Attachment C</u>
10. Farmland	() (X)	_____
11. Visual/Aesthetics	() (X)	<u>See Attachment C</u>
D. PHYSICAL IMPACTS:		
1. Noise	(X) ()	<u>See Attachment D</u>
2. Air	(X) ()	<u>See Attachment D</u>
3. Construction	() (X)	_____
4. Contamination	(X) ()	<u>See Attachment D</u>
5. Navigation	() (X)	_____

V. PROJECT DESCRIPTION AND HISTORY

The discussion of the project description and history for this reevaluation is divided into three distinct subsets for ease of understanding. These three discussions cover the time periods 1987, 1992 and 1999. These periods coincide with the original 1987 Northwest Hillsborough Expressway Final Environmental Impact Statement (FEIS), the 1992 Design Change Reevaluation based on the FEIS and the Northwest Expressway Master Plan, and the current Stage I LINKS design plans (1999).

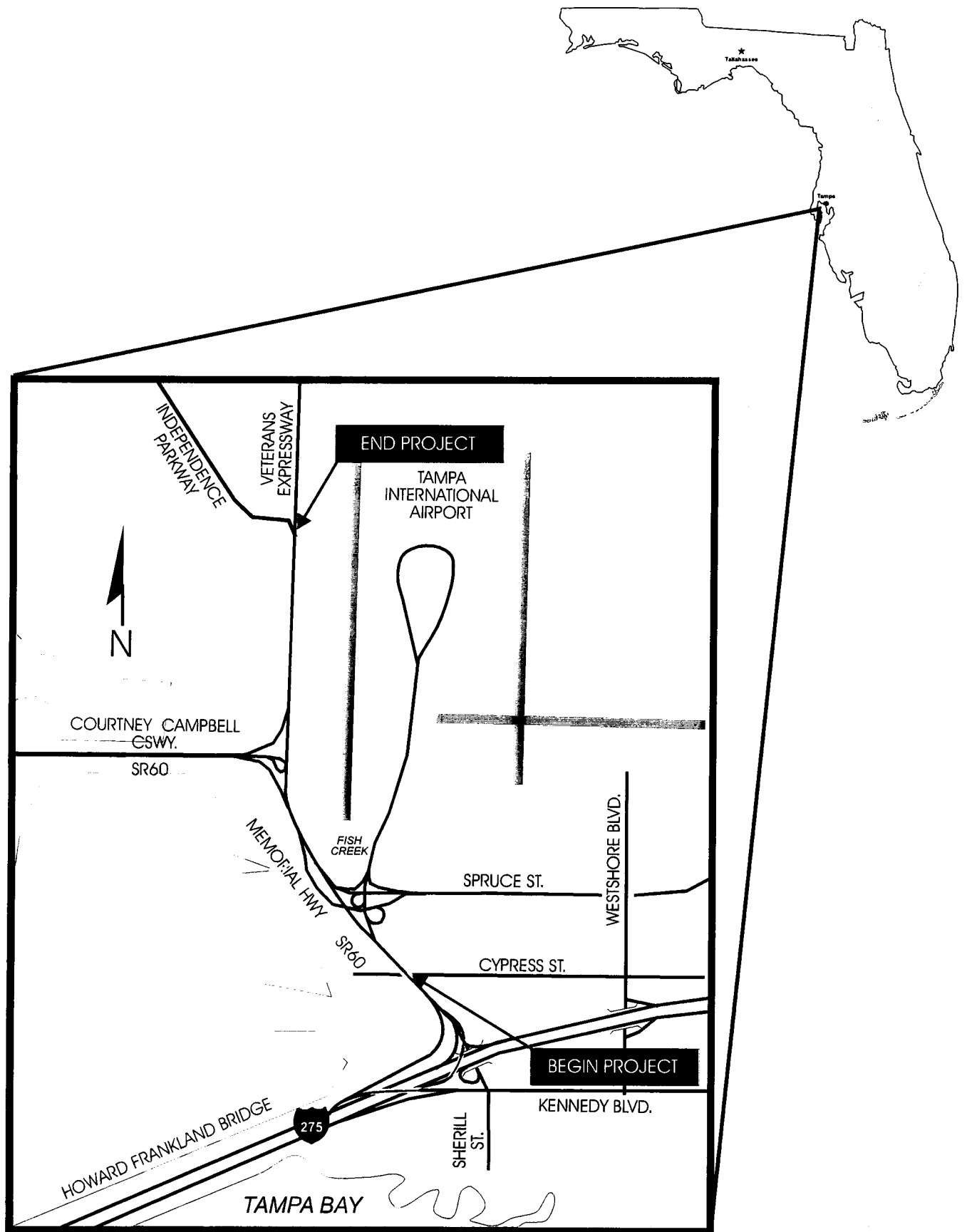
In 1987 the Florida Department of Transportation (FDOT) and the Tampa-Hillsborough County Expressway Authority received final approval of an Environmental Impact Statement for design and eventual construction of a new limited access toll road identified as the "Northwest Expressway." This original freeway was conceived to link Interstate 275 on the south with Dale Mabry Highway on the north, a distance of approximately 16.9 miles.

The portion of the Northwest Expressway from Interstate 275 north to Independence Parkway was originally designated as Segments 1 and 2 (partial) within the 1987 FEIS. In 1989 the Expressway Authority completed its Northwest Expressway Master Plan. This 1989 Master Plan was developed to compliment the 1989 Tampa Interstate Study Master Plan adopted by the FDOT and Federal Highway Administration (FHWA) in 1989. As part of this cooperative planning effort, the Northwest Expressway from I-275 north to Independence Parkway was divided into three distinct design segments. Segment 1A, which included the Interstate 275 interchange with SR 60/Northwest Expressway and extended northward to Cypress Street, was incorporated into the Tampa Interstate Study and was no longer included in the Northwest Expressway FEIS toll road concept. Segment 1B, which included the Northwest Expressway from Cypress Street north through the Tampa International Airport/Spruce Street interchange, ended at Fish Creek just south of SR 60/Courtney Campbell Causeway interchange. Segment 1C, beginning at Fish Creek and proceeding north to Independence Parkway, included the SR 60/Courtney Campbell Causeway interchange with the Northwest Expressway. Segments 1B and 1C are the focus of this reevaluation. (See Exhibit 1, Project Location Map.)

