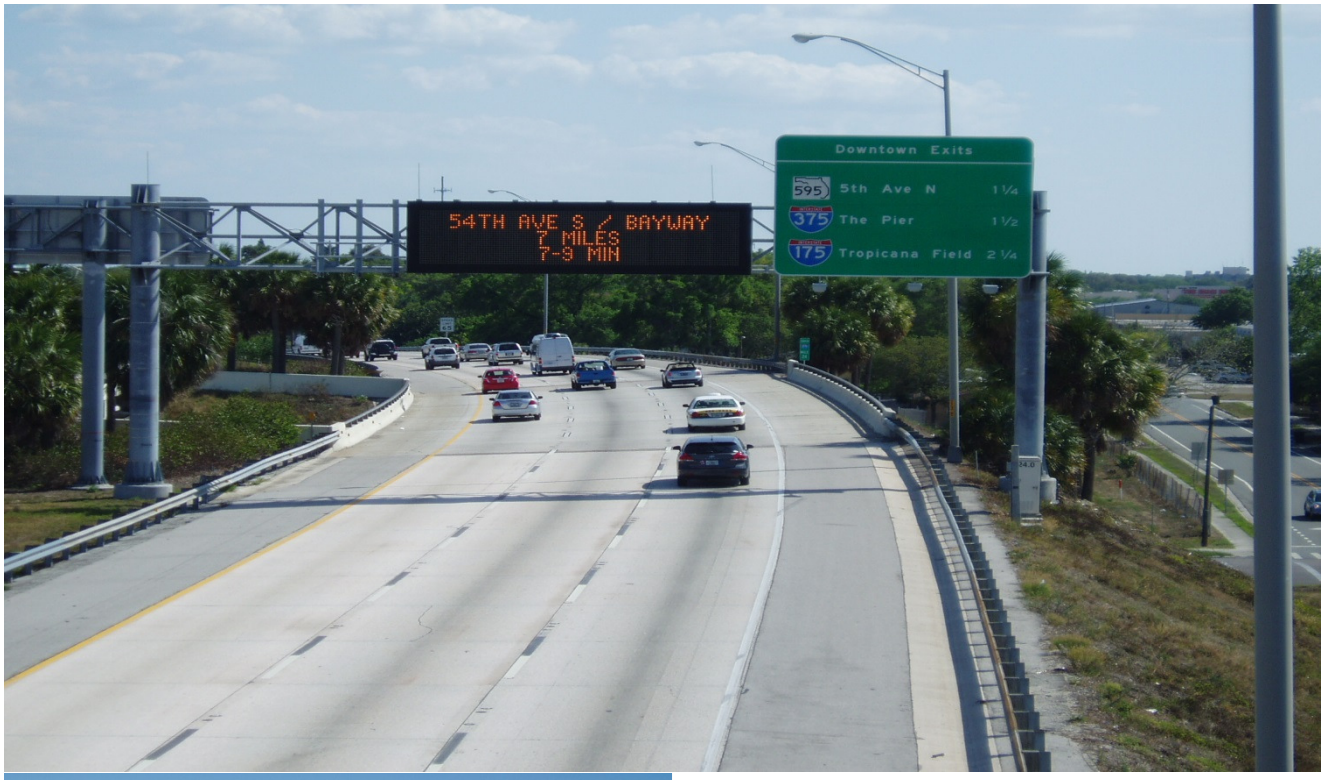

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

Work Program Item Segment No: 424501-1

Final Contamination Screening Evaluation Report (CSER)

Project Development and Environment (PD&E) Study

I-275/SR 93

From South of 54th Avenue South
to North of 4th Street North

Pinellas County, Florida

April 2016

FDOT

Project Development & Environment (PD&E) Study for (I-275/SR 93) from South of 54th Ave. S. to North of 4th St. N

Final Level I
Contamination Screening Evaluation Report (CSER)

Work Program Item Segment No. : 424501
ETDM Project No. 12556
Pinellas County, Florida

Prepared for:

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April 2016

Executive Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternative improvements for Interstate 275 (I-275) (State Road (SR) 93) from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida. The total project length is approximately 16.3 miles.

This Level I Contamination Screening Evaluation Report (CSER) has been prepared using the FDOT PD&E Manual, Chapter 22 reporting format and standard environmental assessment practices of reviewing records of regulatory agencies, site reconnaissance, literature review and when necessary, personal interviews of individuals and business owners within the limits of the project. For purposes of this report, the project study area includes the limits of the mainline project and an approximate 300 foot area extending beyond those boundaries.

Fifteen (15) mainline locations were investigated for sites that may present the potential for finding petroleum contamination, hazardous materials or landfill leachate, and therefore may impact the proposed improvements for this project. Specific details for each site are outlined in Appendix A and their locations are presented in Appendix B.

Of the 15 mainline sites investigated, the following risk rankings have been applied: 4 “High” ranking sites, 9 “Medium” ranking sites, 2 “Low” ranking sites, and 0 sites ranked "No" for potential contamination concerns.

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

For those locations with a risk ranking of “Medium” or “High”, Level II field screening will be conducted. These sites have been determined to have potential contaminants, which may impact the project corridor. A soil and groundwater sampling plan will be developed for each site. The sampling plan will provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells will be prepared.

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

This *Executive Summary* provides a brief overview of the environmental contamination concerns associated with the proposed roadway improvement project. The reader should utilize the detailed information presented within this report for specific information regarding any area of particular interest.

Definitions, Acronyms, and Abbreviations

HAZARDOUS MATERIAL: Any material which has, or, when combined with other materials will have a deleterious effect on people or the environment. As further discussed and defined in Title 42 United States Code (USC), Section 9601, et seq.

HAZARDOUS WASTE: There are 80 pages in the Code of Federal Regulations (CFR) devoted to the definition and identification of Hazardous Waste. Briefly, the CFR defines hazardous waste as a solid waste (could be a liquid) that has not been excluded from regulation and meets the criteria as defined and discussed in Title 40, CFR, Part 261.3, et seq.

CONTAMINATION: The presence of any regulated material/chemical contained within the soil, surface water or groundwater on or adjacent to Department property, or proposed property, that may require assessment, remediation, or special handling, or that has a potential for liability. These materials would include, but not be limited to, those substances normally referred to as petroleum or petroleum products, solvents, organic and inorganic substances, and hazardous metals and substances.

SIGNIFICANT CONTAMINATION: The presence of any contamination that would meet the definition of "hazardous materials" or "hazardous waste" and be regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) or the Resource Conservation and Recovery Act (RCRA). Petroleum contamination from underground storage tanks is not regulated by CERCLA or RCRA.

AST	Aboveground Storage Tank
BLS	Below Land Surface
CDV	Cattle Dip Vat
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CSER	Contamination Screening Evaluation Report
De minimis	Lacking significance or of minimum importance as to merit disregard
EPA	United States Environmental Protection Agency
EROS	Earth Resource Observation and Science Center
FAC	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
GCTL	Groundwater Clean-up Target Levels
LUST	Leaking Underground Storage Tank
NADC	Natural Attenuation Default Concentrations
NEPA	National Environmental Policy Act
NFA	Notice of No Further Action
NGVD	National Geodetic Vertical Datum of 1929
NRCS	National Resource Conservation Service
PCB	Polychlorinated Biphenyl
PD&E	Project Development and Environment
PSR	Pond Siting Report
PVC	Polyvinyl chloride
RCRA	Resource Conservation and Recovery Act
SCS	Soil Conservation Service
SCTL	Soil Clean-up Target Levels
SRCO	Site Rehabilitation Completion Order
USDA	United States Department of Agriculture
USGS	United States Geological Survey
UST	Underground Storage Tank

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1.0 Introduction

1.1 Project Description

The Interstate 275 (I-275) (State Road (SR) 93) project corridor extends from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida, a distance of approximately 16.3 miles. The study map is shown on **Figure 1-1** on the following page. To effectively describe and evaluate the unique transportation characteristics of the project, the study corridor is divided into three segments as listed below, and graphically displayed on **Figure 1-1**:

- Segment A: From south of 54th Avenue South to I-175, a distance of 4.6 miles;
- Segment B: From I-175 to south of Gandy Boulevard, a distance of 6.0 miles; and
- Segment C: From south of Gandy Boulevard to north of 4th Street North, a distance of 5.7 miles.

The study corridor is contained within the townships, ranges, and sections listed in **Table 1-1** (United States Geological Survey [USGS] Pass-A-Grille Beach, Fla. 1956; St. Petersburg, Fla. 1956; Safety Harbor, Fla. 1956).

Table 1-1. Township, Range, and Section Coordinates

Township	Range	Sections
32 South	16 East	2, 3, 10, and 11
31 South	16 East	1, 2, 11, 12, 13, 24, 26, 27, 34, and 35
30 South	16 East	6, 12, 13, 14, 23 through 26, 35, and 36

With respect to the Project Development and Environment (PD&E) Study section of I-275 within Segments A and B, only lane continuity improvements are being evaluated. Segment C is the focus of express or express lane improvements.

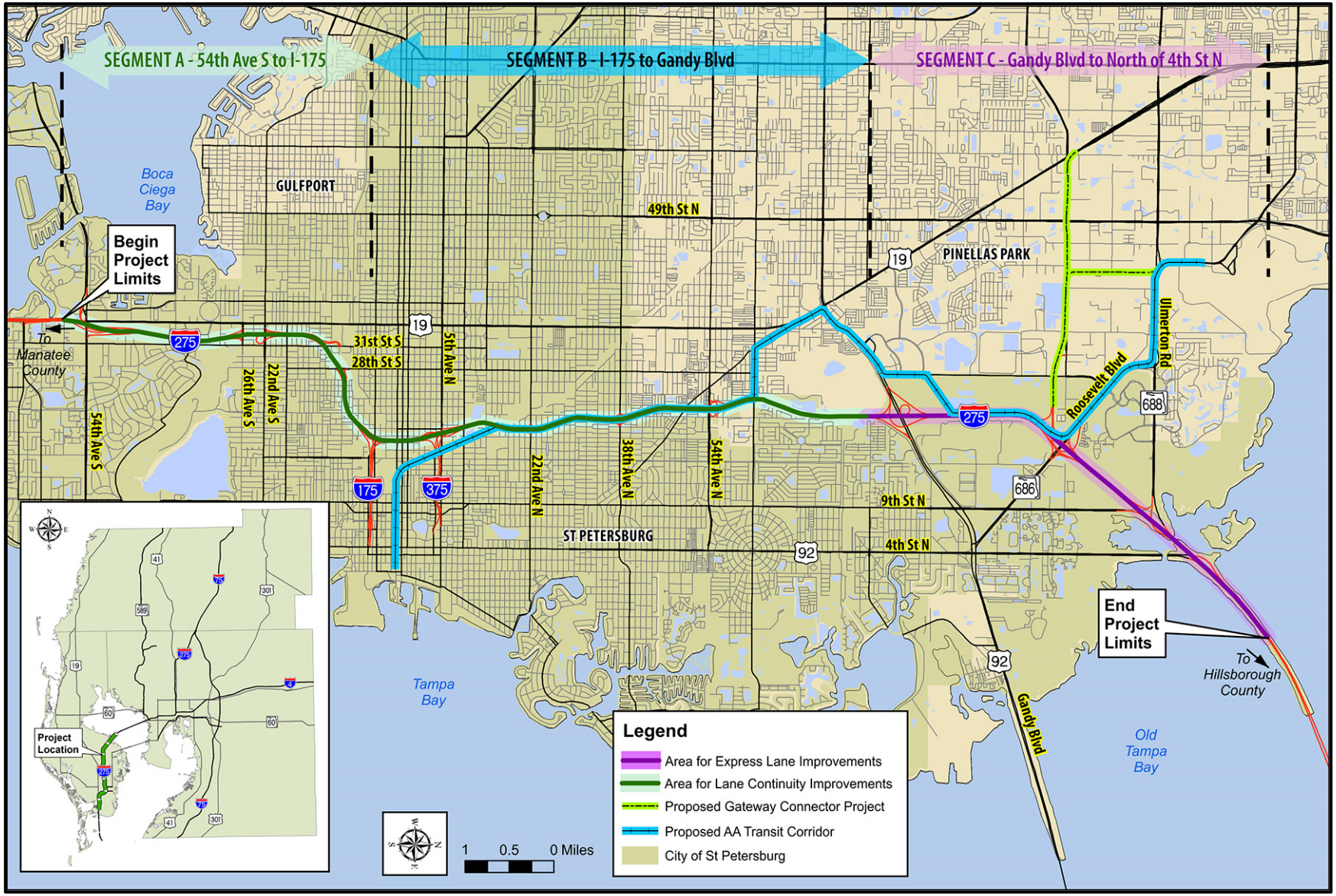


Figure 1-1. Project Location Map

1.2 Project Background

The Florida Department of Transportation (FDOT) conducted this PD&E Study to evaluate the need for capacity and operational improvements along I-275 from 54th Avenue South to north of 4th Street North in Pinellas County, a distance of approximately 16.3 miles. The objective of this PD&E Study was to provide documented environmental and engineering analyses to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, conceptual design and location of the necessary improvements within the I-275 PD&E Study limits.

Several multimodal transportation planning studies for the I-275 PD&E Study Corridor within Pinellas County have been completed while others are presently underway. The findings from these studies are assisting the FDOT in identifying transportation improvements needed to adequately meet local and regional travel demands, as well as to support the development of the PD&E Study's Preferred Alternative. The following sections describe the relevant multimodal planning studies prepared for the I-275 corridor in Pinellas County.

1.2.1 Tampa Bay Express (TBX) Master Plan

FDOT District Seven developed the TBX Master Plan that indicates on which interstate facilities, and specific freeway segments of these facilities, it would be cost feasible to implement express lanes. This Plan ensures that the impacts of implementing express lanes on the Tampa Bay interstate system would be evaluated on a system-wide basis in lieu of treating each corridor as its own stand-alone project. The I-275 PD&E Study incorporates the TBX Master Plan improvements proposed for the I-275 study corridor as part of the Preferred Alternative along with the lane continuity improvements which would occur generally between 54th Avenue South to south of Gandy Boulevard.

Realizing a potential shortfall in funding for implementation of the Plan's ultimate capacity improvements planned for the Tampa Bay Region, the FDOT underwent an evaluation to identify a series of lower cost express lane projects that can be funded in the FDOT's Five-Year Work Program. These initial projects could be built within a five-year or less time period and then later be incorporated into the Master Plan projects at minimal additional costs. The shorter-term, lower-cost improvements are considered the "Starter Projects."

Further information regarding the development of the Master Plan and its proposed projects are documented in the TBX Master Plan document.

1.2.2 Pinellas Alternative Analysis (AA)

In addition to addressing highway capacity deficiencies, this PD&E Study also considered multimodal accommodations envisioned for the I-275 study corridor and its regional connections to the rest of Tampa Bay. The Tampa Bay Area Regional Transportation Authority (TBARTA) adopted a Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties in May 2009. While considering all modes of transportation, the TBARTA Master Plan focused on providing the framework for an integrated transit system to serve all parts of the region. In 2009, the Hillsborough, Pinellas, Pasco, and Hernando County Metropolitan Planning Organizations (MPOs) and Citrus County all adopted the TBARTA Mid Term (2035) Networks in their 2035 Needs plans and included several key elements of the Master Plan in their 203540 Cost Affordable Long Range Transportation Plans (LRTPs).

As a first step in moving toward implementation of this Plan, the Hillsborough Area Regional Transit Authority (HART) had undertaken an AA for a light rail transit corridor running from the University of South Florida, through downtown Tampa, to the Westshore area. This HART analysis included a service connection to a proposed High Speed Rail station in downtown Tampa. A second AA has been completed by the FDOT, TBARTA, the Pinellas County MPO and the Pinellas Suncoast Transit Authority (PSTA) for a premium transit corridor from downtown St. Petersburg, through the Pinellas Gateway area, to downtown Clearwater. In addition, the FDOT, local transit agencies, and MPOs have planned several Regional Transit Corridor Evaluations for other elements of the TBARTA Master Plan.

The 2012 Pinellas AA evaluated transit options connecting major residential, employment and activity centers in Pinellas County to Hillsborough County via the Howard Frankland Bridge corridor. The study identified a 24-mile light rail Locally Preferred Alternative (LPA) for its ability to offer transportation options that are safe, sustainable, affordable, and efficient. Significant countywide local bus enhancements were recommended to support the LPA, nearly doubling the existing local bus service with portions being implemented before the light rail.

A key element of the TBARTA Master Plan is to provide a transit linkage across Upper Tampa Bay linking Hillsborough and Pinellas Counties. Specifically, both the TBARTA Master Plan and the MPO LRTPs call for the linkage to be provided across the Howard Frankland Bridge (I-275/SR 93) corridor. This linkage would run from Hillsborough County's proposed Westshore Regional Multimodal Center (service connection to the proposed High Speed Rail Station in downtown Tampa) to Pinellas County's proposed Gateway Station. These stations would not serve as termini, but would allow uninterrupted transit movements from the St. Petersburg and Clearwater areas across the Howard Frankland Bridge to and through Tampa's Central Business District (CBD) and vice versa. However, for this linkage to be possible, the Howard Frankland Bridge corridor must be able to accommodate the appropriate transit provisions. The FDOT plans to replace the northbound Howard Frankland Bridge in the future since it is approaching the end of its useful service life. Therefore, the I-275 PD&E Study will provide recommended improvements that provide the transit accommodations envisioned by TBARTA and the needed highway improvements consistent with the planned northbound bridge replacement.

1.2.3 Lane Continuity Study

Completed in October 2008, the I-275 Lane Continuity Study evaluated operational improvements on I-275 from the Sunshine Skyway Bridge North Toll Plaza to Gandy Boulevard in Pinellas County. The study documented existing and future operational and safety conditions within the corridor for the purposes of recommending possible improvements to alleviate identified deficiencies. The study addressed both short-term traffic operational type improvements and longer-term major geometric improvements. As a long range improvement, the study recommended providing lane improvements to achieve one additional continuous lane on I-275 in each direction from 54th Avenue South to Gandy Boulevard.

The I-275 Pinellas PD&E Study incorporated and updated the Lane Continuity Study recommendations. Currently, I-275 from south of 54th Avenue South to 4th Street North has one continuous lane in the northbound direction and no continuous lanes in the southbound direction. According to the previous Lane Continuity Study recommendations, proposed lane additions to I-275 are anticipated to provide three continuous lanes in the northbound direction and two continuous lanes in the southbound direction between 54th Avenue South and 4th Street North. These new lane connections will improve the safety for motorists traveling the I-275 corridor by substantially reducing

the number of lane changes for both directions of travel. The study also recommended modifications to certain interchanges within the study limits, allowing for a more refined analysis of those locations.

1.2.4 National Environmental Policy Act (NEPA) Process

The proposed project has been evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process. Agency coordination for this project has been initiated as part of ETDM Project Number 12556. The FDOT received Location Design and Concept Acceptance (LDCA) from FHWA on July 15, 2016 for lane continuity improvements along I-275 from 54th Avenue South to south of Gandy Boulevard and express lane improvements related to the TBX Master Plan project along I-275 from south of Gandy Boulevard to north of 4th Street North.

1.3 Existing Conditions

I-275 is a limited access urban interstate highway facility that runs in a north and south direction through Pinellas County. The posted speed limit is 65 miles per hour (mph). Within the project limits, I-275 is comprised of a four-lane divided typical section with auxiliary lanes from south of 54th Avenue South to I-375. From I-375 to north of 4th Street North, I-275 is comprised of a six-lane divided typical section with auxiliary lanes.

The existing roadway typical sections, as shown on **Figure 1-2(a-f)**, are described as follows:

- Segment A (from south of 54th Avenue South to I-175): consists of four 12-foot general purpose travel lanes, two 12-foot auxiliary travel lanes, 12-foot inside and outside shoulders (10-foot paved) and generally open drainage with a median width that varies from 64 to 212 feet;
- Segment B (from I-175 to south of Gandy Boulevard): consists of six 12-foot general purpose travel lanes, two or four 12-foot auxiliary travel lanes, 12-foot inside and outside shoulders (10-foot paved) and generally open drainage with a median width that varies from 64 to 204 feet; and
- Segment C (from south of Gandy Boulevard to north of 4th Street North): There are four separate typical sections within Segment C (labeled separately as C1-C4).
    - C-1 (from south of Gandy Boulevard to Roosevelt Boulevard) consists of six 12-foot general purpose travel lanes, two or four 12-foot auxiliary travel lanes, 12-foot inside and outside shoulders (10-foot paved) and generally open drainage with a median width that varies from 64 to 204 feet;
    - C-2 (from Roosevelt Boulevard to south of 9th Street North): consists of six 12-foot general purpose travel lanes, zero to four 12-foot auxiliary travel lanes, 12-foot inside and outside shoulders (10-foot paved) and generally open drainage with a median width of 40 feet;
    - C-3 (from south of 9th Street North to north of 4th Street North): consists of six 12-foot general purpose travel lanes, two to four 12-foot auxiliary travel lanes, 12-foot inside and outside shoulders (10-foot paved) with a 26-foot wide concrete median containing a two-foot traffic barrier used to separate northbound and southbound traffic on I-275;
    - C-4 (from north of 4th Street North to 1.0 mile south of the Howard Frankland Bridge): the I-275 causeway consists of six 12-foot general purpose travel lanes, two 12-foot auxiliary lanes, 10-foot paved inside and outside shoulders, and a 22-foot median. The face of the outside barrier mounted on the sea walls is approximately 40 feet from the travel lanes.

No dedicated transit facilities, frontage roads or high-occupancy vehicle (HOV) lanes are currently provided within any of the I-275 mainline Segments. I-275 includes 15 interchanges within the project limits:

1. 54th Avenue South;
2. 26th Avenue South;
3. 22nd Avenue South;
4. 31st Street South;
5. 28th Street South;
6. I-175;
7. I-375;
8. 5th Avenue North;
9. 22nd Avenue North;
10. 38th Avenue North;
11. 54th Avenue North;
12. Gandy Boulevard;
13. Roosevelt Boulevard /118th Avenue North;
14. Ulmerton Road/9th Street North; and
15. 4th Street North.

Figure 1-2. Existing Typical Sections

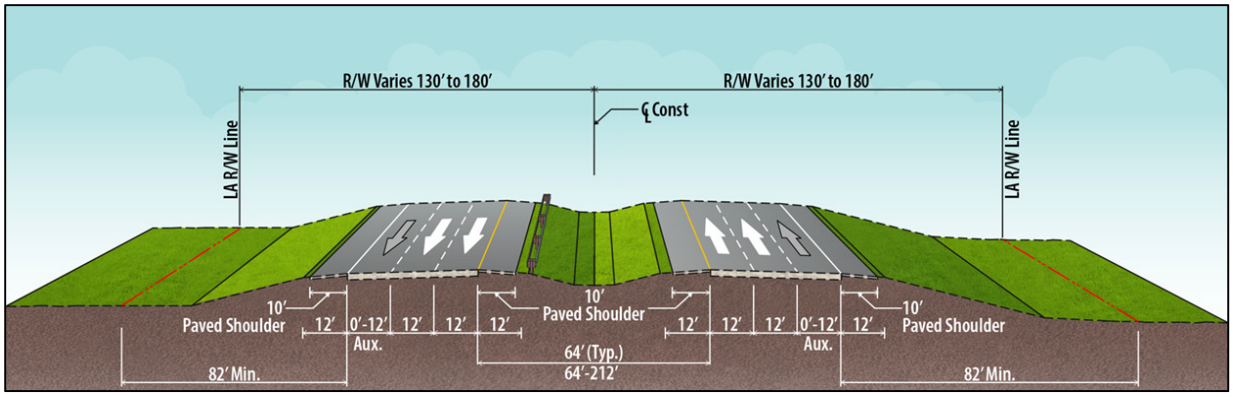


Figure 1-2a. Existing I-275 Mainline Typical Section from south of 54th Avenue South to I-175 (Segment A)

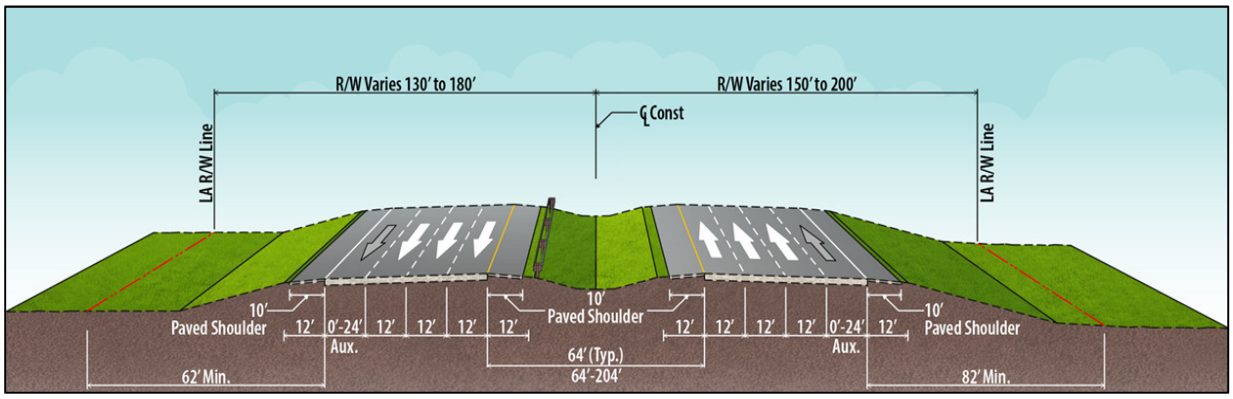


Figure 1-2b. Existing I-275 Mainline Typical Section from I-175 to south of Gandy Boulevard (Segment B)

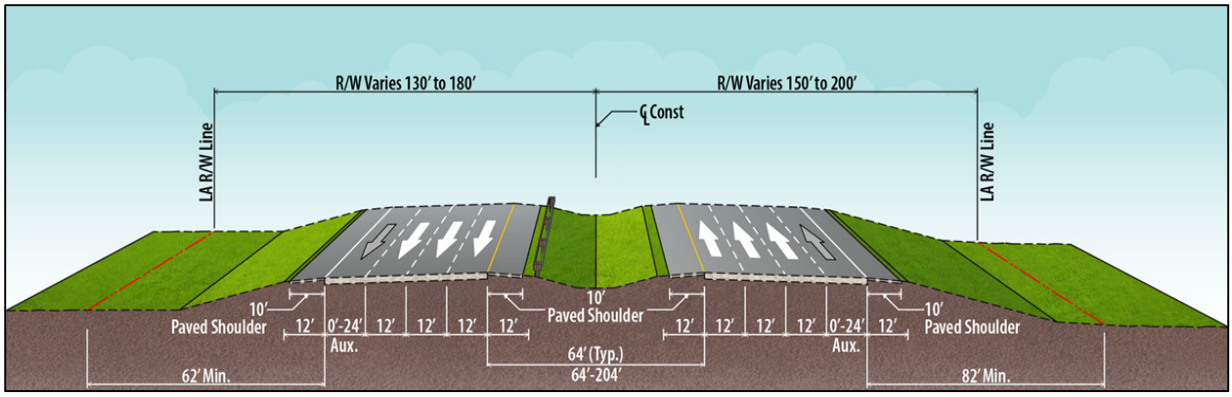


Figure 1-2c. Existing I-275 Mainline Typical Section from south of Gandy Boulevard to Roosevelt Boulevard (Segment C-1)

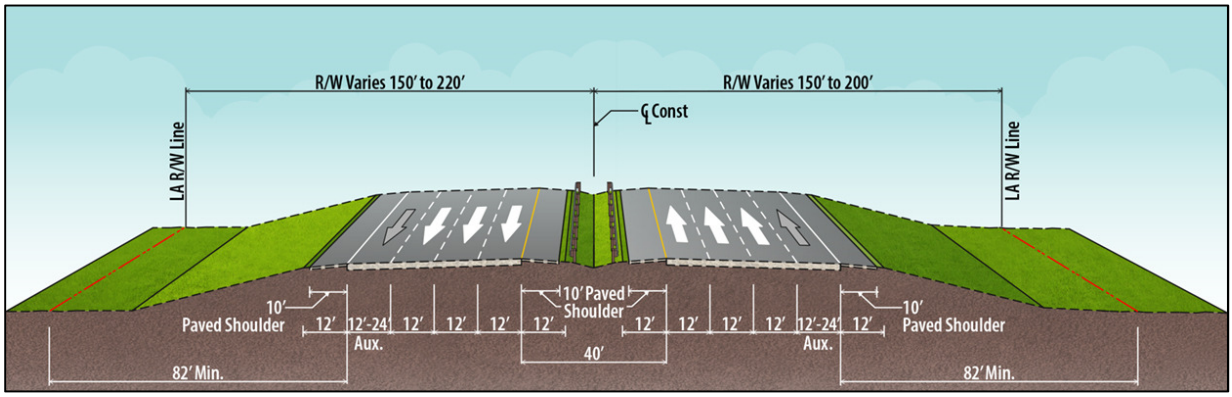


Figure 1-2d. Existing I-275 Mainline Typical Section from Roosevelt Boulevard to south of 9th Street North (Segment C-2)

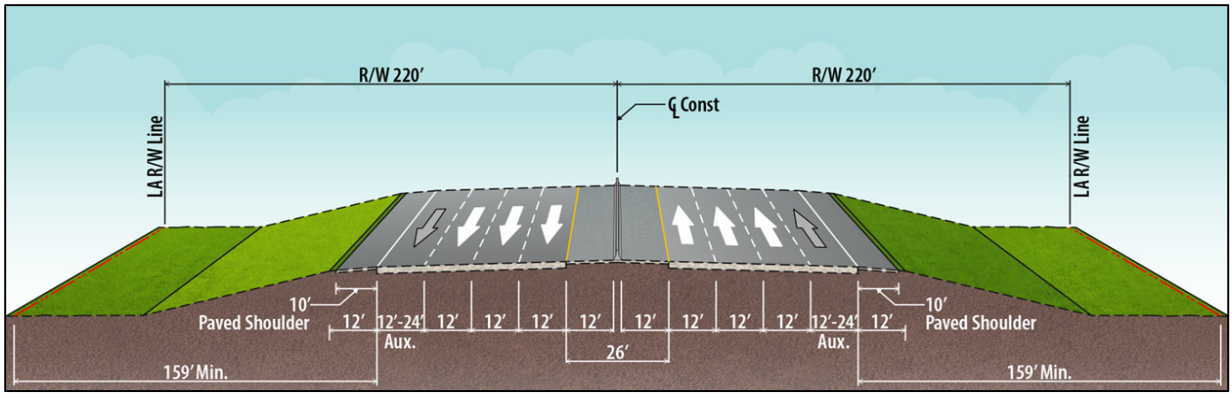


Figure 1-2e. Existing I-275 Mainline Typical Section from south of 9th Street North to south of 4th Street North (Segment C-3)

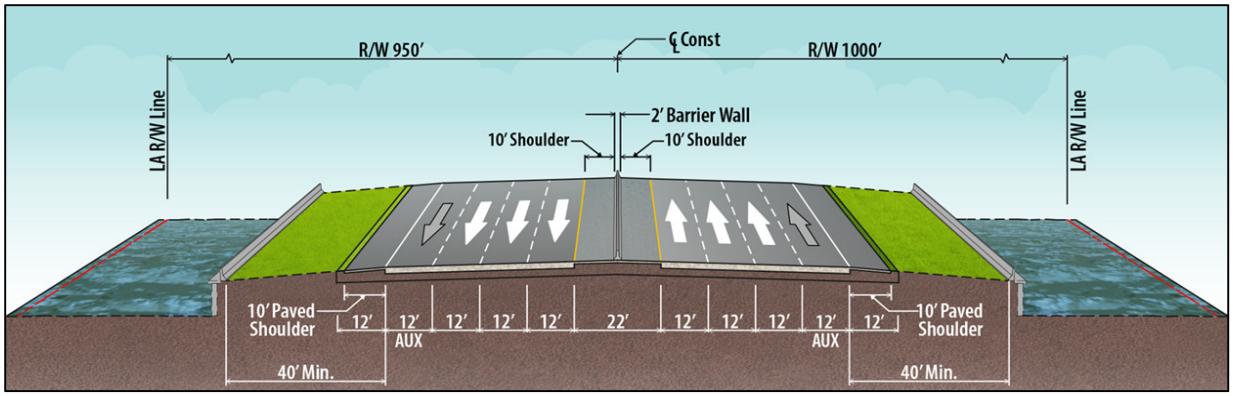


Figure 1.2f. Existing I-275 Mainline Typical Section from south of 4th Street North to 1.0 mile south of Howard Frankland Bridge (Segment C-4)

1.4 Project Purpose and Need

The purpose of this project is to provide for operational and safety improvements that maximize capacity within the I-275 corridor, improve lane continuity and connect I-275 within Pinellas County to the future network of express lanes planned for the Tampa Bay Region. Improvements are needed within the I-275 corridor to help alleviate existing traffic congestion, enhance safety and better accommodate future travel demands associated with projected growth in employment and population. The addition of special use/express lanes is included in the FDOT's Approved SIS Highway Component 2040 Cost Feasible Plan.

In 2012, Annual Average Daily Traffic (AADT) volumes on I-275 ranged from a low of 82,000 vehicles per day north of 54th Avenue South to a high of 142,500 vehicles per day north of 4th Street North. Under these existing traffic loadings, several sections along the I-275 mainline operate deficiently (Level of Service – LOS E) during both the morning and afternoon peak travel periods and does not meet the minimum LOS standard D for SIS highway facilities. Without improvements, the operating conditions along I-275 will continue to deteriorate, resulting in unacceptable levels of service throughout the entire study corridor.

The following information supports the proposed project's purpose and need:

Safety/Crash Rate Issues

Crash data from the Florida Department of Highway Safety and Motor Vehicles indicated there were 2,082 crashes recorded in the project limits during the five year period of 2009 through 2013. There were a total of 976 injuries and 18 fatalities. The crash rates were higher than the average statewide crash rate for urban interstates within the vicinity of certain interchanges within the project limits, and along mainline sections between 22nd Avenue and 54th Avenue North.

Safety within the project limits will be enhanced due to maximizing capacity that will be provided by the proposed lane continuity improvements on I-275. The lane continuity improvements will reduce driving decisions related to lane changes, thereby decreasing potential conflicts among vehicles.

Lane Continuity Issues

Currently, I-275 from south of 54th Avenue South to 4th Street North has one continuous lane in the northbound direction and no continuous lanes in the southbound direction. The proposed intermittent widening and restriping of existing lanes within I-275 Segments A and B comprise the lane continuity

improvements that will form two continuous lanes on I-275 in each direction between 54th Avenue South and 4th Street North; thereby improving the safety of motorists by reducing driving decisions which relate to lane changes and the incidence of associated crashes.

Managed/Special Use Lanes Intent

I-275 Segment C is a component of the Tampa Bay Express (TBX) toll lanes. As part of the TBX Master Plan, one tolled lane is to be added to I-275 in each direction from Gandy Boulevard to 118th Avenue North. From 118th Avenue North to north of 4th Street North, two tolled lanes will be provided in each direction on I-275. Access will be provided between the tolled and non-tolled lanes near Gandy Boulevard, at 118th Avenue North, and between 4th Street North and the Howard Frankland Bridge.

Proposed Improvements

The proposed action involves the provision of capacity and operational improvements along 16.3 miles of I-275 from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida. This evaluation considers the operational and highway safety benefits of implementing capacity improvements and compares them to the cost savings and minimization of adverse impacts associated with a No Build Alternative. The No Build and Build Alternatives are evaluated and compared based on a variety of parameters utilizing a matrix format. This process identifies the alternative that best balances the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs). In addition to capacity and operational improvements, the proposed action also considers the multimodal transportation needs of the I-275 project corridor, specifically incorporation of a multimodal envelope as part of the proposed improvements in order to be consistent with the Locally Preferred Alternative (LPA) of the Pinellas Alternatives Analysis (AA).

The Preferred Build Alternative consists of providing lane continuity improvements within Segments A and B (from south of 54th Avenue South to south of Gandy Boulevard), and express lane improvements in Segment C (from south of Gandy Boulevard to north of 4th Street North). The lane continuity improvements consists of intermittent widening and restriping of existing lanes on I-275 to form two continuous lanes in each direction. In Segment B, a 40-foot (ft) multimodal transportation envelope within the I-275 median is preserved for the future implementation of light rail transit use envisioned as part of the Federal Transit Administration (FTA) approved Pinellas AA. The express lanes proposed in Segment C are part of the Tampa Bay Express (TBX) Master Plan, which consists of an integrated system of express lanes identified for the Tampa Bay Region.

The I-275 interchange modifications proposed within the project segments are as follows, these future interchange improvements will be further analyzed in appropriate interchange analysis documents:

Segment A

- 31st Street South – moving SB on ramp from a left hand merge to a right hand merge

Segment B

- 5th Avenue North – SB off ramp contains a new auxiliary lane (connected with 22nd Avenue North)
- 22nd Avenue North – SB on ramp contains a new auxiliary lane with connection to 5th Avenue North

- 38th Avenue North – Additional lane on NB off ramp (from 1 to 2).

Segment C

- 118th Avenue – new GUL and SUL ramps
- Roosevelt Boulevard – new GUL NB on ramp
- MLK Boulevard – NB on ramp widening
- Ulmerton Boulevard – NB on ramp widening
- 4th Street North – NB on ramp and SB off-ramp widening

The proposed express lane improvements initially considers (prior to the design year 2040) one express lane (EL) in each direction of I-275 from south of Gandy Boulevard to north of 4th Street North. This near-term express lanes project is known as the Starter Project. The longer-term Master Plan Project shall provide for one EL in each direction of I-275 from south of Gandy Boulevard to 118th Avenue North/Roosevelt Boulevard and two ELs in each direction of I-275 from 118th Avenue North/Roosevelt Boulevard to north of 4th Street North. The separately prepared Final Preliminary Engineering Report (PER) documents the engineering and environmental analyses conducted to assess the environmental and sociocultural effects of implementing the No Build and Build Alternatives.

1.5 Report Purpose

This Contamination Screening Evaluation Report (CSER) is one of several documents being prepared as part of this PD&E study and presents the findings of a Level I contamination screening evaluation. The CSER was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 22 (latest revision).

The purpose of this environmental screening report is to identify, review, and evaluate known or potential contamination problems; provide risk rankings for properties, facilities or sites that have the potential for contamination to affect the proposed improvements; and to present recommendations concerning these problems. This CSER includes file and regulatory document research, local and state historical land use reviews, field reconnaissance, and interviews with site/facility owners, nearby businesses and residents where possible.

2.0 Improvement Alternatives

A detailed *Design Traffic Technical Memorandum* (DTTM) was prepared as part of the PD&E Study to document the existing travel conditions along I-275, present traffic forecasts of the opening year (2020), interim year (2030) and design year (2040) travel demand along I-275 and the crossing corridors, and summarize level of service evaluations of improvement alternatives for the I-275 mainline. The DTTM concluded that the proposed improvements should consist of providing lane continuity improvements only in Segment A (from south of 54th Avenue South to I-175), lane continuity improvements which are compatible with potential multimodal improvements in Segment B (from I-175 to south of Gandy Boulevard) and adding express lanes (ELs) to the existing general use lanes (GULs) in each direction of the I-275 mainline to form express lanes in study Segment C (from south of Gandy Boulevard to north of 4th Street North). For the express lane section, two ELs would be provided in each direction of the I-275 mainline to accommodate traffic volumes forecasted in the design year (2040) under the Master Plan scenario. Alternatively, one EL would be provided in each direction of the I-275 mainline under the Starter Project scenario, in order to cost effectively provide mobility options and preserve acceptable levels of service for the regional travelers prior to the design year.

2.1 No-Build Alternative

The No Build Alternative assumes that, with the exception of the improvements that are already planned and funded, the existing conditions would remain for I-275 within the project limits and only routine maintenance activities would occur until the design year 2040. The advantages to the No Build Alternative include no new costs for design and construction, no effects to existing land uses and natural resources and no disruption to the public during construction. However, the No Build Alternative would not address the project's purpose and need and would result in increased congestion and user costs. The traffic analyses for this alternative indicates that by the year 2040 a significant portion of the I-275 mainline, merge/diverge areas and ramp termini intersections would operate below acceptable levels of service.