The Northwest Expressway proceeded to final design and right-of-way acquisition for the portion from approximately Independence Parkway (north of SR 60) to its northern terminus at Dale Mabry Highway. This action required a reevaluation of the 1987 FEIS, which was completed in 1992. The 1992 reevaluation also addressed the 1989 Northwest Expressway Master Plan improvements from Cypress Street north to Independence Parkway. Changes in design, alignment, and right of way in this area also required a Section 4(f) Evaluation which was also completed in 1992.

The FDOT Turnpike District, in cooperation with the Tampa-Hillsborough County Expressway Authority, assumed control of the Northwest Expressway toll road project in 1992 and subsequently the Florida Legislature renamed the toll road "Veterans Expressway." The Veterans Expressway was eventually built and opened to traffic in 1994 as a toll road ending south of Independence Parkway. There was no action taken at that time to complete the Master Plan concepts south of Independence Parkway. The two design segments previously identified as Design Segment 1B (SR 60/Spruce Street interchange) and Design Segment 1C (SR 60/Courtney Campbell Causeway interchange) were placed in the Florida Department of Transportation's work program for final design. The current design status of these two segments is 60% for Segment 1C and 30% for Segment 1B.

Upon approval of the Tampa Interstate Study FEIS/ROD in January 1997, the FDOT, in cooperation with the Hillsborough County Metropolitan Planning Organization and the City of Tampa, initiated planning to stage the eventual construction of the entire freeway system which incorporates both the 1992 Reevaluation of the Veterans Expressway (the previous 1989 Northwest Expressway Master Plan) and the Tampa Interstate Study's I-275 improvements. This staged implementation includes the freeway system beginning with the interchange of the Veterans Expressway with SR 60, proceeding south to I-275, then north along I-275 to Downtown Tampa. This overall freeway system linking the two largest economic centers of the City of Tampa (the Westshore and Tampa Central Business Districts) was symbolically identified as the "LINKS" project. The LINKS project was further divided into three manageable and realistically



WPI Segment Nos.: 255630 1 & 255703 1
 State Project Nos.: 10140-1552 & 10130-1549
 Federal Aid Project No.: SU-1842 (13)
 WPI Nos.: 7113871 & 7113944

PROJECT LOCATION MAP
 NORTHWEST HILLSBOROUGH
 EXPRESSWAY FEIS (1987)
 DESIGN CHANGE ROW REEVALUATION

Exhibit 1

programmable construction segments. This 1999 Reevaluation is only for Stage I of the LINKS project.

Stage I of the LINKS is a term describing the first section of this vital roadway system in western Tampa in the vicinity of the Westshore Business District and Tampa International Airport (TPA). The roadway begins on the south end at Cypress Street and continues north to the southern terminus of the existing Veterans Expressway in the vicinity of Independence Parkway. In historical terms, Stage I of the LINKS plan includes the previously identified Segments 1B and 1C from the 1989 Northwest Expressway Master Plan. As discussed earlier, both of these segments were previously included in the 1992 Reevaluation.

Stage I of the LINKS project extends from the Cypress Street overpass northward through the Courtney Campbell Causeway interchange to the southern terminus of the Veterans Expressway (See Exhibit 2). The primary geometric components of the LINKS Stage I improvements include the following:

1. A three-lane northbound express freeway that originates south of the Spruce Street/TPA interchange and connects to the existing Veterans Expressway in the vicinity of Independence Parkway;
2. Northbound and southbound local freeway lanes on SR 60/Memorial Highway that provide access to/from the Courtney Campbell Causeway interchange and the Spruce Street/TPA interchange;
3. A three-level directional interchange for the Courtney Campbell Causeway interchange; and
4. A three-level directional interchange for the Spruce Street/TPA interchange.

The existing roadway system serves as the major access route to and from the Westshore Business District and Tampa International Airport, as well as a through route for motorists from northwest Hillsborough County and Pinellas County to downtown Tampa and points eastward. The roadway provides a direct link between Tampa International Airport and the tourist oriented economy of Pinellas County. The existing roadway experiences severe congestion and unacceptable levels of service during peak periods. This condition worsened with the opening of the Veterans Expressway in October 1994. The opening of the Expressway improved access to the area from northwest Hillsborough County, increasing both the volumes traversing the area and the resulting congestion.

VI. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g., Typical Section Changes, Alignment Shifts, Right-of-Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards).

The discussion of major design changes follows the same format as the project history and covers the time periods 1987, 1992, and 1999. As described earlier, these periods coincide with the original 1987 Northwest Expressway FEIS, the 1992 Design Change Reevaluation based on the 1987 FEIS, the 1989 Northwest Expressway Master Plan, and the current Stage I LINKS design plans (1999).

A. 1987 FEIS

The original 1987 FEIS for the Northwest Expressway (now known as the Veterans Expressway) provided for an expansion of the basic Memorial Highway roadway typical section configuration from the Spruce Street/TPA interchange north through the SR 60 (Courtney Campbell Causeway) interchange to Independence Parkway. There was a proposed realignment of the Tampa International Airport service road on the south side of SR 60. A new roadway connection was also to be provided within the Spruce Street/TPA interchange. This new roadway was included to allow vehicles destined for southbound I-275 to avoid having to weave across vehicles exiting the airport destined for northbound I-275. There was to be additional right-of-way required south of SR 60 for this 1987 FEIS plan.