2.2 Mainline Build Alternatives

For the I-275 mainline, two build alternatives were developed and evaluated based on alternate typical sections. In Segments A and B, the build alternative consists of lane continuity improvements, while in Segment C express lanes are considered as the build alternative. The proposed lane continuity improvements in Segments A and B provide for intermittent widening and restriping of existing lanes on I-275 to form two continuous lanes in each direction. In Segment B, a 40-foot multimodal envelope is preserved for the future implementation of light rail transit within the I-275 median as part of the Federal Transit Administration (FTA) approved Pinellas AA.

As part of the Master Plan improvements in Segment C, a single express lane is to be added in the northbound direction of mainline I-275 north of Gandy Boulevard. A second express lane is added to the northbound I-275 mainline as a direct connection from the 118th Avenue North corridor. Only one access point, located between 4th Street North and the Howard Frankland Bridge, is provided for travel between ELs and GULs. In the southbound direction, two ELs on the I-275 mainline will originate from points north/east of the Howard Frankland Bridge, with one of the ELs terminating as a direct connection to the 118th Avenue North corridor, and the second southbound I-275 mainline

EL will transition back into the GULs south of Gandy Boulevard. Similar to the northbound direction, only one access point is to be located between the Howard Frankland Bridge and 4th Street North. The express lane typical section in Segment C generally consists of six GULs (three lanes in each direction) and four ELs (two in each direction). A marked four-foot buffer containing traffic delineators (i.e., vertical PVC flexible posts) separate the ELs and the GULs.

The Starter Project improvements in Segment C consist of re-designating the existing auxiliary lanes on mainline I-275 to form a single express lane in each direction from south of the Roosevelt Boulevard corridor to the Howard Frankland Bridge. Access to the EL from the GULs is provided at three locations along the northbound I-275 mainline: 1) between Gandy Boulevard and Roosevelt Boulevard, 2) a direct connection from the 118th Avenue North corridor, and 3) between 4th Street North and the Howard Frankland Bridge. In the southbound direction of mainline I-275, the single express lane originating from points north/east of the Howard Frankland Bridge will terminate south of Gandy Boulevard. Access from the EL to the GULs is provided at three locations along the southbound I-275 mainline: 1) between the Howard Frankland Bridge and 4th Street North, 2) a direction connection to the 118th Avenue North corridor, and 3) between Gandy Boulevard and 54th Avenue North.

The widening of I-275, under both lane continuity and Starter and Master Plan express lane mainline alternatives, can be constructed within the existing right of way. Additional right of way may be required, however, for stormwater management facilities and floodplain compensation sites.

A detailed description of each mainline alternative is provided in the following pages, and a graphical depiction of the conceptual design layout of the proposed build alternative is provided in **Appendix A**.

2.2.1 Mainline Build Alternative – Segment A

Mainline Build Alternative – Segment A, proposed lane continuity improvements mainly consists of providing intermittent widening that varies between 0 and 12 ft and restriping of the existing four-lane typical section with auxiliary lanes. The proposed I-275 mainline build alternative typical section in Segment A is shown on **Figure 2-1**. As seen in this graphic, widening of I-275 is only proposed to the outside in the southbound direction.

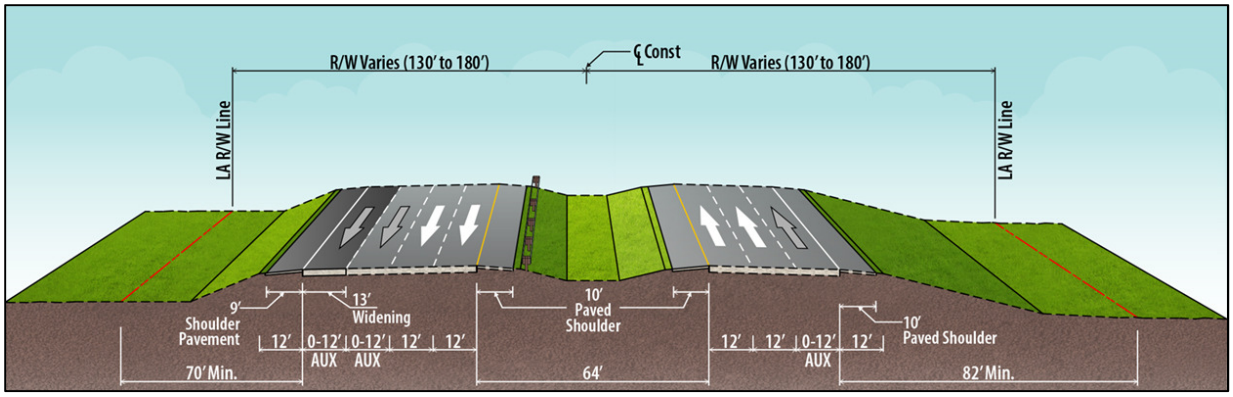


Figure 2-1. I-275 Mainline Build Alternative Typical Section from south of 54th Avenue I-175 (Segment A)

2.2.2 Mainline Build Alternative – Segment B

Mainline Build Alternative – Segment B, proposed lane continuity improvements mainly consists of providing intermittent widening that varies between 0 and 24 ft and restriping of the existing six-lane typical section with auxiliary lanes. As previously mentioned in Section 2.2, lane continuity improvements and accommodations for future light rail transit within the I-275 median as planned in the Pinellas Alternatives Analysis are provided. The proposed I-275 mainline build alternative typical section in Segment B is shown on **Figure 2-2**.

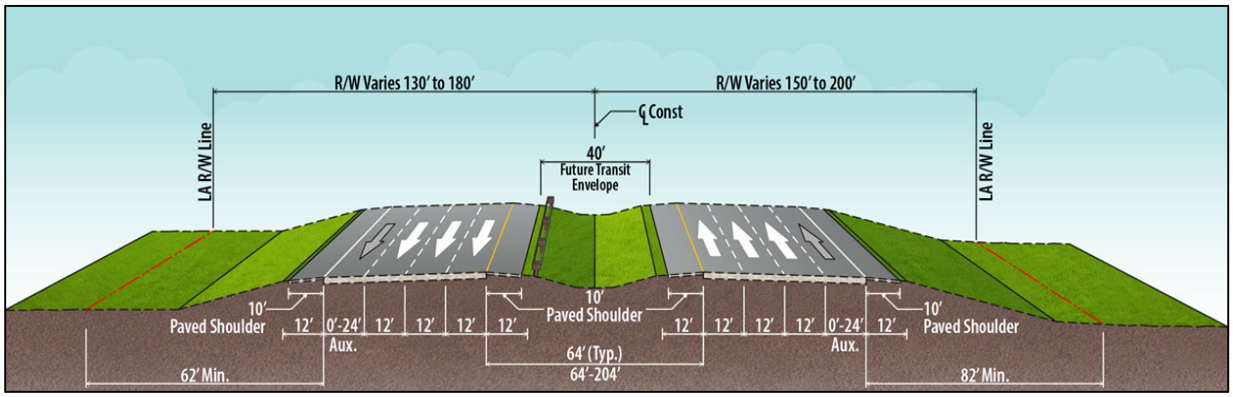


Figure 2-2. I-275 Mainline Build Alternative Typical Section from I-175 to south of Gandy Boulevard (Segment B)

2.2.3 Mainline Build Alternative – Segment C

Mainline Build Alternative – Segment C, proposed widening of I-275 consists of the addition of express lanes to form the Master Plan and Starter projects. The proposed I-275 mainline build alternative typical sections in Segment C are shown **Figure 2-3(a-d)** and **Figure 2-4(a-d)** for the Master and Starter projects, respectively.

2.2.3.1 Proposed Master Plan Improvements

The Master Plan proposes to widen the existing I-275 mainline towards the median in order to accommodate one EL in each direction from south of Gandy Boulevard to 118th Avenue North (see **Figure 2-3a** for a graphical depiction of the proposed typical section). The proposed ELs are to be

separated from the GULS by a four-foot painted buffer that is to contain traffic delineators. Direct connections from the 118th Avenue North/Gateway corridor to I-275 are provided via new flyover ramps that enter and exit I-275 from the median. **Figure 2-3b** illustrates the use of Mechanically Stabilized Earth (MSE) wall to transition 118th Avenue North flyover ramps to the at-grade I-275 mainline. From 118th Avenue North to 1.0 mile south of the Howard Frankland Bridge, two express lanes are provided in each direction of travel along I-275 (see **Figure 2-3c** and **Figure 2-3d**). In order to accommodate the proposed express lanes, the existing I-275 causeway extending into Tampa Bay will need to be widened and the existing sea wall replaced.

Figure 2-3. I-275 Mainline Build Alternative Typical Sections – Master Plan Project

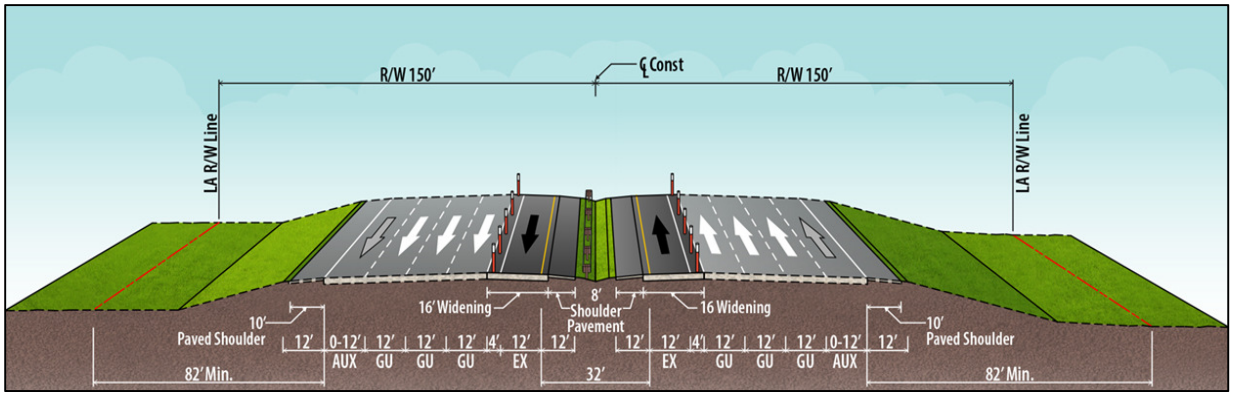


Figure 2-3a. I-275 Mainline Master Plan Build Alternative Typical Section from south of Gandy Boulevard to Roosevelt Boulevard (Segment C-MP1)

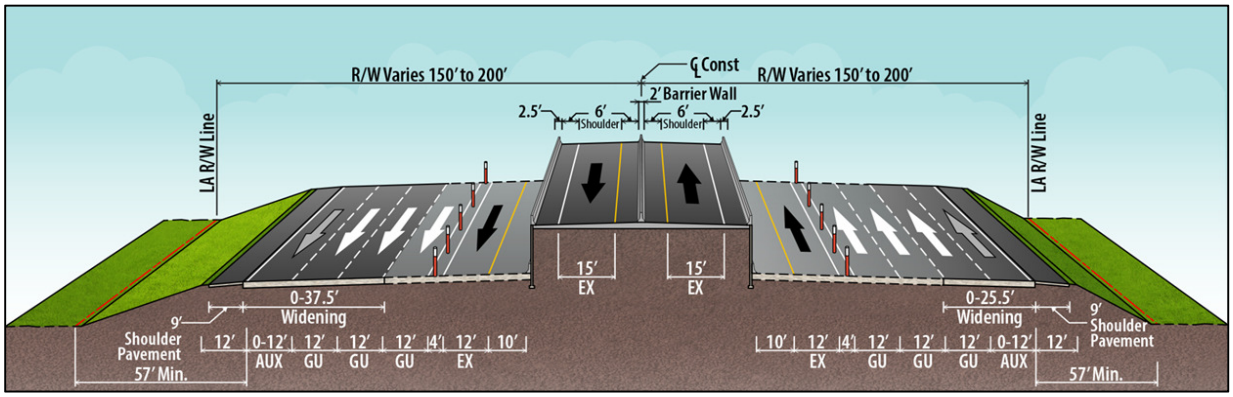


Figure 2-3b. I-275 Mainline Master Plan Build Alternative Typical Section from Roosevelt Boulevard to south of 9th Avenue North (Segment C-MP2)

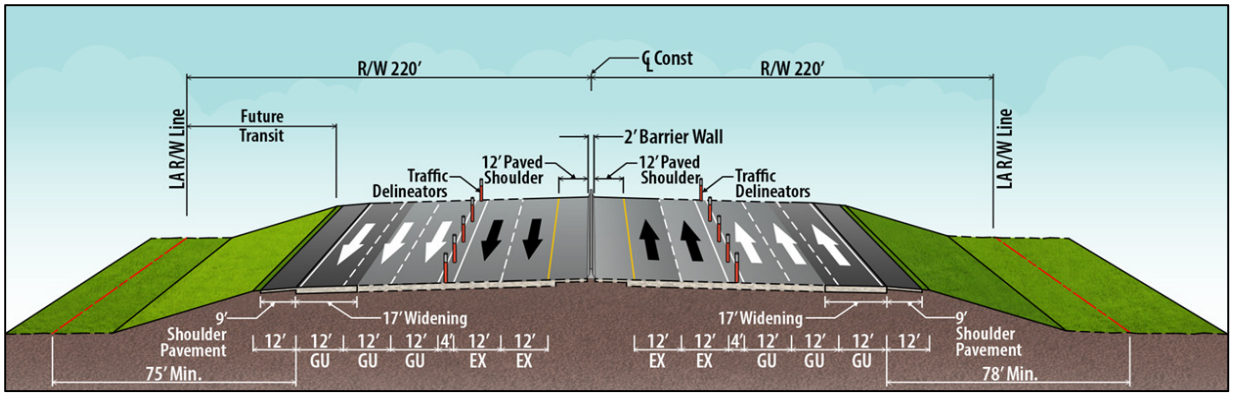


Figure 2-3c. I-275 Mainline Master Plan Build Alternative Typical Section from south of 9th Street North to north of 4th Street North (Segment C-MP3)

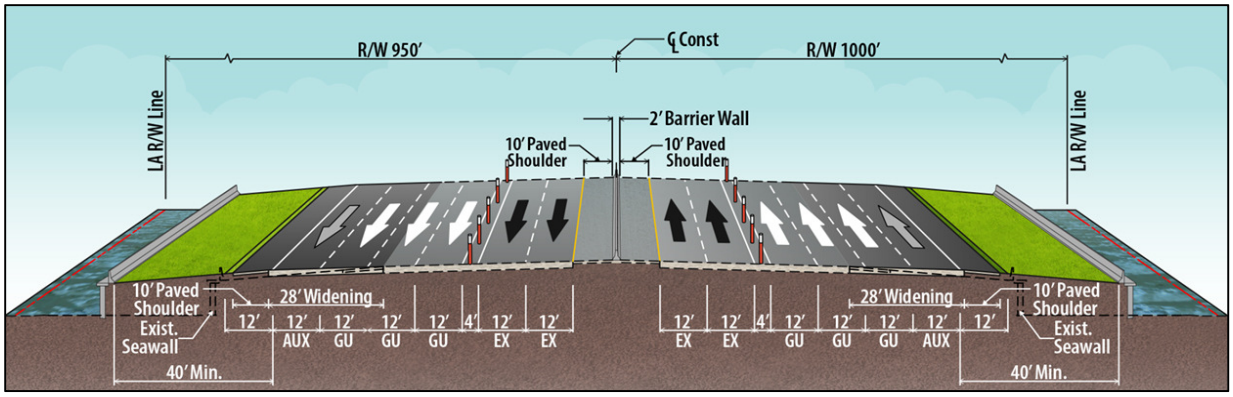


Figure 2-3d. I-275 Mainline Master Plan Build Alternative Typical Section from north of 4th Street North to 1.0 mile south of the Howard Frankland Bridge (Segment C-MP4)

2.2.3.2 Proposed Starter Project Improvements

The Starter Project improvements are similar to those of the Master Plan, with the exception that instead of two express lanes proposed in each direction of I-275 under the Master Plan Project, only one lane is provided in each direction of I-275. The southern termini of the Starter Project express lane improvements consist of a lane addition north of Gandy Boulevard, and in the southbound direction the proposed inside (i.e., towards the median) express lane transitions back into the existing southbound I-275 typical section south of Gandy Boulevard.

The Starter Plan proposes to widen the existing I-275 mainline towards the median in order to accommodate one EL in each direction from south of Gandy Boulevard to 118th Avenue North (see **Figure 2-4a** for a graphical depiction of the proposed typical section). As illustrated on **Figure 2-4b**, an MSE wall is utilized in the design of the direct connection to transition 118th Avenue flyover ramps into the at-grade I-275 mainline just south of 9th Street North. The remaining limits of the Starter Project, from north of 9th Street to 1.0 mile south of the Howard Frankland Bridge, involve outside widening and re-designating the existing auxiliary lane on I-275 to form an express lane to the inside. As shown on **Figure 2-4c** and **Figure 2-4d**, no additional travel lanes above-and-beyond the number of existing travel lanes are added under the Starter Project north of 9th Street North.

Figure 2-4. I-275 Mainline Build Alternative Typical Sections – Starter Project

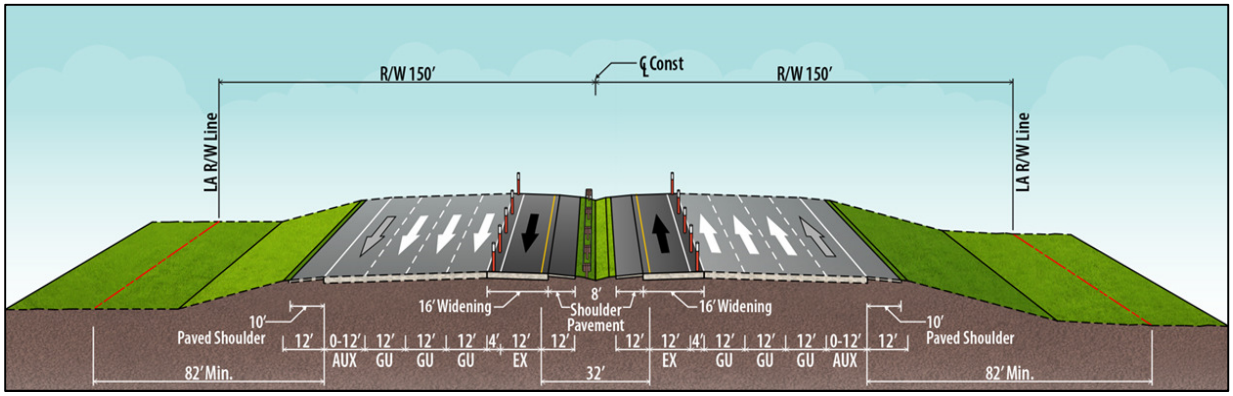


Figure 2-3a. I-275 Mainline Starter Project Build Alternative Typical Section from south of Gandy Boulevard to Roosevelt Boulevard (Segment C-SP1)

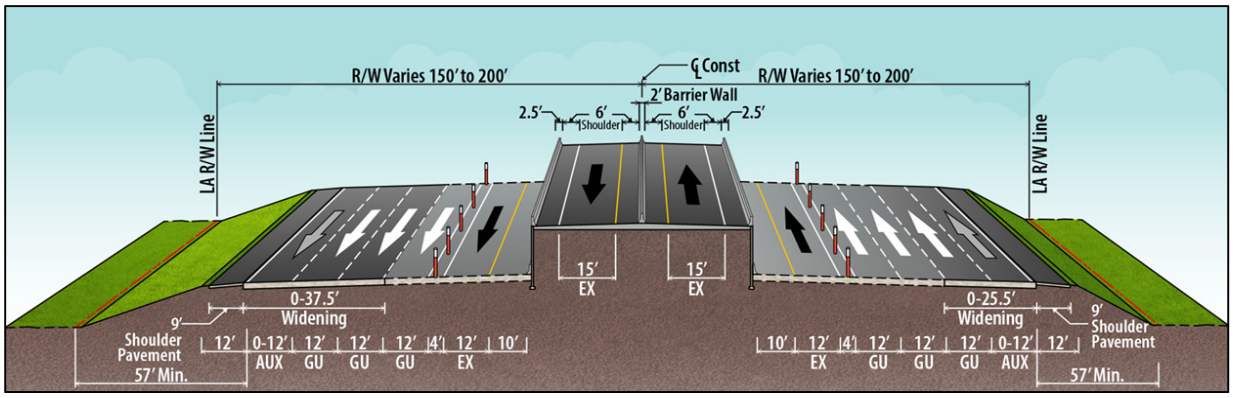


Figure 2-4b. I-275 Mainline Starter Project Build Alternative Typical Section from Roosevelt Boulevard to south of 9th Street North (Segment C-SP2)

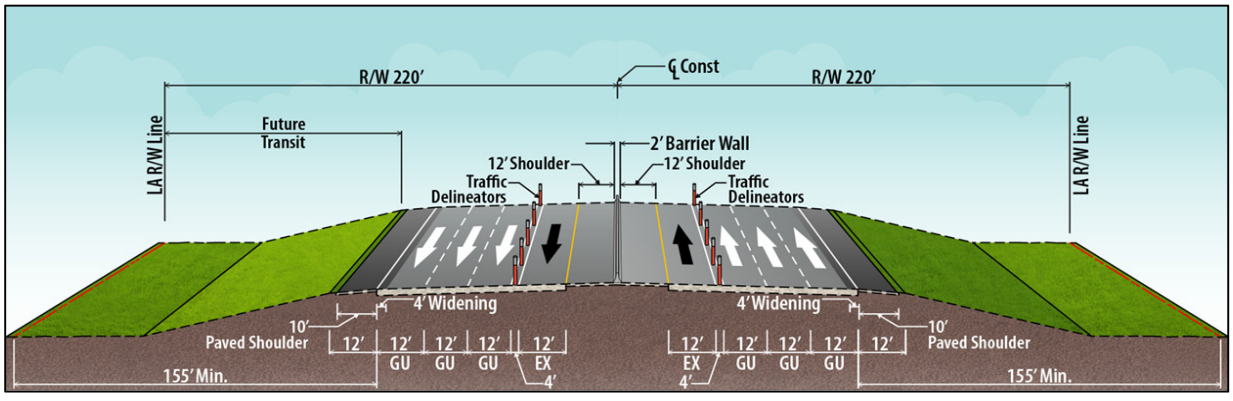


Figure 2-4c. I-275 Mainline Starter Project Build Alternative Typical Section from south of 9th Street North to north of 4th Street North (Segment C-SP3)

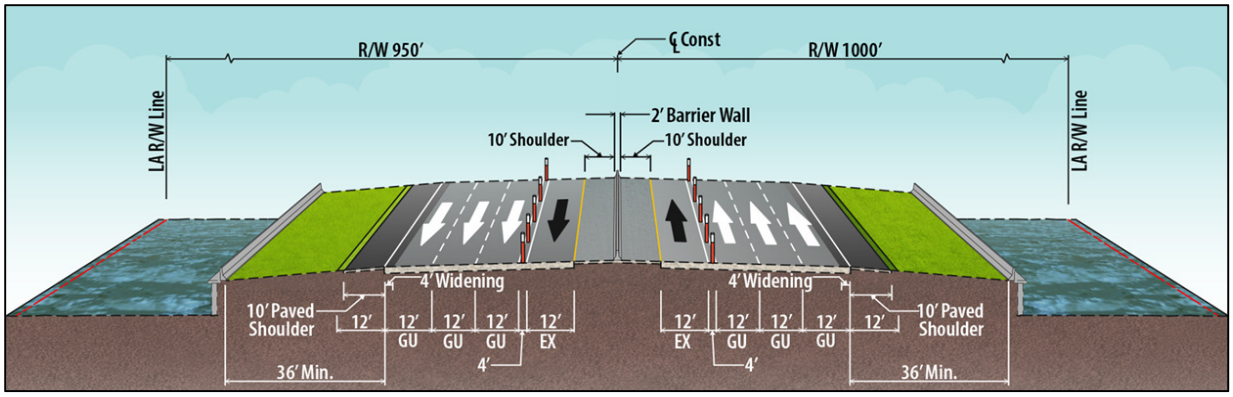


Figure 2-4d. I-275 Mainline Starter Project Build Alternative Typical Section from north of 4th Street North to 1.0 mile south of the Howard Frankland Bridge (Segment C-SP4)

3.0 The Study Area

The current limits of the proposed construction project will extend from just south of 54th Avenue South, northwards for approximately 16.3 miles, to just north of 4th Street North on the south end of the Howard Franklin causeway and bridge. For purposes of this report, the project study area includes the limits of the mainline project and an approximate 300 foot area extending beyond those boundaries. The project limits are shown on **Figure 1-1** and presented on a recent aerial photograph in **Appendix B**.

4.0 Land Uses

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

The current Pinellas County land use map was reviewed on-line via the Pinellas County Public Geographic Information System (GIS) at http://gis.pinellascounty.org. Portions of the map along the mainline corridor were printed and are provided in **Appendix C**. The current land uses along the I-275 mainline through St. Petersburg are highly variable with land uses consisting of residential, commercial, industrial, public/semi-public, recreational/open, vacant and conservation/preservation. From south of 54th Avenue South to 22nd Avenue North includes all identified land uses. From 22nd Avenue North to Gandy Boulevard the majority of the land use is residential with some commercial and recreational/open space. From Gandy Boulevard to Roosevelt Boulevard the land use is primarily industrial, vacant (closed landfills) and public/semi-public land (active landfill). From Roosevelt Boulevard to north of 4th Street North land use is primarily conservation/preservation lands.

The Countywide Future Land Use Plan Map was reviewed and a copy is included in **Appendix C**. The majority of planned future land uses remain the same surrounding the mainline corridor as most of the land is fully developed and utilized. The area directly west of I-275 from 54th Avenue South to 26th Avenue South is identified for planned commercial redevelopment. A significant area along the I-275 mainline corridor from 31st Street to south of 22nd Avenue North is designated for planned industrial redevelopment. The area from Gandy Boulevard to just north of Roosevelt Boulevard is designated a planned activity center with the closed Toytown Landfill identified as planned for mixed use redevelopment.

5.0 Hydrogeologic Features

Hydrogeological features can be indicators of possible environmental concerns; therefore, they are reviewed as part of the CSER process. The hydrological features such as rivers, artesian wells, creeks, sinks, mines, well fields, etc. provided on governmental maps and identified in regional soils and geology literature are reviewed for the noted items which fall within the project limits. The features are evaluated to determine if there are any known areas, or other regional environmental concerns that may contribute to environmental influences within the project limits.

5.1 Regional Physiography

Pinellas County is primarily situated in the Floridian section of the Atlantic Coastal Plain or level lowland physiographic province, but also includes a hilly upland area (Pinellas Ridge) in the northern half of the county and a flat upland area in the south central portion of the county.

The level lowlands area exists from sea level to an elevation of approximately 25 feet above mean sea level which coincides with the Pamlico terrace. The Pamlico terrace is mainly sand, 1 to 15 feet thick. Soils of the Oldsmar and Wabasso series that have acidic sand upper horizons and nonacidic, loamy subsoil formed on this terrace.

The flat uplands generally have a low relief with elevations of approximately 25 to 55 feet above mean sea level. The flat upland area coincides with the Talbot terrace that is fine sand not more than 16 feet thick. In a few places, the sand mantle is thin and soils have been affected by phosphatic material from underlying Hawthorn Group. Most soils of the Talbot terrace are acidic. Soils of Astatula, Immokalee, Myakka, and Pomello series formed this terrace.

The hilly uplands, dominated by the Pinellas Ridge consists of gently rolling hills and closed drainage systems that contain small lakes. The hilly upland coincides with the Penholoway terrace and is from 42 to 70 feet above mean sea level. It is mostly fine sand as much as 28 feet thick. Most soils on this terrace are acidic. A few nonacid soils occur in small isolated areas in depressions and along streams. Soils of the Astatula, Immokalee, Myakka, Paola, Pomello, and St. Lucie series formed this terrace.

5.2 Regional Hydrogeology

In Pinellas county two hydrogeologic units exist, the surficial aquifer and the Floridan aquifer system. The surficial aquifer is unconfined and is composed of principally unconsolidated to poorly indurated clastic deposits which ends within lower permeability sediments typically 25 to 50 feet in depth. The Floridan aquifer system primarily exists in thick carbonate sequences of rock and can be under unconfined but is more typically under confined conditions.

The near surface geologic deposits and formations from youngest to oldest in Pinellas County include: Holocene Sediment (Qh), Undifferentiated sediments (Qu, TQu), Shelly sediments (TQsu), Beach ridge and dune sediments (Qbd), the Undifferentiated Hawthorn Group (Th), the Hawthorn Group Arcadia Formation (Tha), and the Hawthorn Group Arcadia Formation Tampa Member (That).

The Holocene sediments generally occur near the coastline and with river flood plains and includes; quartz sands, carbonate sand and muds with organics. The Undifferentiated sediments and Beach and ridge dunes are siliciclastics that are light gray, tan, brown to black, unconsolidated to poorly consolidated, clean to clayey silty, unfossiliferous, variably organic-bearing sands to blue green to

olive green, poorly to moderately consolidated, sandy, silty clays. The Shelly sediments are variably calcareous and fossiliferous quartz sands to well indurated, sandy, fossiliferous limestones with clayey sands and sandy clays present.

The undifferentiated Hawthorn Group sediments are light olive gray to blue gray, to reddish brown, poorly to moderately consolidated, clayey, sands to silty clays and relatively pure clays. The Arcadia Formation is predominantly a carbonate unit with variable siliciclastic component. Arcadia Formation is composed of yellowish gray to light olive gray to light brown, micro to finely crystalline, variably sandy, clayey and phosphatic, fossiliferous limestones and dolostones. Thin beds of sand and clay are common. The sand is yellowish gray, very fine to medium grained, poorly to moderately indurated, clayey, dolomitic and phosphatic. The clays are yellowish gray to light olive gray, poorly to moderately indurated, sandy, silty, phosphatic and dolomitic.

The Tampa member is white to yellowish gray, fossiliferous and variably sandy and clayey mudstones, wackestone and packstone with minor to no phosphate grains that is found near sea level in the northern part of the County to greater than 75 feet below land surface in the southern part of the County.

5.3 United States Department of Agriculture (USDA) Soil Survey

Soil surveys provide indications of what a soil may be useful for and can provide clues as to possible uses and potential environmental issues. Additionally, maps of the soil units provided in the surveys often show historical land features such as mines, borrow pits, railroads, etc. These can also be indications of areas of concern.

The USDA Natural Resources Conservation Service (NRCS) “Soil Survey of Pinellas County, Florida” issued in September 1972 and the Web Soil Survey were reviewed for general climate and near surface soil information. The USDA classifications are based on an interpretation of aerial photographs and widely-spaced hand auger borings. Borders between mapping units are approximate and the transition between soil types may be very gradual. Areas of dissimilar soils can occur within a mapped unit.

According to the Soil Survey, the mean annual rainfall for the county is approximately 55 inches with 60 percent falling in the summer months, June through September. The climate of the area is generally subtropical with an annual average temperature of about 73 degrees. The general soil units can be described as:

- The Astatula-Adamsville soils are nearly level and gently sloping deep sandy soils on broad low ridges that occur throughout the county.
- The Myakka-Immokalee-Pomello soils are nearly level and gently sloping, poorly drained and moderately well drained sandy soil that have layer weakly cemented with organic matter at depth of 40 inches or less.
- The Urban Land component of the soils consists of areas where most of the soil surface is covered with impervious materials, such as buildings and paved areas. This land type consists of areas where the original soil has been modified through cutting, grading, filling, and shaping or has been generally altered for urban development.

The Soil Survey indicates that there are seventeen (17) soil-mapping units along the project corridor. Their general engineering properties are summarized in **Table 5-1** and their locations are indicated on the soil map for the project area, which is included in **Appendix D**.

Table 5-1. Summary Of USDA Soil Survey

Pinellas County, Florida											
USDA Map Unit and Soil Name	Depth (in)	Soil Classification		Permeability (in/hr)			pH	Seasonal High Water Table		Risk of Corrosion	
		USCS	AASHTO					Depth (feet)	Months	Uncoated Steel	Concrete
(2) Adamsville-Urban Land	0-6	SP-SM	A-2-4, A-3	6.0	-	20.0	4.5-6.0	2.0-3.5	June-Nov	Low	Moderate
	6-17	SP-SM	A-2-4, A-3	6.0	-	20.0	5.1-6.5				
	17-80	SP, SP-SM	A-2-4, A-3	6.0	-	20.0	5.1-6.5				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(3) Anclote	0-16	SP, SP-SM	A-2-4, A-3	6.0	-	20.0	5.6-7.8	0	June-Dec	High	Moderate
	16-80	SM, SP, SP-SM	A-2-4, A-3	6.0	-	20.0	5.6-7.8				
(4) Astatula-Urban land	0-3	SP, SP-SM	A-3	20.0	-	49.9	4.5-6.5	---	Jan-Dec	Low	High
	3-80	SP, SP-SM	A-3	20.0	-	49.9	4.5-6.5				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(6) Basinger-Urban land	0-5	SP	A-3	6.0	-	20.0	3.5-7.3	0.0-1.0	Jan-Feb, June-Dec	High	Moderate
	5-14	SP, SP-SM	A-2-4, A-3	6.0	-	20.0	3.5-7.3				
	14-36	SP, SP-SM	A-2-4, A-3	6.0	-	20.0	3.5-7.3				
	36-80	SP, SP-SM	A-2-4, A-3	6.0	-	20.0	3.5-7.3				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(7) Samsula	0-36	PT	A-8	6.0	-	20.0	4.5-5.5	0.0-1.0	June-Oct	High	High
	36-80	SM, SP, SP-SM	A-2-4, A-3	6.0	-	20.0	3.5-5.5				
(11) Felda-Urban Land	0-3	SP, SP-SM	A-3	6.0	-	20.0	4.5-7.3	0.0-1.0	Jan-Mar, June-Dec	High	Moderate
	3-26	SP, SP-SM	A-3	6.0	-	20.0	4.5-7.3				
	26-34	SC, SC-SM, SM	A-2-4	0.6	-	2.0	6.1-7.8				
	34-38	SC-SM, SM	A-2-4, A-3	6.0	-	20.0	6.1-8.4				
	38-80	SM, SP-SM	A-2-4, A-3	6.0	-	20.0	6.1-8.4				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(12) Felda	0-3	SP, SP-SM	A-3	6.0	-	20.0	4.5-7.3	0.0-1.0	June-Dec	High	High
	3-26	SP, SP-SM	A-3	6.0	-	20.0	4.5-7.3				
	26-34	SC, SC-SM, SM	A-2-4	0.6	-	2.0	6.1-7.8				
	34-38	SC-SM, SM	A-2-4, A-3	6.0	-	20.0	6.1-8.4				
	38-80	SM, SP-SM	A-2-4, A-3	6.0	-	20.0	6.1-8.4				
(13) Immokalee-Urban Land	0-6	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.0	0.5-1.5	June-Nov	High	High
	6-35	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.0				
	35-50	SM, SP-SM	A-2-4, A-3	0.6	-	6.0	3.5-6.0				
	50-80	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.0				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(16) Matlacha- St. Augustine-Urban land	0-42	SP, SP-SM	A-3	2.0	-	6.0	6.1-8.4	2.0-3.0	June-Oct	High	Low
	42-80	SP, SP-SM	A-3	6.0	-	20.0	6.1-8.4				
	0-8	SP, SP-SM	A-3	6.0	-	20.0	6.1-8.4	1.5-3.0	June-Oct	High	High

Pinellas County, Florida											
USDA Map Unit and Soil Name	Depth (in)	Soil Classification		Permeability (in/hr)			pH	Seasonal High Water Table		Risk of Corrosion	
		USCS	AASHTO					Depth (feet)	Months	Uncoated Steel	Concrete
	8-33	SP-SM	A-2-4	2.0	-	20.0	6.1-8.4				
	33-48	SP, SP-SM	A-3	6.0	-	20.0	6.1-8.4				
	48-63	SM, SP-SM	A-2-4	2.0	-	20.0	6.1-8.4				
	63-80	SP, SP-SM	A-3	6.0	-	20.0	6.1-8.4				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(17) Myakka-Urban Land	0-4	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.5	0.5-1.5	June-Nov	High	High
	4-22	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.5				
	22-36	SM, SP-SM	A-2-4, A-3	0.6	-	6.0	3.5-6.5				
	36-80	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.5				
	---	---	---	0.0	-	0.0	--	---	Jan-Dec	---	---
(18) Okeechobee	0-26	PT	A-8	6.0	-	20.0	5.6-7.8	0.0-1.0	Jan-Apr, June-Dec	High	Low
	26-80	PT	A-8	6.0	-	20.0	5.6-7.8				
(22) Pineda-Urban Land	0-4	SP, SP-SM	A-3	6.0	-	20.0	4.5-7.3	0.0-1.0	June-Oct	High	Low
	4-37	SP, SP-SM	A-3	6.0	-	20.0	4.5-7.3				
	37-55	SC, SC-SM, SM	A-2-4, A-2-6	0.1	-	0.2	5.1-8.4				
	55-80	SM, SP, SP-SM	A-2-4, A-3	2.0	-	6.0	5.6-8.4				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(23) Pinellas-Urban Land	0-3	SP	A-3	6.0	-	20.0	5.1-7.8	0.5-1.5	June-Oct	HIgh	Low
	3-18	SP	A-3	6.0	-	20.0	5.1-7.8				
	18-35	SP-SM	A-2-4, A-3	6.0	-	20.0	7.4-9.0				
	35-54	SC, SC-SM	A-2-4, A-2-6	0.6	-	2.0	7.4-8.4				
	54-80	SP, SP-SM	A-2-4, A-3	6.0	-	20.0	7.4-8.4				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(24) Pits	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(26) Pomello-Urban Land	0-3	SP, SP-SM	A-3	6.0	-	20.0	4.5-6.0	2.5-3.5	June-Nov	Low	High
	3-44	SP, SP-SM	A-3	6.0	-	20.0	4.5-6.0				
	44-59	SM, SP-SM	A-2-4, A-3	2.0	-	6.0	4.5-6.0				
	59-80	SP, SP-SM	A-3	6.0	-	20.0	4.5-6.0				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(29) Tavares-Urban Land	0-5	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.5	3.5->6.0	June-Dec	Low	High
	5-80	SP, SP-SM	A-3	6.0	-	20.0	3.5-6.5				
	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---
(30) Urban land	---	---	---	0.0	-	0.0	---	---	Jan-Dec	---	---

(1) AASHTO and USCS do not provide classification for weathered/unweathered bedrock.

5.4 USGS Quadrangle Map

Topographic maps are reviewed to develop an understanding of previous land uses in the project corridor and to identify any areas that may show historical, natural and manmade features, which aid in determining potential environmental concerns. The USGS 7.5-Minute “Safety Harbor, Florida” Quadrangle topographic map, dated 1987, the “St. Petersburg, Florida” Quadrangle topographic map, dated 1987 and the “Pass-a-Grille Beach, Florida” Quadrangle topographic map, dated 1983 were reviewed as part of this study.

Review of the “Pass-a-Grille Beach, Florida” Quadrangle topographic map does not show the I-275 mainline in existence when it was last photo-revised in 1983. The area from south of 54th Avenue South to 26th Avenue South is primarily undeveloped land with a few existing structures and varies in elevation from +5 to +20 feet National Geodetic Vertical Datum of 1929 (NGVD 29). An unnamed stream crosses the mainline just south of 26th Avenue South. The area north of 26th Avenue South is shown an urban area developed with structures and roads.

Review of the “St. Petersburg, Florida” Quadrangle topographic map, shows the mainline I-275 in existence running through the urban area of the City of St. Petersburg from the south end of the quadrangle to 54th Avenue North and crosses one CSX railroad line. North of 54th Avenue North newer urban areas are shown to encroach along the corridor with man-made lakes existing along the west side of I-275. Just south of the intersection with Gandy Boulevard the mainline goes past and through a wetland named Sawgrass Lake Park. North of Gandy Boulevard the mainline exists in primarily an un-developed area with former sand pits and man-made lakes existing directly west and reclaimed strip mines directly east to the north end of the topographic map. Within the St. Petersburg topographic map the elevation varies from +10 feet to greater than 60 feet NGVD 29.