A new freeway ramp system was included in the 1987 FEIS that provided direct connections from I-275 (northbound and southbound) and Kennedy Boulevard to the TPA entrance roadway. Additional right-of-way was to be required along the north side of Memorial Highway/SR 60 between I-275 on the south and Spruce Street on the north.

The 1987 FEIS configuration at SR 60 (Courtney Campbell Causeway) tied to the existing pavement section along the Courtney Campbell Causeway and did not propose any right-of-way acquisition in this area.

B. 1992 Reevaluation Revisions

The Northwest Expressway FEIS was reevaluated in 1992 based on the Northwest Expressway Master Plan and provided an expanded roadway system compared to the 1987 FEIS plan. The primary difference between the two plans was the decision by the Expressway Authority to proceed with a four roadway configuration and eliminate the existing two roadway system from Independence Parkway south to Interstate 275. The 1987 FEIS two roadway system provided for a northbound and southbound limited access facility. The 1992 Reevaluation provided for a four roadway system that included interior "express" freeway lanes separated by traffic barriers from the outer or "local access freeways" that provided the access to/from local roadways. This new typical section increased the right-of-way limits for the corridor as addressed in the 1992 reevaluation.

Additional changes in design also increased right-of-way. Most prominent amongst the changes was the proposed placement of a mainline toll plaza immediately south of Independence Parkway. Accommodating this toll plaza led to encroachment into the existing City of Tampa Memorial/Skyway Park and recreation complex south of Independence Parkway and resulted in the 1992 Section 4(f) Evaluation.

In addition, the Northwest Expressway Master Plan recommended that the SR 60/Courtney Campbell Causeway interchange should be a three-level interchange, instead of the two-level interchange originally envisioned in the 1987 FEIS. That decision resulted in the need to acquire some additional right of way from the north side of the Courtney Campbell Causeway.

The 1992 planned roadway footprint was further affected by the decision of the Hillsborough County Aviation Authority to provide for the eventual expansion of Tampa International Airport's capacity by placing a third parallel north-south runway immediately between the existing north-south runway and Eisenhower Boulevard/Memorial Highway in the TPA Master Plan Update. This new third parallel runway resulted in the FDOT shifting the design of the proposed Veterans Expressway/Memorial Highway further to the west along the entire length of TPA property to avoid impacts to the FAA and HCAA PART 77 Aviation Surface. This western shift in the basic alignment resulted in more right-of-way being acquired on the west side of the Veterans Expressway between Independence Parkway and the Courtney Campbell Causeway. One of the results of the added right-of-way is the intrusion of the 1992 Reevaluation plan into the salt water marsh located immediately north of Fish Creek on the west side of the existing SR 60 alignment.

In addition to the revised typical section, the alignment shift, and the toll plaza impacts, the 1992 Reevaluation configuration included new access from SR 60 to the areas south of SR 60 and Spruce Street. This local access was achieved with a series of ramps from SR 60. The ramps increased access and circulation of traffic within the Westshore Business District area bordered by Tampa Bay on the west, Spruce Street on the north, I-275 on the south and Westshore Boulevard on the east. The improved access and circulation ramps are intended to relieve congestion on Westshore Boulevard, Kennedy Boulevard and Cypress Street. This system would also relieve congestion at interstate ramp terminals within the study area. These new ramps resulted in additional right-of-way.

To prevent businesses along the expanded SR 60/Memorial Highway portion of the new freeway between Spruce Street and Cypress Street from being landlocked by the 1992 Reevaluation plan, the Department proposed replacing the existing parallel service roads or frontage roads within this area on the east and west sides of SR 60/Memorial Highway. This action, along with the increased typical section width, resulted in

additional proposed right-of-way acquisitions.

The 1987 FEIS plan did not indicate the location of storm water drainage facilities along the roadway. The 1992 Reevaluation included several ponds for retention and treatment of storm water. These were within the proposed right-of-way resulting from the various interchange reconfigurations. The ponds did not require additional right-of-way beyond the roadway limits.

C. 1999 Design Change Reevaluation Plans

The 1999 Reevaluation design plans include several changes from the previous 1992 Reevaluation. Each of the changes is discussed below. The construction elements of the 1999 design plans are shown in Exhibit 2.

The SR 60 (Courtney Campbell Causeway) alignment west of the Veterans Expressway was shifted further to the north. This alignment shift avoids any major impacts to the Hyatt Hotel and results in the acquisition of all properties along the north side of SR 60, except the General Telephone and Electric's switching station. Drainage ponds in this area were revised for the 1999 Reevaluation; however, this did not cause any further right-of-way acquisition.

The revised 1999 Reevaluation Plan provides for the placement of two loop ramps within the waters of Old Tampa Bay. There will be one loop ramp on the north and one on the south side of the Courtney Campbell Causeway (SR 60) immediately west of the existing commercial properties along the Causeway. The expansion of geometrics west along the Courtney Campbell Causeway resulted from accommodating continued access to the Hyatt Regency Hotel, office building, and related properties on the south side.

The 1999 Reevaluation Plan requires less right-of-way from the City of Tampa Memorial/Skyway Park and recreation complex south of Independence Parkway as compared to the 1992 Reevaluation. This is due to the elimination of the toll plaza from the design configuration.

The Spruce Street/TPA interchange plans have been revised to provide a 100 kilometers/hour (kph) [62.5 miles/hour (mph)] design speed and to be in compliance with the FDOT's 1998 metric plans preparation manual. The 1992 reevaluation concept provided for a design speed of 88 kph (55 mph). These revisions resulted in the SR 60 alignment shifting south and all ramps expanding due to changes in radii to accommodate increased design speeds and horizontal sight distance. To facilitate improved access to TPA associated with the revised Spruce Street/SR 60 interchange, the interchange geometrics were carried approximately 4,000 feet north along George Bean Parkway (TPA terminal access road). Two additional storm water ponds were also located within this extension along George Bean Parkway. A new pond "N" located immediately adjacent to the west side of the freeway south of Fish Creek was added in the current 1999 Reevaluation. These actions resulted in increased right-of-way acquisitions, as compared to both 1987 FEIS and 1992 Reevaluation (See Exhibit 3).