Review of the “Safety Harbor, Florida” Quadrangle topographic map, shows the mainline existing in primarily an un-developed area from the intersection with Roosevelt Boulevard to the intersection with 4th Street North and the Howard Frankland bridge causeway. The undeveloped area is shown as primarily wetlands and tidal coastal flats. In this area the elevation varies from sea level to +10 feet NGVD 29.

The presence of the one railroad corridor and previously mined lands within the study area are considered to be of potential environmental concern to the project corridor. Copies of the topographic maps are provided in **Appendix E.**

6.0 Methodology

A CSER was prepared for the corridor within the existing and proposed right of way (ROW) limits and extending outward approximately 300 feet from the centerline of the ROW. The purpose of the CSER is to evaluate the potential for environmental impacts associated with proposed construction within the project limits. The contamination evaluation included the following tasks:

- Document review using Pinellas County Property Appraiser's website;
- A regulatory review of governmental databases for permits and or violations associated with environmental issues;
- Obtaining and evaluating historical aerial photographs, topographic maps and soil surveys in an effort to determine potential contamination problem areas;
- Conducting site visits to verify information provided and to identify other potential concerns within the vicinity of the project;
- Determining the contamination potential and assigning a risk ranking for each property within the proposed project limits.

6.1 Regulatory Review

An environmental database search using GeoSearch was conducted in July 2014 to identify sites within close proximity of the project corridor containing documented or suspected petroleum contamination or other hazardous material impacts. The regulatory review of federal and state environmental records utilizes an integrated geographic information system database. The search was conducted as a preliminary screening tool to identify facilities that are registered with various county, state, and federal agencies.

The regulatory database search report, provided by GeoSearch, identified 6 locatable and 3 un-locatable listings of concern along and within close proximity to the project corridor. Map ID#1 was not included for further evaluation because it appeared to be a National Pollutant Discharge Elimination System (NPDES) permit for road construction activities on I-275 from 26th Avenue South to 13th Avenue North. Map ID#2 is a Brownfields area and does not have a specific address or any specific incidences identified so was not included for further evaluation as a contaminated site. Map ID#3 is reported as a sheen on the bay waters as a result of a vehicle accident over turned in the water. Since the exact location coupled with the likelihood that environmental impacts from this incident are assumed to be negligible it was not included as a contaminated site for evaluation.

Map ID#4 is identified as a NPDES permit for general storm water disposal. The business is reported as manufacturing concrete with no reported environmental impacts so was not included for further evaluation. Map ID#5 is a NPDES permit for Manhattan Casino located at 22nd street and Fairfield Avenue in St. Petersburg and was not included for further evaluation. In addition, the three un-locatable sites appear to be NPDES permits obtained by various road construction contractors for treating and disposing of groundwater and storm water generated during de-watering operations for road construction improvements along I-275. Two of the three sites also appear to be the same NPDES permit, with none of the sites being included as contaminated sites for further evaluation. The only site identified for further evaluation was Map ID#6, Bridgeway Acers Landfill, which is an active landfill and is identified at Site No. 12.

All database *listings* were reviewed for potential impacts to the corridor. Applicable information from the GeoSearch report and other regulatory sources, for those sites deemed to be a potential contamination concern to the project, is discussed in the Mainline Potential Contamination Sites Summary Table provided in **Appendix A**. The database search report is presented in **Appendix F**.

The reviewed records include information compiled by the United States Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP) and other various reporting programs. The following list is a typical summary of searchable databases. A complete list of all environmental record databases searched is included in the database search report. Copies of the GeoSearch Radius Report are provided in **Appendix F**.

- Federal National Priorities List (NPL) site list
- Federal Delisted NPL site list
- Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) list
- Federal CERCLIS No Further Remedial Action Planned Sites (NFRAP) site List
- Federal Resource Conservation and Recovery Act (RCRA) Corrective Action Sites (CORRACTS) facilities list
- Federal RCRA non-CORRACTS Treated, Stored, or Disposed (TSD) facilities list
- Federal RCRA generators list
- Federal institutional controls / engineering controls registries
- Federal Emergency Response Notification System (ERNS) list
- State- and tribal- equivalent CERCLIS
- State and tribal landfill and/or solid waste disposal site lists
- State and tribal leaking storage tank lists
- State and tribal registered storage tank lists
- State and tribal institutional control / engineering control registries
- State and tribal voluntary cleanup sites
- State and tribal Brownfields sites
- Local Brownfield lists
- Local Lists of Landfill / Solid Waste Disposal Sites
- Local Lists of Hazardous waste / Contaminated Sites
- Local Land Records
- Records of Emergency Release Reports
- Other Ascertainable Records, including but not limited to:
    - DOT OPS ..... Incident and Accident Data
    - DOD ..... Department of Defense Sites

- FUDS ..... Formerly Used Defense Sites
- CONSENT ..... Superfund (CERCLA) Consent Decrees
- ROD ..... Records Of Decision
- US MINES ..... Mines Master Index File
- TRIS ..... Toxic Chemical Release Inventory System
- TSCA ..... Toxic Substances Control Act
- ICIS ..... Integrated Compliance Information System
- PADS ..... PCB Activity Database System
- FINDS ..... Facility Index System/Facility Registry System
- UIC ..... Underground Injection Wells Database Listing
- DRYCLEANERS ..... Dry Cleaning Facilities
- DEDB ..... Ethylene Dibromide Database Results
- NPDES ..... Wastewater Facility Regulation Database
- FL Cattle Dip Vats ..... Cattle Dipping Vats
- TIER 2 ..... Tier 2 Facility Listing
- INDIAN RESERV ..... Indian Reservations
- PRP ..... Potentially Responsible Parties
- 2020 COR ACTION ..... 2020 Corrective Action Program List
- EPA WATCH LIST ..... EPA WATCH LIST
- PCB TRANSFORMER ..... PCB Transformer Registration Database
- COAL ASH DOE ..... Steam-Electric Plant Operation Data
- COAL ASH EPA ..... Coal Combustion Residues Surface Impoundments
- Financial Assurance ..... Financial Assurance Information Listing

6.2 Aerial Photographs

Historical aerial photographs were reviewed as part of the Level I CSER to develop a history of the previous land uses along the project corridor and to identify any areas, which may have historical uses which pose potential environmental concerns. Historical aerial photographs were reviewed for years 1943, 1951, 1952, 1957, 1969, 1970, 1976, 1986, 1994, 1997, 1998, 2002, 2005, 2006, 2007, 2008, 2010, 2012, 2013 and 2014.

A summary of the aerial review is provided in **Table 6-1**. Aerial photograph databases were searched from the University of Florida (UF), USGS Earth Resources Observation and Science (EROS) Center, FDOT Survey & Mapping, Pinellas County Property Appraiser (HCPA), and Google Earth. Copies of the 1951-1952, 1969-1970, 1976, 1986, 1997 and 2006 aerial photographs are presented in **Appendix G**.

Table 6-1. Summary of Aerial Photograph Review

Year	Comment	Source
1951-1952	The majority of land use south of 22nd Avenue South and north of 62nd Avenue North was undeveloped or agricultural, with the remaining area being developed with roads, infrastructure and buildings as part of the City of St. Petersburg. Site No.'s 4, 6, 8 and 9, are developed with commercial/industrial type structures.	UF
1957	The area south 22nd Avenue South remains primarily undeveloped, but does have road infrastructure. Site No. 4 and 9 have buildings which are similar to the present day structures. The area north of 62nd Avenue North remains primarily undeveloped.	UF
1969-1970	The entire area south of Gandy Boulevard has been developed with the area north still primarily undeveloped. Site No.'s 1 and 3 appear to have commercial development. Site No. 5 appears to be used as a storage yard with multiple objects located throughout the property. Site No. 6 appears to have had buildings removed. Site No. 11 has strip mining operations.	UF, USGS
1976	Mainline I-275 exists north of 5th Avenue North. Site No. 6 is re-developed with a building and parking lot that is similar to the present day conditions. Site No. 9 has buildings and structures similar to the present day conditions. Site No. 11 has landfill and strip mining operations. Site No. 12 is under development with site clearing operations.	FDOT
1986	I-275 exists throughout the entire mainline project area. Site No. 5 is cleared with little commercial/industrial activity. A portion of Site No. 7 is developed into a parking lot. Site No. 10 appears similar to present today conditions. Site No. 10 has active landfilling operations. Site No. 11 appears to have been closed as a landfill. Site No.'s 13 and 14 have been developed with buildings and parking structures that appear as present conditions.	FDOT
1997	Site No. 2 is developed into and retail petroleum and convenience store. Site No. 5 is developed with a building and parking lot similar to present day conditions. Site No. 7 is developed with a building similar to present day site conditions. Site No. 10 landfill appears to be closed with no activity. Landfilling operations appear in several areas of the property for Site No. 12.	FDOT, Google Earth
2006	Land uses generally appear to represent the property uses observed today. Site No. 11 has renewed landfilling operations of the northwest portion of the property abutting the mainline.	FDOT, Google Earth

The review of historical aerial photographs suggests that areas of potential environmental concern exist within the project corridor. The sites identified above are a concern due to the potential association with petroleum storage tanks, maintenance, service or repair, and dry-cleaning processes. They typically store and use petroleum products, chemical fluids, solvents and produce hazardous wastes as part of their daily business operations. These facilities are further discussed in **Appendix A**.

6.3 Site Reconnaissance

Site visits were conducted in December 2014, to evaluate each property along the project corridor for potential contamination. The reconnaissance included a systematic inspection of each parcel adjoining the I-275 corridor looking for signs of potential contamination. This was achieved by first driving the mainline roadway several times in both directions to get generalized information on the study area, then walking specific parcels of interest fronting the ROW to gain specific information regarding the usage and condition of the parcel. Photographs of parcels were obtained during the site inspection and select images are included in **Appendix H**.

Some of the typical physical indicators for contamination include: underground and/or aboveground storage tank (UST/AST) fill ports and vent pipes; oil/petroleum staining; drums; chemical containers; refuse; illicit dumping; solid waste; stressed vegetation; dry cleaning facilities; materials handling

from adjacent businesses; petroleum dispensers; excavated areas; agricultural use areas; chemical mix/load areas; stormwater outfall areas; surface water indicators; and other property uses that may present environmental concerns.

The site reconnaissance in conjunction with the review of historical aerial photography, soil maps and topographic maps, allows the site to be ranked as to the degree of environmental concerns as discussed in the following **Section 7.0**.

6.4 Supplemental Regulatory Information

In addition to the GeoSearch database search report, additional regulatory records review was based on readily available information from various online sources as listed below. When necessary, Freedom of Information Act requests are made via email correspondence to the appropriate regulatory authority. Other information that may be provided by the client is also reviewed, verified and utilized if applicable.

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

7.0 Determination of Potential Risk

After gathering and reviewing all readily available public information and conducting site reconnaissance, contamination risk rankings were assigned to sites of potential concern. The rating system is divided into four categories of risk as defined by the FDOT in Chapter 22 of the PD&E Manual. These four degrees of risk are “No”, “Low”, “Medium” and “High”. This system expresses the degree of concern for potential contamination problems. Known problems may not necessarily present a high cause for concern if the regulatory agencies are aware of the situation and actions, where necessary, are either complete or are underway, and these actions will not have an adverse impact on the proposed project.

No Risk Site

A review of all available information finds there is nothing to indicate contamination would be a problem. It is possible that contaminants were handled on the property; however, all information (DEP reports, monitoring wells, water and soil samples, etc.) indicate that contamination problems should not be expected. An example of an operation that may receive this rating is a wholesale or retail outlet that handles hazardous materials in sealed containers that are never opened while at the facility, such as cans of spray paint at a "drug store."

Low Risk Site

The former or current operation has a hazardous waste generator identification (ID) number, or deals with hazardous materials; however, based on all available information, there is no reason to believe there would be any involvement with contamination in relation to this project. This is the lowest possible rating a gasoline station operating within current regulations can receive. This rating could also apply to a retail store that blends paint. Some Low sites, such as gas stations in compliance, should be reevaluated during the design phase.

Medium Risk Site

After a review of all available information, indications are found (reports, *Notice of Violations*, consent orders, etc.) that identify known soil and/or water contamination and that the problem does not need remediation, is being remediated (i.e., air stripping of the groundwater, etc.), or that continued monitoring is required. The complete details of remediation requirements are important to determine what the Department must do if the property were to be acquired. A recommendation should be made on each property falling into this category to its acceptability for use within the proposed project, what actions might be required if the property is acquired, and the possible alternatives if there is a need to avoid the property. This rating expresses the degree of concern for potential contamination problems. Known problems may not necessarily present a high cause for concern if the regulatory agencies are aware of the situation and corrective actions are either underway or complete. The actions may not have an adverse impact on the proposed project.

High Risk Site

After a review of all available information, there is a potential for contamination problems. Further assessment will be required after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action. A recommendation must be included for what further assessment is required. Conducting the actual Contamination Assessment is not expected to begin until the alignment is defined; however, circumstances may require additional screening assessments (i.e., collecting soil or water samples for laboratory analysis necessary to determine

the presence and/or levels of contaminants) to begin earlier. Properties previously used as gasoline stations and which have not been evaluated or assessed would probably receive this rating.

8.0 Findings

Historical research, review of environmental record databases, site reconnaissance, and detailed file reviews were performed for a total of 14 mainline sites, located within the study area, which may present the potential for finding petroleum contamination or hazardous materials and therefore may impact the proposed improvements for this project. Specific details for each site are outlined in the Potential Contamination Sites Summary Table provided in **Appendix A** and their locations are presented in **Appendix B**.

The regulatory database search report, provided by GeoSearch, identified 6 geocoded *listings* of concern that are located within close proximity to the project corridor. An additional 3 non-geocoded "Orphan" *listings* were also reported. All database *listings* were reviewed for potential impacts to the corridor. Many of the facilities/sites are listed in more than one database and were consolidated to the appropriate property/parcel boundaries. Applicable information from the GeoSearch report and other regulatory sources, for those sites deemed to be a potential contamination concern to the project, is discussed in the Mainline Potential Contamination Sites Summary Table provided in **Appendix A**. The database search report is presented in **Appendix F**.

Tierra reviewed Pages 49-52 of ETDM Summary Report (Project #12556, Published 7/26/213) which included Contamination review comments from the FDEP, Southwest Florida Water Management District (SWFWMD), and USEPA. Contingent upon the degree of buffer used (i.e. 100, 200 or 500 feet), the Environmental Technical Advisory Team (ETAT) comments from the three agencies are generally consistent with the findings of the CSER. Potential contaminated sites identified include Brownfield areas and sites, Hazardous waste facilities, Petroleum storage tank impacted sites, RCRA regulated facilities and a Super Act Risk Source site. The ETDM Summary Report can be found in **Appendix I**.

Of the 15 mainline sites investigated, the following risk rankings have been applied: **4 "High" ranking sites, 9 "Medium" ranking sites, 2 "Low" ranking sites, and 0 sites ranked "No"** for potential contamination concerns. All mainline facilities listed as "Low, Medium" or "High" are discussed below as to their present or past land use practices, which may be considered to have potential contamination risk for the project corridor. A discussion of each site is presented in **Appendix A**.

8.1 Sites Ranked "Low, Medium" or "High"

Site No. 1 – 7-11#30053, Risk Ranked MEDIUM

- 5301 34th Street South, St. Petersburg, FL 33711
- Non-Adjoining ROW: Approximately 120 feet west of I-275 at 54th Avenue South
- Concern: Petroleum Products
- FDEP#: 528623694

During site reconnaissance this site was observed to be an operational retail fuel facility and convenience store. A discharge of an unknown petroleum product and unknown quaintly was reported on November 29, 1988, with the facility eligible for the Early Detection Incentive (EDI) program. A Contamination Assessment Report (CAR) was submitted on September 27, 1993, and approved on October 28, 1993, documenting petroleum impacts present within the soil and

groundwater of the USTs area. A Remedial Action Plan (RAP) submitted August 1994 was approved on October 9, 1995. On October 25, 2013, a discharge reported on December 27, 2005, was rescinded. On November 14, 2006, Pinellas County approved the Closure Report submitted for the UST system upgrade on August 29, 2006. Due to funding limitations and a low priority score, active remediation did not take place at the site. Based on the documented historical discharge and the proximity to the ROW, this facility is given a risk ranking of "Medium" for potential contamination to impact the project corridor.

Site No. 2 – Sunoco#0613-4415 (Former Speedway #395), Risk Ranked MEDIUM

- 5100 34th Street South, St. Petersburg, FL 33711
- Adjoining ROW: Approximately 700 feet north of 54th Avenue South
- Concern: Petroleum Products
- FDEP#: 528943544

During site reconnaissance this site was observed to be an operational retail petroleum facility and convenience store. Four USTs were installed in 1989 with development of the previously vacant property. A total of three discharges were reported for the property in 1998, 2006 and 2013. The site was eligible for the Petroleum Liability and Restoration Program (PLIRP) for the 1998 discharge. The February 13, 2006 discharge associated with a spill bucket was granted a no cleanup required status. The March 7, 2013, discharge was granted a Site Rehabilitation Completion Order (SRCO) on June 2, 2014. On January 21, 2010, approval was granted for active remediation of the 1998 discharge. On March 29, 2011, active remediation in the form of air sparging and soil vapor extraction was initiated at the site. Currently the site is in post active remedial monitoring (PARM) with the most recent available data indicates that concentration of petroleum constituents remain above Groundwater Cleanup Target Levels (GCTLs). Based on the current regulatory status and proximity to the ROW, this facility is given a risk ranking of “Medium” for potential contamination to impact the project corridor.

Site No. 3 – Former Sixty Minute Cleaners (Church of God), Risk Ranked MEDIUM

- 3320 22nd Avenue South, St. Petersburg, FL 33712
- Adjoining ROW: west and south of I-275 at 22nd Avenue South
- Concern: Hazardous Waste, chlorinated hydrocarbon dry cleaning solvents
- FDEP#: 292328

During site reconnaissance this property was observed to be operating as a small church. Based upon regulatory review the site was reported to be a dry cleaning facility from 1966 to 1981. A report done for the FDEP SIS indicates that substantial chlorinated solvents are present in the soil and groundwater beneath the site and are migrating down gradient and off site towards the south west. Based on the current regulatory status and proximity to the ROW, this facility is given a risk ranking of “Medium” for potential contamination to impact the project corridor.

Site No. 4 – Former CSX (Argus Ready Mix, LLC), Risk Ranked HIGH

- 1020 31st Street South, St. Petersburg, FL 33712
- Adjoining ROW: at 30th and 31st Streets South
- Concern: Petroleum Products
- FDEP#: 529201432

During site reconnaissance this site was observed to be an operational concrete plant. Based upon regulatory review the original discharge date was August 22, 1985 with the site being eligible for the EDI cleanup program with a priority score of 9. Up to 10 USTs were reported being present on site prior to 1992. In 1991 an initial remedial action (IRA) in the form of excavation of 2,603 tons of petroleum impacted soil was removed and treated at a permitted facility. Also in 1991, free floating product or light non-aqueous phase liquid (LNAPL) was documented as being present in monitor well MW-3 located in the center of the property. Following active remediation a Post Active Remedial Monitoring (PARM) report dated November 25, 1996, indicated dissolved petroleum hydrocarbon concentrations above GCLTs. Based upon a low score of 9, priority funding for further environmental work was discontinued. Based on the documented historical discharge and proximity to the ROW, this facility is given a risk ranking of "High" for potential contamination to impact the project corridor.

Site No. 5 – Angelo's Recycling (Angelo's Aggregate Materials, LTD), Risk Ranked MEDIUM

- 855 28th Street South, St. Petersburg, FL 33712
- Adjoining ROW: west of intersection with 28th Street South
- Concern: Petroleum Products
- FDEP#: 528944292

During site reconnaissance, this site was observed operating as a material recycling facility. Based upon regulatory review a total of 10 USTs originally installed in 1989 remain on site but are inactive. A Site Assessment Report (SAR) submitted on November 2, 2012, indicates that soils exceed soil cleanup target levels (SCTLs) for petroleum hydrocarbons and groundwater exceeds natural attenuation default concentrations (NADCs) with both being delineated within the property boundaries. On November 4, 2014, a No Further Action with Conditions (NFAC) and groundwater monitoring plan was approved by Pinellas County. Based on the documented historical discharge and proximity to the ROW, this facility is given a risk ranking of "Medium" for potential contamination to impact the project corridor.

Site No. 6 – 1839 Building, LLC, Risk Ranked HIGH

- 1839 Central Avenue, St. Petersburg, FL 33713
- Adjoining ROW: at Central Avenue and UST present in FDOT ROW
- Concern: Petroleum Products
- FDEP#: 529814263

During site reconnaissance this site was observed to be an operating as a three-story professional office building. Based upon regulatory review, a Phase I Environmental Site Assessment (ESA) done in January 2014 reported that a fuel facility was shown to exist in the southeast corner of the property on a Sanborn fire insurance map in 1951. An Underground Storage Tank Closure Assessment Report dated October 2014, indicated that three USTs were found in the southeastern corner of the property with one of the USTs present on FDOT ROW. The two USTs on the property were removed from the site along with approximately 10 tons of soil. Assessment data from the report indicates that groundwater exceeded GCTLs for total xylenes, Total Recoverable Petroleum Hydrocarbons (TRPH), ethlybenzene, naphthalene and 1 and 2-methlynaphthalenes. Based on the documented historical discharge, proximity to the ROW and discovery of an UST on FDOT ROW, this facility is given a risk ranking of "High" for potential contamination to impact the project corridor.

Site No. 7 – ACC Recycling (Waste Services of Florida, Inc.), Risk Ranked HIGH

- 1190 20th Street North, St. Petersburg, FL 33713
- Adjoining ROW: 300 feet south of intersection with 13th Avenue North
- Concern: Hazardous Waste, chlorinated hydrocarbon solvents
- FDEP#: COM_320501

During site reconnaissance this site was observed to be an active industrial warehouse. Based upon regulatory review, a SAR dated April 15, 2014, indicates that the groundwater is impacted with PCE above the GCTL and is migrating off-site towards the south. The report also indicates that soil was below SCTLs with one sample being over the default concentration for PCE based upon leachability. During the assessment an initial source removal (ISR) was completed with approximately 300 yards of solvent impacted soil removed for off-site disposal. Based on the documented recent groundwater solvent impacts, this facility is given a risk ranking of "High" for potential contamination to impact the project corridor.

Site No. 8 - Railroad Crossing, Risk Ranked HIGH

- Intersects ROW: Approximately 600 feet north of 13th Avenue North
- Concern: Arsenic, Pesticides/Herbicides & Petroleum Products

Historically railroads used arsenic based pesticides/herbicides for vegetation and weed control along its corridors. Additionally, the use of petroleum based and creosote compounds were used to preserve railroad ties. These compounds have typically been identified in the surficial soils within railroad beds tested. No evidence of illicit dumping or trash disposal was evident along the railroad corridor. Based on its proximity to the ROW, this facility is given a risk ranking of "High" for potential contamination to impact the project corridor.

Site No. 9 – Suttle Service Center Risk Ranked MEDIUM

- 5001 Haines Road North, St. Petersburg, FL 33714
- Adjoining ROW: at intersection with Haines Road
- Concern: Petroleum Products
- FDEP#: 528840837

During site reconnaissance, this site was observed to be currently operating has an automobile detailing business. Historically, the facility operated as a vehicle service station and at one time had 5 registered USTs. On June 12, 1992, a discharge of petroleum products to the subsurface was reported with 12 inches of LNAPLs reported in a monitor well near the USTs. On January 12, 1995, a Tank Closure Assessment Report was submitted documenting removal of 4 USTs with 2 8000 gallon USTs remaining on site. A Dispenser and Piping Closure Report was submitted on January 5, 2006. The site is eligible for funding under the Petroleum Cleanup Participation Program (PCPP) and has a priority score of 10. Based on this information and proximity to the ROW, this facility is given a risk ranking of "Medium" for potential contamination to impact the project corridor.

Site No. 10 – Landhill, Inc., Risk Ranked LOW

- East of I-275 and west of 18th Street North, St. Petersburg, FL 33716
- Adjoining ROW: from 0.4 miles to 0.8 miles north of intersection with Gandy Boulevard
- Concern: Landfill leachate including Arsenic and Sodium
- FDEP#: COM_48389

During site reconnaissance, this site was observed to be a closed landfill. The landfill began operation in June 1982 as a Class III landfill. The landfill closed in 1987 with long-term groundwater, gas and settlement monitoring. Long-term groundwater monitoring indicates that dissolved arsenic is present within monitor well MW-3 located adjacent to the I-275 ROW. Based on this information and its proximity to the ROW, this facility is given a risk ranking of "Low" for potential contamination to impact the project corridor.

Site No. 11 –Toy Town Landfill, Risk Ranked MEDIUM

- I-275 and Roosevelt Boulevard, west of 16th Street North and north of 102nd, St. Petersburg, FL 33716
- Adjoining ROW: South of intersection with Roosevelt Boulevard
- Concern: Landfill leachate including petroleum, solvents, pesticides, metals and secondary water quality standards
- WACS#: 47036

During site reconnaissance, this site was observed to be a closed landfill. Based upon regulatory review the Class I landfill began accepting residential, commercial, industrial solid and sludge wastes in 1961 and closed in 1983. The landfill operating permit was closed on April 15, 1988.

A slurry containment wall and leachate collection systems were installed in 1989. Recent groundwater sampling from monitor wells directly outside the containment system indicate concentrations exceeding GCTLs for iron, chloride, total dissolved solids, and ammonia. Based on the documented historical discharge and proximity to the ROW, this facility is given a risk ranking of “Medium” for potential contamination to impact the project corridor.

Site No. 12 – Bridgeway Acres Landfill, Risk Ranked MEDIUM

- 10901 28th Street North, St. Petersburg, FL 33716
- Adjoining ROW: southwest of intersection with 118th Street North
- Concern: Landfill leachate including petroleum, solvents, pesticides, metals and secondary water quality standards
- WACS#: 46742

During site reconnaissance this site was observed to be an operating landfill. Based upon regulatory review active landfill operations are west of 18th Street North with the area west and adjacent to I-275 is being utilized as a sod farm reserved for future landfill operations. Portions of the sod farm area were reportable used for sludge disposal prior to 1983. Monitor well MW-18 located adjacent to the I-275 ROW has had reported concentrations of arsenic, barium, iron, potassium, sodium, total dissolved solids and turbidity above groundwater limits. Based on the documented contaminants and proximity to the ROW, this facility is given a risk ranking of “Medium” for potential contamination to impact the project corridor.

Site No. 13 – Equifax, Inc. (Former Honeywell), Risk Ranked LOW

- 11601 Roosevelt Boulevard, St. Petersburg, FL 33716
- Adjoining ROW: east of intersection with Roosevelt Boulevard
- Concern: Dissolved metals
- FDEP#: COM_154336

During site reconnaissance this site was observed to be professional office building. Based upon regulatory review the site's groundwater exceeded drinking water standards for arsenic, lead, thallium and antimony. On November 1, 2012, the FDEP issued an SRCO for the site. Based on the historical groundwater impacts, SRCO and proximity to the ROW, this facility is given a risk ranking of "Low" for potential contamination to impact the project corridor.

Site No. 14 – GBS Real Estate Investment, LLC (Former Sensormatic), Risk Ranked MEDIUM

- 1615 118th Avenue North, St. Petersburg, FL 33716
- Adjoining ROW: east of intersection with Roosevelt Boulevard
- Concern: Dissolved metals
- FDEP#: COM_136839

During site reconnaissance this site was observed to be an active two-story office building and warehouse. Based upon regulatory review, a 1997 sampling within the facility septic leach field identified that arsenic was dissolved in the groundwater. Recent groundwater sampling still indicates that arsenic is present above GCTLs. Based on the documented recent groundwater arsenic impacts, this facility is given a risk ranking of "Medium" for potential contamination to impact the project corridor.

Site No. 15 – Shell Tanker Accident, Risk Ranked MEDIUM

- Northwest ROW of the southbound entrance ramp from I-275 to Gandy Boulevard
- Concern: Petroleum
- FDEP#: STCM_9801820

On July 20, 1999, a petroleum tractor-trailer reportedly was involved in a single vehicle accident on the southbound entrance ramp from I-275 to Gandy Blvd. in Pinellas County. An estimated 1,200 gallons of jet fuel spilled onto the ground and into a drainage ditch towards the northwest from the exit ramp. As part of an emergency response cleanup a total of 5,222 gallon of petroleum product and groundwater was removed from the drainage ditch and 843.1 tons of soil was removed for off-site treatment and disposal. Following additional assessments, on August 13, 2009, the FDEP issued a SRCO for the site. Based on the documented contaminants within to the ROW, this site is given a risk ranking of “Medium” for potential contamination to impact the project corridor.

9.0 Conclusions

Based on the findings of the study and the risk rankings noted above, the following conclusions are being made:

For the sites ranked “No” for potential contamination, no further action is planned. This site have been evaluated and determined not to have any potential environmental risk to the study area at this time.

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

For those locations with a risk ranking of “Medium” or “High”, Level II field screening will be conducted. These sites have been determined to have potential contaminants, which may impact the I-275 corridor. A soil and groundwater sampling plan will be developed for each site. The sampling plan will provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical test to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells is likely to be prepared.

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

10.0 References

- Aerial photographs of Pinellas County
  - FDOT Survey & Mapping APLUS www.dot.state.fl.us/surveyingandmapping/
  - Google Earth www.google.com/earth/
  - Pinellas County Property Appraiser (HCPA) www.hcpafl.org/
  - University of Florida, Map & Imagery Library http://web.uflib.ufl.edu/maps/
  - USGS EROS Center http://earthexplorer.usgs.gov/
- GeoSearch Radius Report www.geo-search.com/
- EPA, Envirofacts, Multi-system Database Search www.epa.gov/enviro/
- EPA, Final National Priorities List (NPL) www.epa.gov/region4/superfund/
- FDEP, Files for Hazardous Waste Facilities for Pinellas County, Florida
- FDEP, Files for Solid Waste Disposal Facilities for Pinellas County, Florida
- FDEP, Files for Storage Tank/Contaminated Facilities (STCF) for Pinellas County, Florida
- FDEP, Map Direct http://ca.dep.state.fl.us/mapdirect/
- FDEP, OCULUS Document Management System http://depedms.dep.state.fl.us/Oculus/
- FDOT Chapter 22, PD&E Manual
- Pinellas County Government website www.Pinellascounty.org
- USDA, NRCS Soil Survey of Pinellas County, Florida, Issued May 1989
- USDA, NRCS Web Soil Survey 3.0 for Pinellas County, Florida
- USGS, Topographic Maps http://nationalmap.gov/historical/
  - “Pass-a-Grille, Florida” Quadrangle dated 1994
  - “St. Petersburg, Florida” Quadrangle dated 1998
  - “Safety Harbor, Florida” Quadrangle dated 1998

11.0 Limitations

Site access was often limited to off-site boundary review due to site accessibility (fences, gates, private property, etc.). This report reflects information obtained in the field and from noted resources at the time this report was completed. Additional information may become available or site-specific conditions may have changed since the time this report was prepared and should be considered prior to acquiring right-of-way and/or proceeding with roadway construction. There exists a possibility that conditions may exist within the project study area that could not be identified or were not reasonably identifiable from the information available at the time the study was conducted. Information from other sources was obtained for the evaluation of the project corridor and is believed to be accurate; however, Tierra does not warrant or guarantee the accuracy of any third party information. The methodologies of this assessment generally follow accepted practices outlined in the FDOT PD&E Manual, Chapter 22 and are not intended to be used as contamination assessments, but rather to provide planners and design professionals with information regarding existing and potential environmental conditions that could affect the project corridor.

Appendices

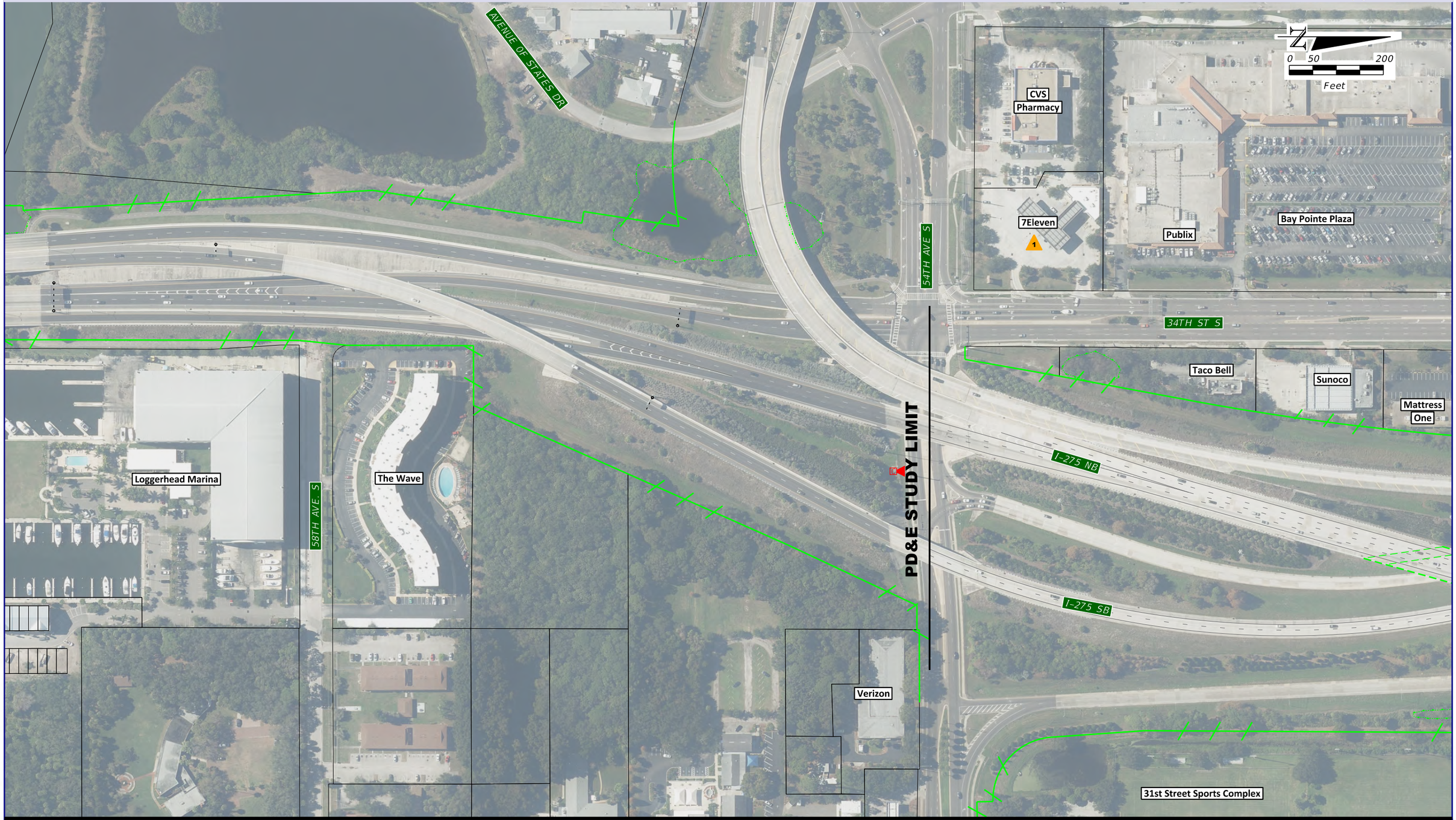
Appendix A.
Concept Plans and Potential Contamination Sites Summary Table

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 1

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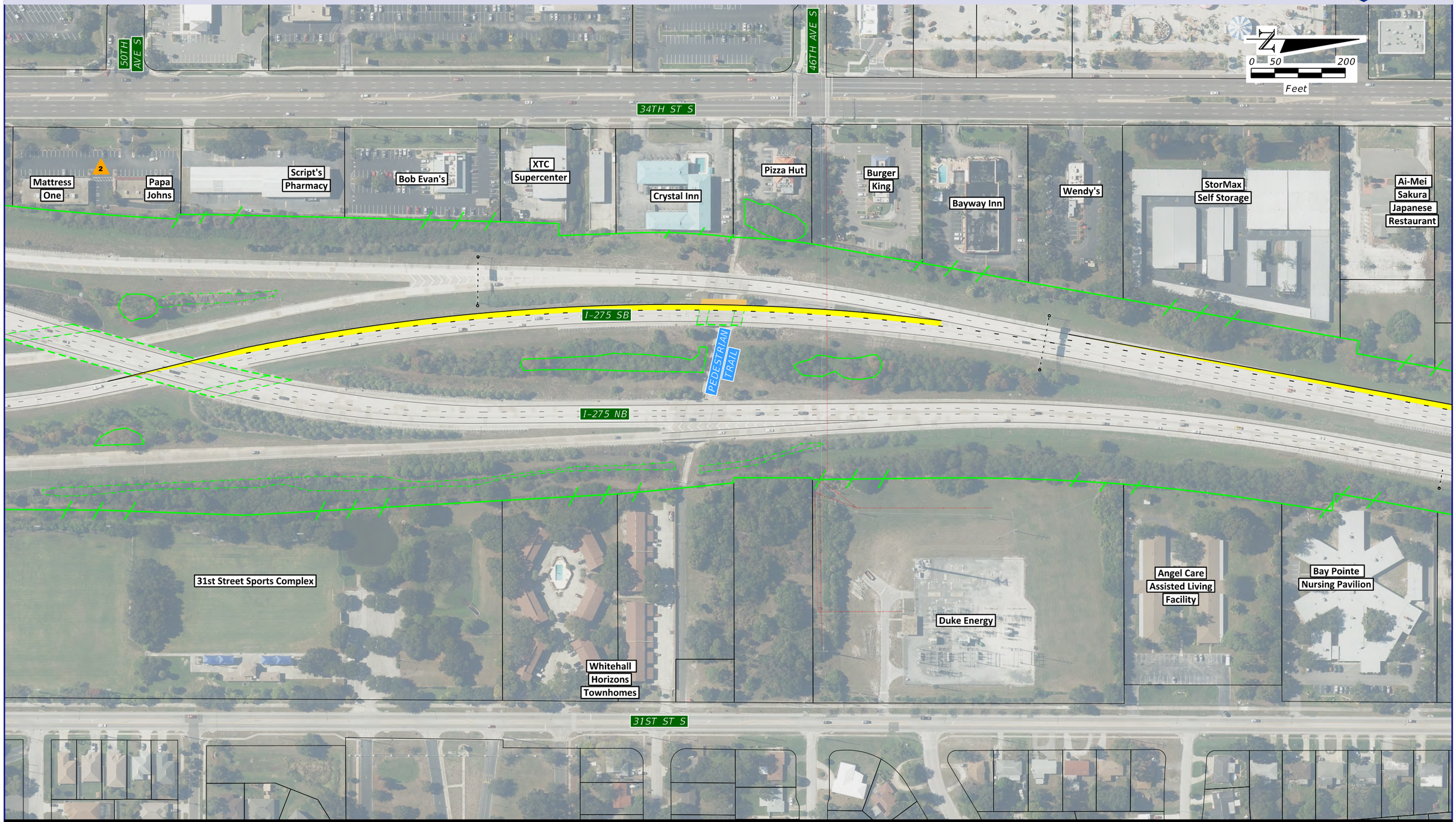
I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 2