The expansion and shift of the various ramp alignments within the Spruce Street/TPA interchange resulted in the need to relocate the previously approved (1992 Reevaluation) ramp extension to Cypress Street to accommodate interchange ramps B3, B4 and B5. A new storm water pond required under this revised plan (identified as "Pond 17") was located at the intersection of the new ramp configuration and Cypress Street. This geometry shift and pond siting requires the purchase of additional right-of-way not previously identified in the 1992 Reevaluation from TPA and private property owners.

Since the Stage I LINKS design plans, addressed by this 1999 Reevaluation, transition out immediately south of the Spruce Street/TPA interchange there will be less right-of-way required on the west side of SR 60/Memorial Highway between Cypress and Spruce Streets, as compared to the 1992 Reevaluation. The right-of-way required for the east side of SR 60/Memorial Highway is the same as the 1992 Reevaluation.

Exhibit 4 shows the additional right of way requirements resulting from the proposed design changes for the LINKS Stage I project.

VII. MITIGATION STATUS AND COMMITMENT COMPLIANCE

A. Mitigation

Approximately 17.37 acres of wetlands will be impacted by the proposed project. Wetland impacts which will result from the construction of this project will be mitigated pursuant to S.373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.s. 1344. Under S. 373.4137 F.S., mitigation of FDOT wetland impacts will be implemented by the appropriate Water Management District where the impacts occur. Each Water Management District will develop a regional wetland mitigation plan on an annual basis to be approved by the Florida State Legislature which addresses the estimated mitigation needs of FDOT. The Water Management District will then provide wetland mitigation for specific FDOT project impacts through a corresponding mitigation project within the overall approved regional mitigation plan. FDOT will provide funding to the Water Management District for implementation of such mitigation projects.

B. Commitments

Based on a review of the 1992 Design Change Reevaluation, it has been determined that those commitments resulting from the design change and relevant to the segments of the project being advanced with this reevaluation have been fulfilled and require no further action. The remaining commitments from the approved FEIS are no longer relevant to the segments of the project being advanced with this reevaluation. They are now considered Best Management Practices and are addressed in the FDOT's Standard Specifications for Road and Bridge Construction.

Continuing coordination will be conducted with the Hillsborough County Aviation Authority (HCAA) and the Federal Aviation Administration (FAA), regarding the project's proximity to Tampa International Airport.

VIII. PERMIT STATUS

The following is a listing of the appropriate environmental permits which will be required for the project being advanced under this reevaluation:

1. Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP).
2. United States Environmental Protection Agency (USEPA) NPDES permit which will be issued 48 hours prior to construction.
3. The U.S. Army Corps of Engineers will require an individual permit for this project.

Permit applications will be submitted as the project moves into the final design phase.

ATTACHMENT A

SOCIAL IMPACTS

A.3. Relocation Potential

The 1987 Northwest Expressway FEIS identified thirty two (32) residential and seventeen (17) business displacements from I-275 to south of Gunn Highway. All of these anticipated displacements occurred north of the Stage I LINKS design area during the construction of the Veteran's Expressway. In the 1992 reevaluation, six (6) business relocations were identified in Segment 1 (I-275 to Courtney Campbell Causeway) but due to more recent proposed design changes those businesses are not anticipated to be affected. The 1992 reevaluation identified fifteen (15) business relocations in Segment 2 (Courtney Campbell Causeway to Hillsborough Avenue) but none are within the STAGE I LINKS project limits.

The 1999 Reevaluation design plans indicate the potential for thirteen (13) businesses and one (1) residential relocation. The increase in the number of potential relocations is primarily attributed to the northern alignment shift of the Courtney Campbell Causeway west of the Veteran's Expressway. Except for one business located along the frontage road north of Cypress Street east of SR 60, all other relocations are due to the alignment shift of the Causeway.

A.6. Controversy Potential

A Public Participation Program was conducted as a part of the 1987 Northwest Hillsborough Expressway EIS study process. The Program included a series of public information workshops, a number of small group meetings and presentations, project newsletters, and a public hearing. Issues and concerns from the public and agencies were addressed during this process.

During the 1992 Reevaluation process, meetings and presentations were held with the Tampa-Hillsborough County Expressway Authority, 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 Council, Hillsborough County Aviation Authority, and the Tampa Bay Youth Football League. No major controversies were evident as a result of this coordination.

Since the time of the 1992 Reevaluation, the Turnpike District, in cooperation with FDOT District Seven, conducted a public involvement program to evaluate the feasibility of a toll solution for a portion of the Memorial Highway/I-275 Corridor. The study limits included the area from the Spruce Street interchange to the southern terminus of the Veteran's Expressway, which is part of the area being evaluated for this design change reevaluation. From November 1997 to April 1998, 31 meetings were held with public agencies, civic associations, and business groups. These meetings resulted in the identification of over 50 different issues, concerns, questions and suggested improvements to the proposed toll solution. Comments from both the public and government agencies showed overwhelming support for the improvements, though there were comments both in favor of and in opposition to the toll solution. Several funding options were considered in addition to using toll revenues. Based on the public comments, FDOT concluded that a toll solution would not be implemented in the corridor south of Independence Parkway. As a result of this determination, the proposed toll booths south of Independence Parkway were removed from the design plans.

On November 17, 1998, a small group meeting was conducted by FDOT District Seven in cooperation with the Westshore Alliance to discuss the proposed variations in design and right-of-way of the segment of SR 60 extending from south of Fish Creek to the vicinity of Independence Parkway. Graphics were on display depicting the proposed roadway design and representatives from FDOT were available to answer questions. Issues discussed included the change in alignment and additional right-of-way acquisitions. No controversial

comments were received as a result of this meeting.