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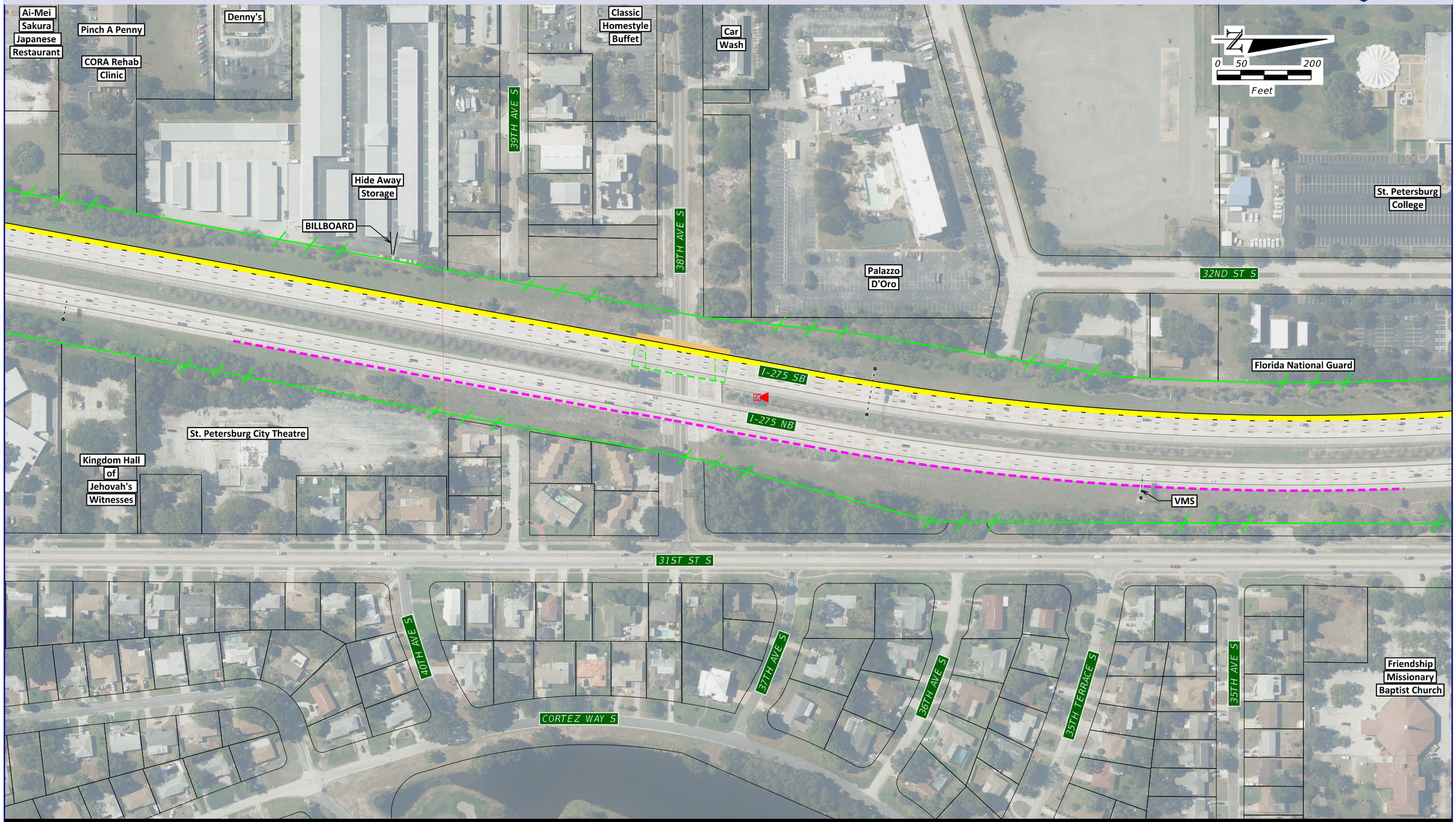
I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

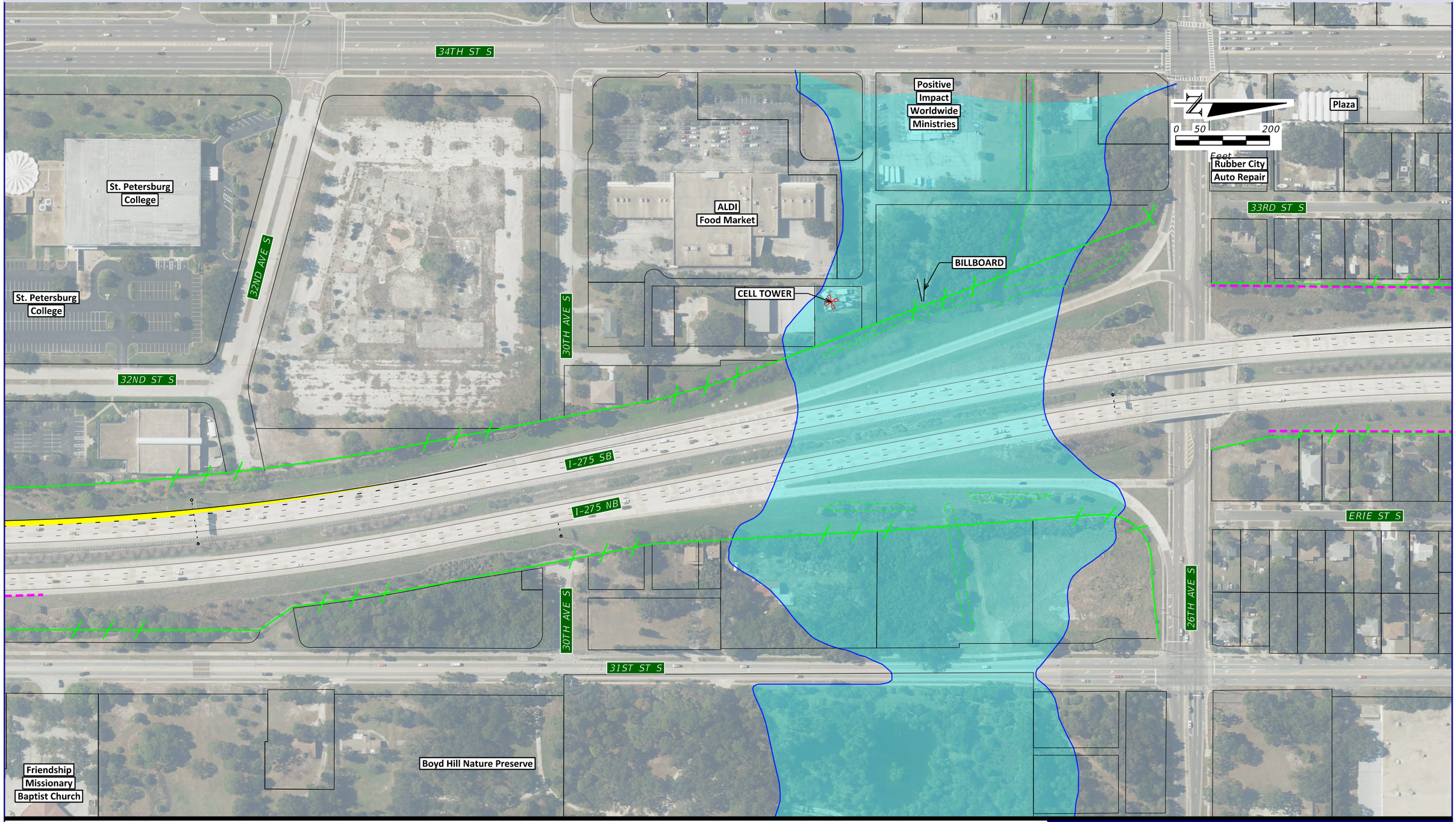
SHEET NO. 3

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 4

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275

0 50 200
Feet

34TH ST S

Plaza
KFC
31st Street Neighborhood
Liberty Tax
Brake World
Twin Brooks Commons
Alma Ingram
Classic Auto Care
Pet Pal Veterinary Clinic
Shell
Chevron
Elvis Towing & Trasport
Rental Hall

22ND AVE S
18TH AVE S
QUEENSBORO AVE S
17TH AVE S

33RD ST S

BILLBOARD

VMS

I-275 SB

I-275 NB

ERIE ST S

22ND AVE S
21ST AVE S
20TH AVE S
19TH AVE S
18TH AVE S

31ST ST S

LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

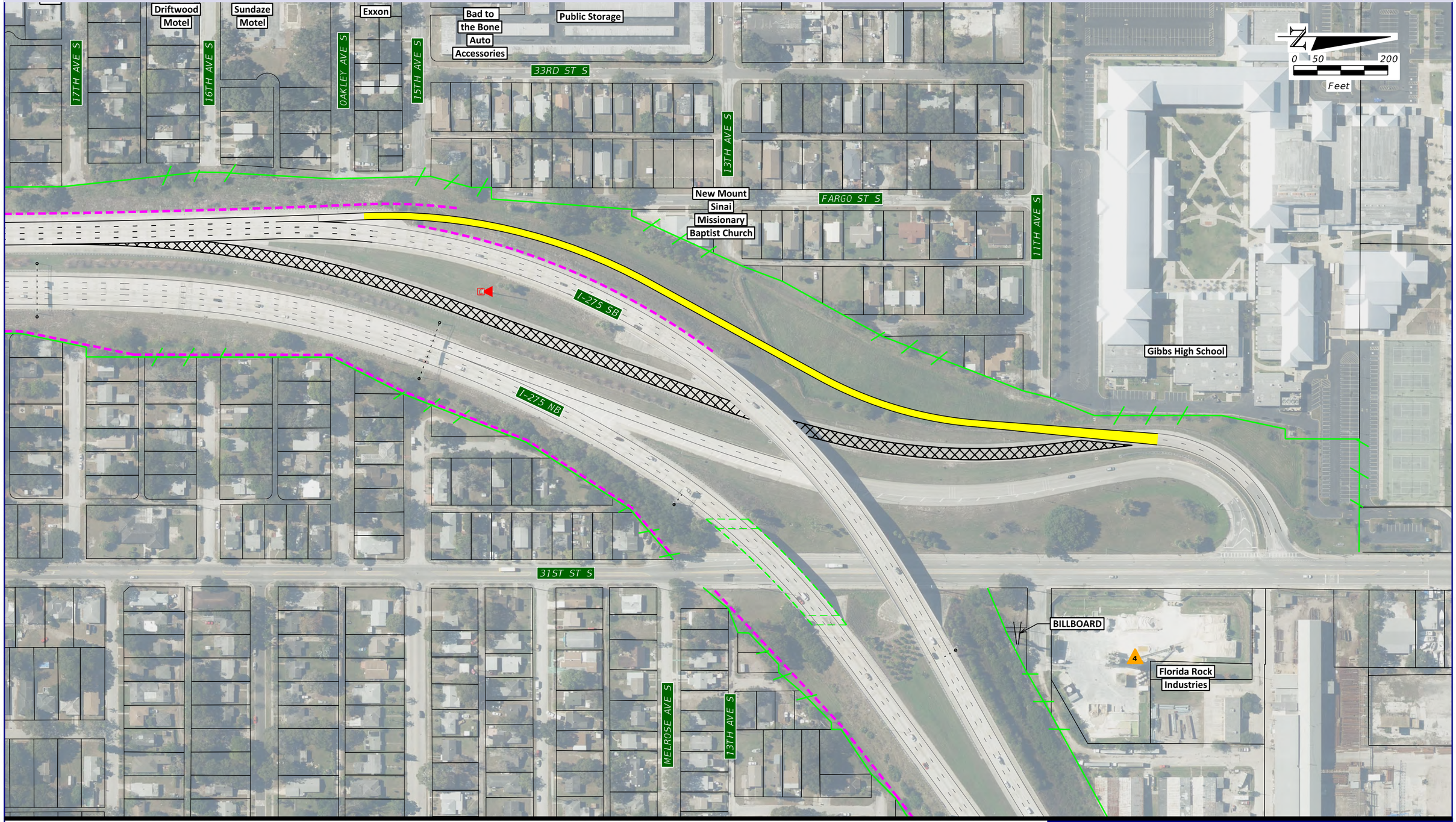
SHEET NO. 5

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

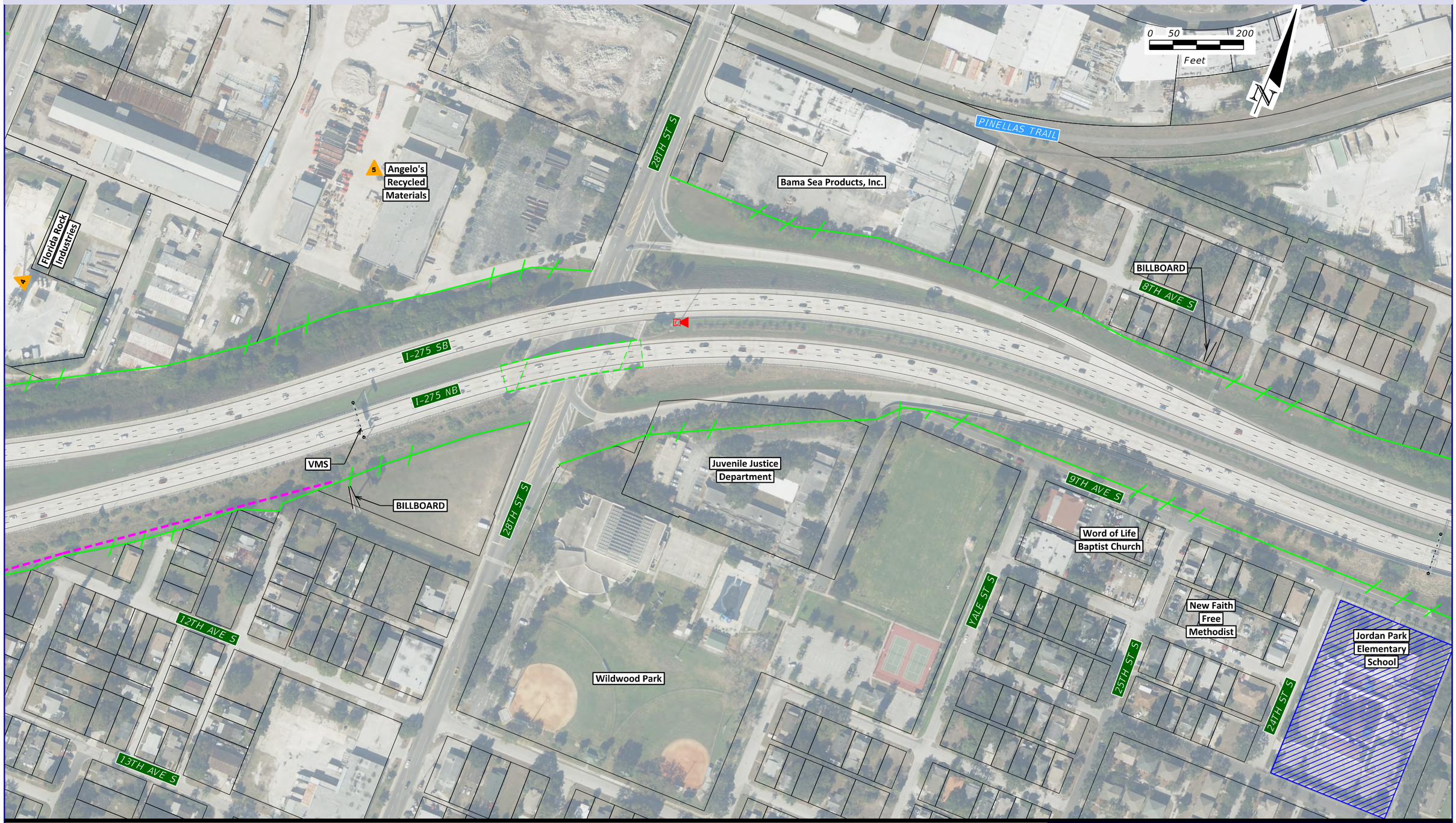
SHEET NO. 6

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

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- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

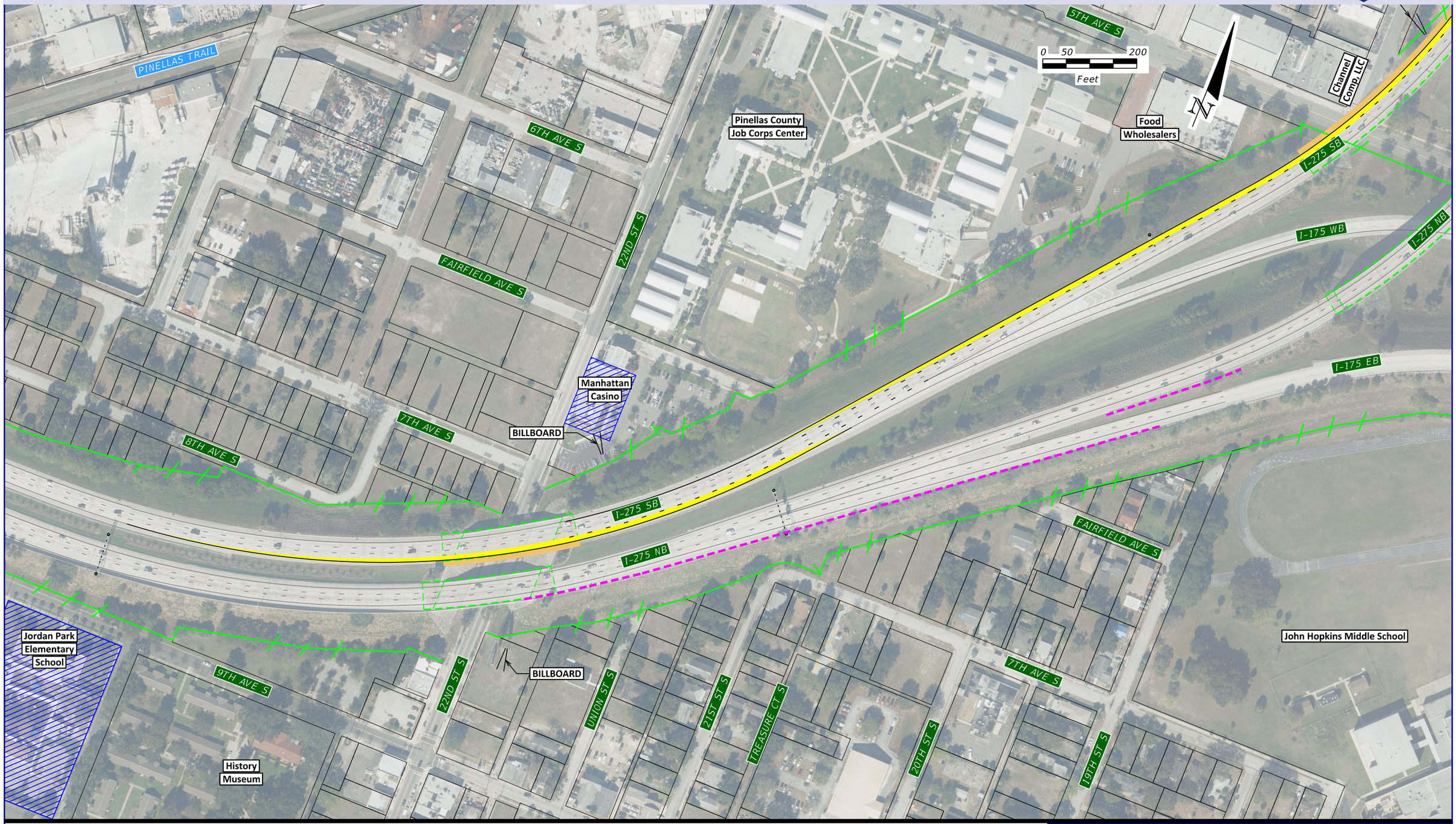
SHEET NO. 7

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

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- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