ATTACHMENT B

B.1. Section 4(f) Lands

The Northwest Hillsborough Expressway project was evaluated for potential impact to public parks, recreation areas, wildlife and waterfowl refuges. According to the 1987 FEIS, the project had no Section 4(f) involvement. However, as design progressed on the project following approval of the FEIS, a number of changes were made that necessitated the 1992 Reevaluation and also impacted a Section 4(f) protected resource.

A Section 4(f) Evaluation was completed in March 1992 for the Veterans Memorial/Skyway Park complex located on the west side of the proposed alignment and across from Tampa International Airport. The complex is approximately 34.5 acres in size and is located on the west side of the Expressway and south of Independence Parkway. Construction of the Veteran's Expressway required approximately 7.48 acres from the Veteran's Memorial/Skyway Park complex. The taking was due to the following reasons:

1. the change from a limited access mainline expressway with a controlled access frontage road system, proposed in the FEIS, to a limited access inner expressway and outer collector-distributor (c-d) roadway system proposed in the Expressway's Master Plan (1989);
2. the shift in the FEIS alignment to the west to accommodate a planned additional north-south TPA runway; and
3. the Expressway Master Plan's recommendation that the S.R. 60/Expressway Interchange should be a three level instead of the two level interchange originally proposed in the FEIS.

The Final Section 4(f) Evaluation, approved in March 1992, concluded that there were no feasible and prudent alternatives to the use of the Section 4(f) land.

Due to the elimination of the toll plaza from the design configuration in the area of the Veteran's Memorial/Skyway Park complex, impacts to the Section 4(f) property have been reduced. The 1992 Section 4(f) Evaluation identified impacts to the park of approximately 7.48 acres. This design change reevaluation does not further impact the park.

B.2/3. Historic and Archeological Sites

A cultural resource assessment survey (CRAS) was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended).

For this design change reevaluation, an Area of Potential Effect (APE) was determined by evaluating the type of improvements under consideration and the possible effects that these improvements could have on historic resources. This determination also considered the urban/suburban character of the project area. The preliminary APE for this project was defined as the area within which potential visual effects for the improvement could be anticipated. The APE for historic buildings along the project corridor includes an area 100 m (330 feet) out from the centerline of the existing roadway (200 m [660 feet] total in width). This area was expanded to include the areas surrounding the proposed stormwater management facilities and the northbound ramp onto the Veteran's Expressway, the proposed connector road from eastbound SR 60 onto Cypress Street, and all re-aligned ramps and highways.

The Florida Division of Historical Resources (FDHR) was consulted about the location of known historic structures and archaeological sites within or near the project corridor. Two previously recorded archaeological sites were located within the general vicinity of the project corridor. The first site, 8HI105, Fish Creek Shell Midden, is a redeposited midden site located on the north bank at the mouth of Fish Creek, dating to between the Archaic and Florida Transitional periods (Florida Master Site File [FMSF] Form, 8HI105, 1967). The other site, 8HI324, Tampa International Airport site, is a lithic scatter/campsite located just north of Fish Creek and approximately 100 m (328 feet) west of Terminal Parkway. This latter site was

noted as having contained several projectile points and miscellaneous stone tools. No temporal or cultural affiliation was given for this site.

One previous survey was conducted in the immediate project vicinity. Two proposed pond locations were surveyed as part of the SR 60 (Memorial Highway) Improvements project, one of them located in the current project study area (Archaeological Consultants, Inc. 1994). No historic structures or archaeological sites were located in that survey area.

Other surveys in the general vicinity of the project area recorded several prehistoric sites (e.g., Gluckman et al. 1978; Burger 1982; Deming et al. 1984). One of these surveys reestablished the location of the previously recorded site 8HI105 (Burger 1982), reaffirming that the midden material found there was redeposited as dredge spoil on top of the original mangrove swamp. An additional site was located on this survey, just north of 8HI105 on an upland portion next to the former north branch of Fish Creek. It consisted of a lithic scatter resulting from the manufacture of stone tools and a stem fragment from a probable Archaic projectile point. Neither of these were considered eligible for listing on the NRHP.

The purpose of the survey was to locate any previously unrecorded prehistoric archaeological sites, historic sites, or historic structures located within or adjacent to the project corridor or within the three (3) proposed pond locations, and to assess such sites for their potential eligibility for listing on the National Register of Historic Places (NRHP). Systematic subsurface testing of the project area revealed four (4) previously unrecorded archaeological site (8HI6717-6720) and one archaeological occurrence. None of the sites are considered eligible for listing on the NRHP. One historic structure (8HI6722) was identified and recorded within the project's Area of Potential Effect (APE) (Figure 4). This site is considered not eligible for listing on the NRHP. A pedestrian survey was also made of the vicinity surrounding the APE to check for the existence of any potential eligible buildings, structures, or districts. No potentially eligible resources were identified during this inspection.

ATTACHMENT C

C.1. Wetlands

Wetlands located within the proposed right-of-way for the "Stage I LINKS" project area were evaluated in January 1999. Information from the wetland evaluation was used to classify and determine the acreage within the proposed alignment for each wetland. Wetlands located within the proposed alignment have the potential to be impacted by the proposed improvements. A comparison the project's wetland impact (acreage located within the alignment) to the original 1987 Final Environmental Impact Statement (FEIS) of the Northwest Hillsborough Expressway and the 1992 Design Change Reevaluation has been done to determine any changes in potential wetland impact.

The United States Fish and Wildlife Service (USFWS) wetland classification and impact acreage was determined for each wetland in the Stage I LINKS Project (See Table 1). Wetlands from the 1987 FEIS and 1992 reevaluation are numbered 1-7. New wetlands located within the proposed project alignment are numbered 8-16 from south to north. A general description of the major vegetation for each wetland was recorded and summarized in the results section. The approximate limits of the wetlands were delineated in the field on 1:3000 scale aerial photography. A drawing of the project study area was generated using digital raster aerial photography as a base which shows the following:

- the existing right-of-way,
- the proposed right-of-way requirements for Stage I LINKS,
- the Stage I LINKS project construction elements,
- the previously approved Northwest Expressway (Veterans Expressway) FEIS limits right-of-way within the study area,
- and the previously approved Northwest Expressway (Veterans Expressway) 1992 reevaluation limits of right-of-way.

This drawing with the approximate limits of the wetlands delineated on it and a planimeter was used to determine the following (See Table 1):

- impact acreage for wetlands located within the proposed right-of-way,
- changes in wetland acreage between the proposed project and the 1987 FEIS,
- and changes wetland acreage between the proposed project and the 1992 reevaluation.

The wetlands located within the proposed alignment are classified by the USFWS as estuarine, palustrine, and riverine systems. There are a total of 17 wetlands areas in the Stage I LINKS project study area. Of these wetlands 9 (Wetlands- 8, 9, 10, 11, 12, 13, 14, 15, 16) were not evaluated in either of the previous studies. Wetland 1B was evaluated in the 1992 reevaluation but not in the original 1987 FEIS. Wetland 5 exists within the 1987 FEIS and 1992 reevaluation project alignments, but not within the proposed Stage 1 alignment. Total wetland area required is 17.37 acres for the Stage I LINKS project. This is approximately 9.59 acres and 4.32 acres higher than the original 1987 FEIS and 1992 reevaluation, respectively. Wetland acreage for the proposed project, the original FEIS and the 1992 reevaluation are summarized in Table 1.

TABLE 1
S.R. 60 (MEMORIAL HIGHWAY) IMPROVEMENTS
SUMMARY OF WETLAND IMPACTS

Wetland Number	Wetland Impact 1987 (acres)	Wetland Impact 1992 (acres)	Wetland Impact 1999 (acres)	Change in Impact 87-99 (acres)	Change in Impact 92-99 (acres)
1	0.10	0.10	0.10	0.00	0.00
1B	N/A	1.25	1.25	1.25	0.00
2	0.30	0.48	0.52	0.22	0.04
3	0.07	0.07	0.05	-0.02	-0.02
4	3.24	7.08	5.02	1.78	-2.06
5	1.25	1.25	0.00	-1.25	-1.25
6A	2.32	2.32	2.32	0.00	0.00
6B	0.11	0.11	0.11	0.00	0.00
7	0.39	0.39	0.39	0.00	0.00
8	N/A	N/A	1.55	1.55	1.55
9	N/A	N/A	0.07	0.07	0.07
10	N/A	N/A	0.60	0.60	0.60
11	N/A	N/A	0.81	0.81	0.81
12	N/A	N/A	0.19	0.19	0.19
13	N/A	N/A	0.29	0.29	0.29
14	N/A	N/A	0.50	0.50	0.50
15	N/A	N/A	0.57	0.57	0.57
16	N/A	N/A	3.03	3.03	3.03
Totals	7.78	13.05	17.37	9.59	4.32

C.6. Floodplains

A floodplain analysis was performed for the proposed project to meet the requirements of Executive Order 11988, "Floodplain Management", USDOT Order 5650.2, "Floodplain Management and Protection", and the Federal Aid Policy Guide.

The proposed project is covered by FEMA Flood Insurance Rate Map (FIRM) Community Panel 120114 0021C, revised September 30, 1982. The proposed project includes unavoidable encroachment of floodplains. Approximately 24.7 acres of additional floodplain encroachment from the previous Northwest Hillsborough Expressway floodplain evaluation will occur as a result of the proposed project. The majority of the proposed project lies within the coastal base floodplain (Zone A10) with a flood elevation of 10 feet. Portions of the existing elevated roadway interchanges are located outside of the base floodplain. A portion of the project at the western terminus on the Courtney Campbell Causeway is located in Zone V10 (elevation 10), which is an area of coastal zone flooding with velocity (wave action). The above listed flood zones are associated with coastal storm surges. No change in flood elevations or limits will occur as a result of the project. Natural and beneficial floodplain values will not be impacted.

Pursuant to Executive Order 11988, "Floodplain Management," the proposed action was determined to be within the base floodplain. Impacts associated with the encroachment have been evaluated and determined to be minimal. Therefore, the proposed action will not constitute a significant encroachment.

C.9. Wildlife and Habitat

The Stage I LINKS Project has been evaluated to determine whether any threatened or endangered species occur within the project boundary. Field investigations have indicated that there are no federal (United States Fish and Wildlife Service-USFWS) or state (Florida Fish and Wildlife Conservation Commission-FFWCC) threatened or endangered species involved with the projects

C.11. Visual/Aesthetics

The FEIS recognized that construction of the Expressway would visually encroach on the rural and suburban settings of the surrounding areas. On bridge approaches over roadways and at interchanges, the FEIS stated that the expressway will be elevated or on sodded embankments. Where the Expressway is adjacent to residential development, aesthetic considerations of the roadway design would include landscaping, lighting, and screening to minimize possible adverse visual effects. The FEIS mentioned that the least adverse visual impact would occur along the Eisenhower/West alignment. The 1992 Reevaluation indicated that there was no change in visual/aesthetic impacts.

The design changes being proposed in this reevaluation may cause additional visual encroachment on the surrounding suburban setting. The major change in visual impacts since the 1987 FEIS and the 1992 Reevaluation is in the area along the north side of the Courtney Campbell Causeway and west of the Expressway. Acquisition of a strip of existing commercial properties is being proposed. The Dana Shores Subdivision is located approximately 110 feet north of these commercial properties but is separated from them by a waterway. The view from this residential development would change from what they now see, which is the back of commercial establishments, to a pond area and a three-level interchange and an elevated roadway. As stated in the FEIS, aesthetic considerations including landscaping, lighting, and screening are being evaluated during the design phase.

ATTACHMENT D

D.1. Noise

The 1987 Northwest Hillsborough Expressway FEIS and the 1992 reevaluation did not identify any noise sensitive sites within the limits of the Stage I LINKS design area. The design changes being proposed in this reevaluation requires noise abatement to be considered in one area. The proposed design changes would require acquisition of commercial properties to the north of the Courtney Campbell Causeway. Behind the commercial properties, residential properties abut the waterway which would be adjacent to the proposed roadway. The noise sensitive sites identified along the north side of the waterway are part of the Dana Shores and Venetian Shores subdivisions.

Results of the Traffic Noise Model (TNM) indicate that fourteen (14) residences may experience outdoor traffic noise levels that approach the FHWA Noise Abatement Criteria for Activity Category B. Noise levels at the sites are predicted to range from 65.8 to 66.7 decibels with the project. Predicted increases above existing noise levels range from 1.3 to 6.9 decibels. Two noise walls are required in order for noise abatement to be effective for the front row residences. The first noise wall would begin along the off-ramp from southbound Veteran's Expressway to westbound Courtney Campbell Causeway and terminates along the off-ramp from the westbound Courtney Campbell Causeway to the proposed northern frontage road. The second noise wall would begin along the northern frontage road and continue west along the Courtney Campbell Causeway. The recommended noise wall which is predicted to provide twenty-five (25) residences between a 5 and 8 decibel noise reduction would be a combined length of 902 m (2959 ft) at a height of 3.66 m (12 ft). The cost per benefitted receiver is \$28,440 which meets the cost criteria.

During future public involvement, the Department will provide details and solicit comments from the public regarding the results of the noise study. The results of the public involvement phase will be included in the construction authorization reevaluation.

D.2. Air

An air quality impact analysis was conducted to ascertain the effect of the project on local and regional air quality conditions. The air quality analysis assessed the dispersion of carbon monoxide (CO) as well as the aggregate generation of volatile organic compounds (VOCs) for both the No-Build and Build Alternatives. Based on the CAL3QHC modeling results, neither Alternative will lead to a violation of the NAAQS for CO. Overall, the concentration of CO is slightly lower under the Build Alternative, when compared to the No-Build Alternative. Hydrocarbon emissions vary only slightly between the two Alternatives, with the No-Build Alternative having slightly higher emissions in 2010 and slightly lower emissions in 2025 than the Build Alternative. Therefore, this project will not have a significant impact on air quality.

The project is in an area that has been designated as maintenance area on February 5, 1996. This project is in conformance with the State Implementation Plan because it will not cause violations of the National Ambient Air Quality Standards. This project is included in the area's current approved conforming TIP which was signed by the Secretary of the Florida Department of Transportation on August 31, 1998. This project is included in the area's conforming long range plan. This project is included in the area's Conformity determination report which was approved by FHWA/FTA on October 1, 1998.

D.4. Contamination

A Level I contamination screening evaluation was conducted for the Stage I LINKS project corridor in February 1999. This screening evaluation supersedes those screenings and investigations conducted previously and published separately for the Veterans Expressway project in 1987 and 1991. Essentially, this recent screening evaluation identifies known and potential hazardous material contamination sites along the project corridor; evaluates their risk to impact the proposed project; and provides recommendations for

additional investigations, where required. The survey was conducted according to guidelines established by the FDOT, District VII.

As a result of the data collection efforts and field reconnaissance, this survey identified 15 sites along the project corridor containing hazardous materials, hazardous wastes, other regulated substances, and/or environmental contamination, or which have the potential to contain these materials. Maps showing the approximate location of each site are provided as Exhibit 3. Businesses that currently maintain underground storage tanks for petroleum products or sites that previously contained underground storage tanks constitute the majority of these sites.

Using the information collected during the screening, each identified site was individually evaluated according to the Project Development and Environment (PD&E) Contamination Risk Evaluation Guideline, Revision 2, developed by FDOT District VII. Utilizing the FDOT risk evaluation rating system, each investigated site was assigned a rating of "No," "Low," "Medium," or "High" based upon the information collected during this contamination screening. The risk ratings assigned to each site are listed on the table and indicate the potential for involvement with contamination that could impact the 1999 alignment. Five sites were ranked "no" for no potential impact to the project. A ranking of "Low" was assigned to four sites because they are not expected to impact the project. A ranking of "Medium" was assigned to three sites because the screening data indicates some potential for impacting the project and a ranking of "High" was assigned to three sites.

Level II investigations are recommended at three of the six sites ranked Medium or High where soil and/or groundwater contamination, should it exist, could potentially impact the Stage I LINKS project. At a minimum, Level II investigations should be conducted at those sites with direct project involvement. Direct project involvement means that all, or a portion of the site is located within the existing right-of-way or will be acquired for project right-of-way.

Level II investigations should include, but not be limited to: (1) an update review of FDEP and EPC files, and (2) the select sampling and analysis of each site's soil and groundwater to help determine the absence or presence of environmental contamination.

The findings of this contamination screening evaluation are based upon preliminary information only and are not intended to replace more detailed studies such as individual environmental site assessments and subsurface soil/groundwater investigations. Rather, this survey is intended as a preliminary guide for identifying potential contamination in the proposed Stage I LINKS project area. Other technical studies may be required to determine the existence of site contamination prior to right-of-way acquisition, utility relocation, or stormwater pond construction. It should be noted that potential contamination sites may extend beyond those identified in this preliminary survey because of limited historical and regulatory information, illegal dumping practices, and the lack of compliance with FDEP stationary tank registration and hazardous waste generator programs. Finally, the identification of a site in this report does not necessarily indicate that the site contains environmental contamination, but only that there is the potential for environmental contamination to occur.



WPI SEGMENT NOS.: 255630 I & 255703 I
STATE PROJECT NOS.: 10140-1552 & 10130-1549
FEDERAL AID PROJECT NO.: SU-1842(13)
WPI NOS.: 711387I & 7113944

DATE: 02-24-99

Exhibit No 2 (L)





FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT V



LEGEND

Proposed Const.

Temporary Const.

Const. by Others

LINKS Stage I R/W

Existing R/W

Proposed Ponds

Number of Lanes



TAMPA INTERNATIONAL



WPI SEGMENT NOS.: 255630 I & 255703 I
STATE PROJECT NOS.: 10140-1552 & 10130-1549
FEDERAL AID PROJECT NO.: SU-1842(13)
WPI NOS.: 7113871 & 7113944

DATE: 07-Apr-99 13:09

Exhibit No. 3

(L)



LINKS
STAGE I

0 600
Meters



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT VII

Exhibit No 3
Me



WORK PROGRAM ITEM SEGMENT NUMBER	SHEET NUMBER

FILE: e:\links\nov_98rev\vet_275rw.dgn
DATE: 07-Apr-99 13:09



TAMPA INTERNATIONAL

Independence Parkway

Veterans Expressway

VETERANS MEMORIAL / SKYWAY PARK

DANA SHORES

COUNTY

WPI SEGMENT NOs.:	255630 I & 255703 I
STATE PROJECT NOs.:	10140-1552 & 10130-1549
FEDERAL AID PROJECT NO.:	SU-1842(13)
WPI NOs.:	7113871 & 7113944

DATE: 02-24-99

Exhibit No. 4 (L)

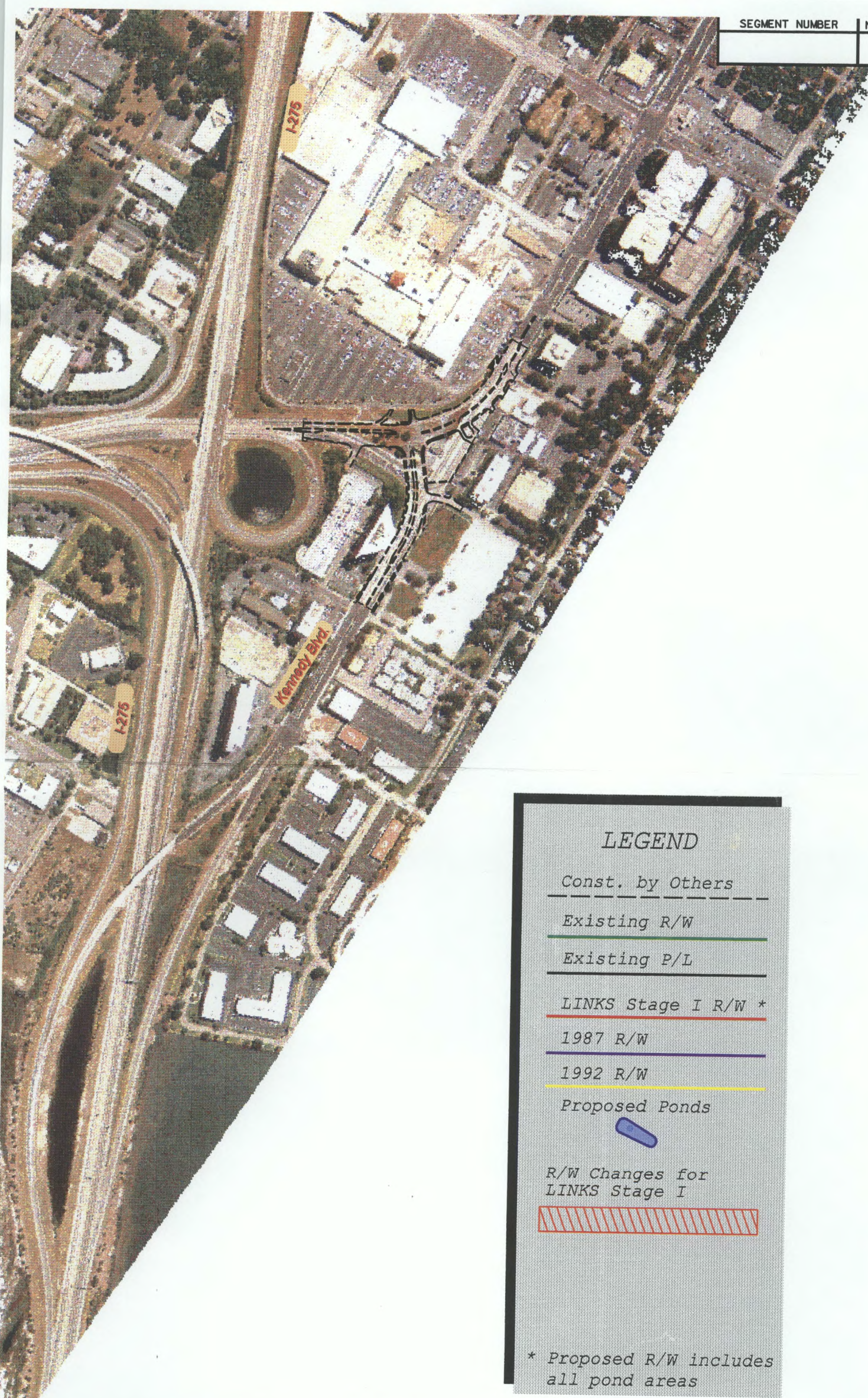


Exhibit No. 4
(HL)



FLORIDA DEPARTMENT
OF TRANSPORTATION
DISTRICT V

Exhibit No 4 (MR)



LEGEND

Const. by Others

Existing R/W

Existing P/L

LINKS Stage I R/W *

1987 R/W

1992 R/W

Proposed Ponds

R/W Changes for
LINKS Stage I

* Proposed R/W includes
all pond areas

RIGHT-OF-WAY CHANGES
FOR LINKS STAGE I

EXHIBIT NO. 4

DESIGN CHANGE / ROW AUTHORIZATION
REEVALUATION FOR
NORTHWEST HILLSBOROUGH EXPRESSWAY
FEIS (1987)

(R)