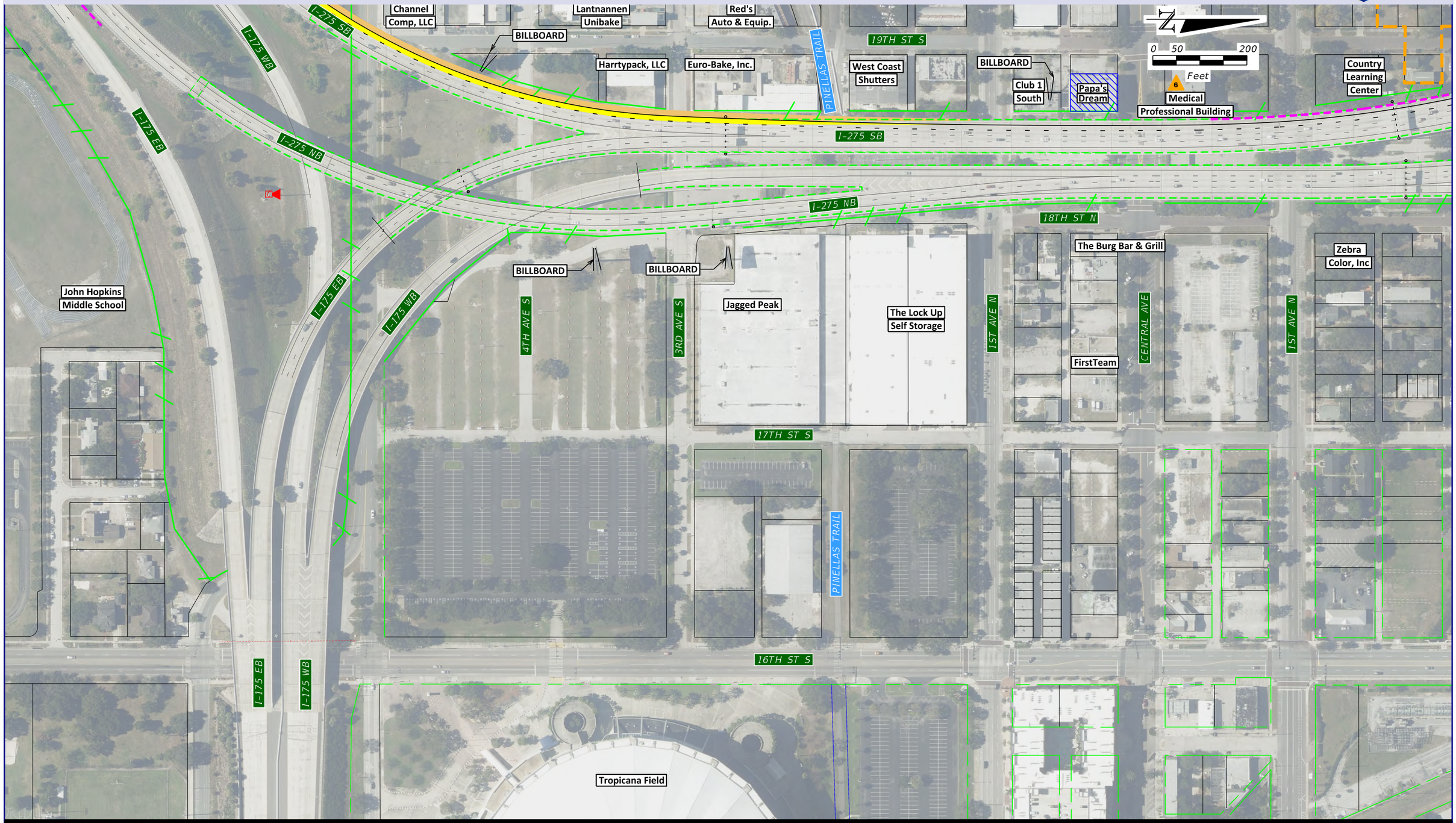
SHEET NO. 8

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

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- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 9

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275

0 50 200 Feet

20TH ST N

Kenwood Dog Park

Kenwood Historic District

BURLINGTON AVE N

2ND AVE N

19TH ST S

I-275 SB

I-275 NB

Country Learning Center

Fleet Management

Turning Point

18TH ST N

Zebra Color, Inc

2ND AVE N

BURLINGTON AVE N

I-375 WB

I-375 EB

5TH AVE N

CSX RAILROAD

17TH ST S

St. Petersburg Water Resources

CSX RAILROAD

LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 10

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275

Edward White Hospital
Simply Delicious
9TH AVE N
Booker Creek Park
13TH AVE N
Scherer Construction West
Gold Seal
0 50 200
Feet
Emar Grinding
WDE Windows, Doors, Etc
I-275 SB
I-275 NB
BILLBOARD
CSX RAILROAD
St. Petersburg Window Sales
Carroll's Building Materials
Recycling Corporation
7
8
TECO People's Gas
BILLBOARD
9TH AVE N
13TH AVE N
CSX RAILROAD
61 Sail Sports Technologies
General Mold Co.
North Sails
Slipaway Ceramics
20TH ST N
BILLBOARD
Orange Blossom Catering
Therapeutic Recreation
Bag Master
19TH ST N
Town Mini Storage
CSX RAILROAD
18TH ST N
Woodlawn Park
Woodlawn Park

LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 11

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275

Home Depot
CSX RAILROAD
U-Stor
22ND ST N
CELL TOWER
Kenny's Landscape Services
22ND AVE N
23RD AVE N
24TH AVE N
25TH AVE N
26TH AVE N
Former Norwood Secondary School
0 50 200
Feet
I-275 SB
I-275 NB
19TH ST N
Woodlawn Park
17TH AVE N
18TH AVE N
20TH AVE N
21ST AVE N

LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

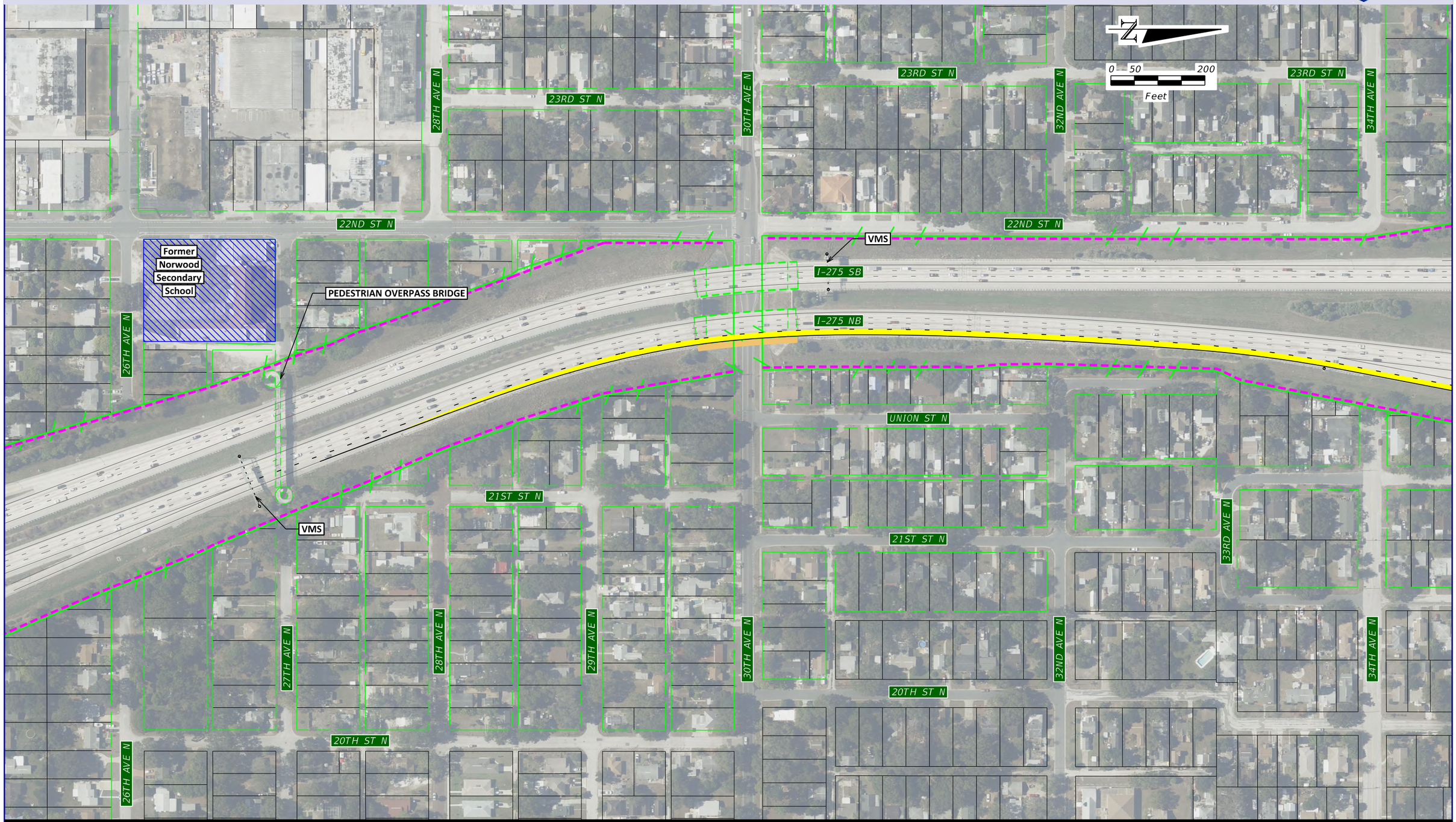
SHEET NO. 12

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

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- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
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- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

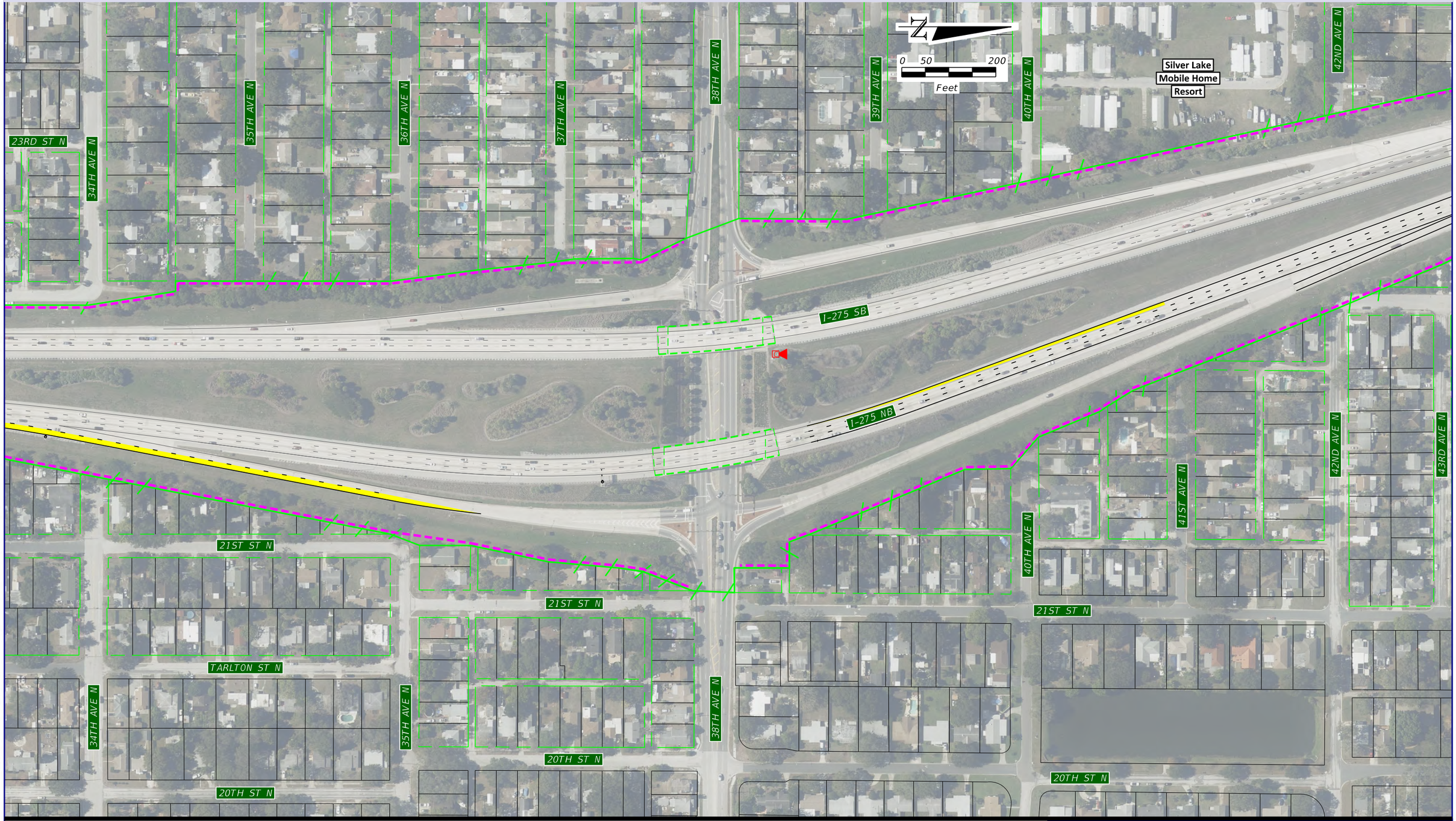
SHEET NO. 13

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

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- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

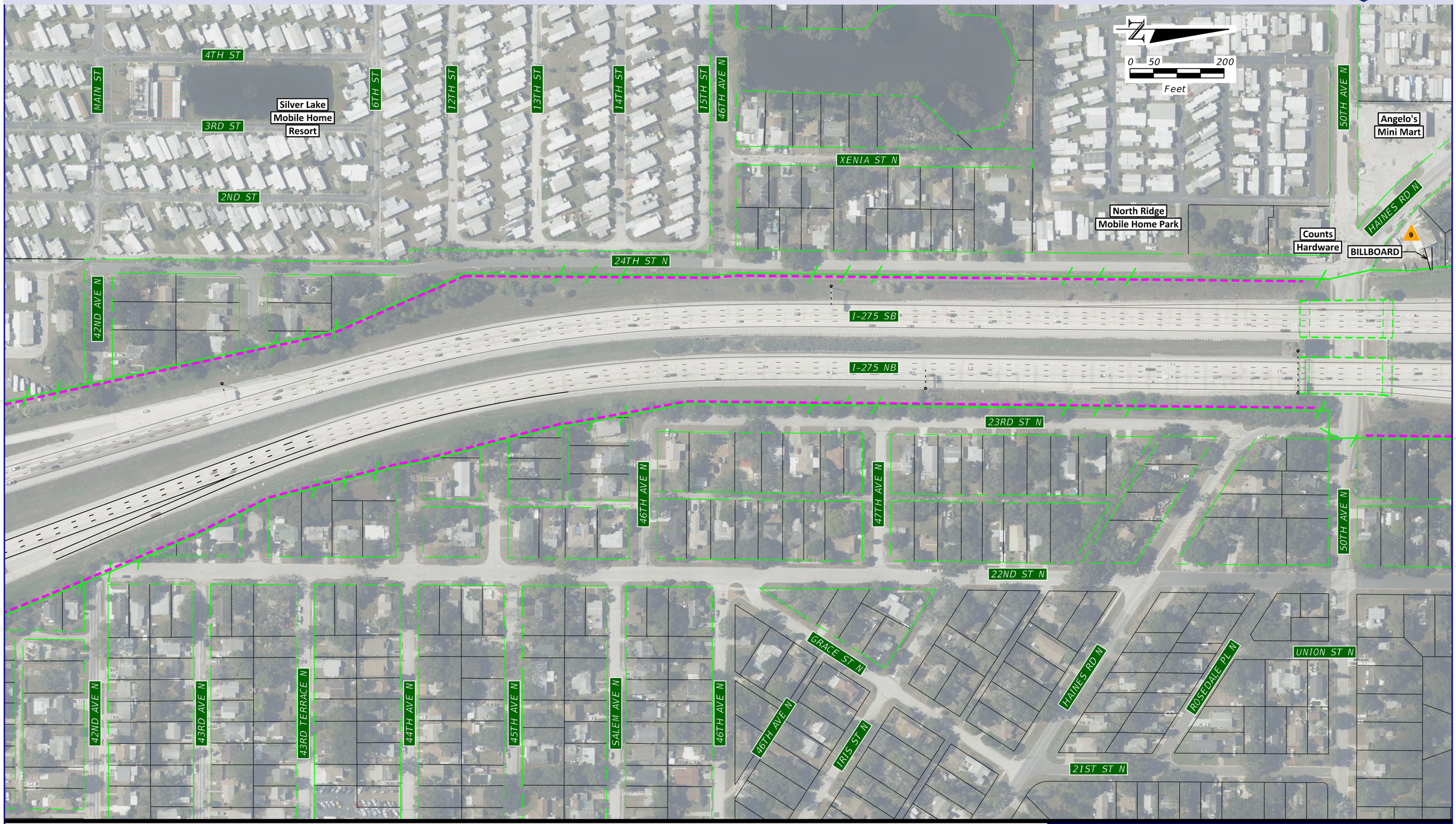
SHEET NO. 14

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



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- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

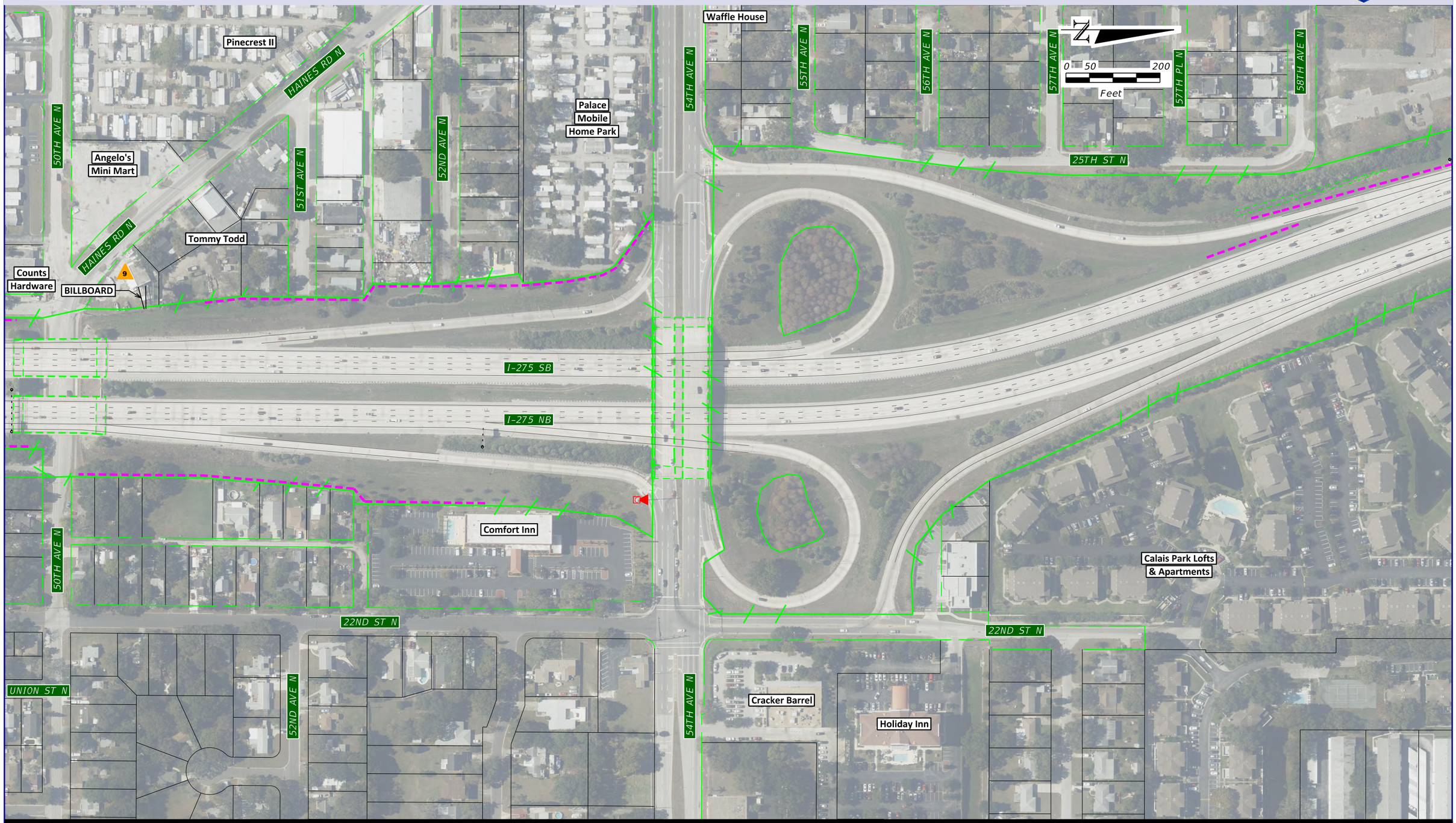
SHEET NO. 15

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

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- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 16

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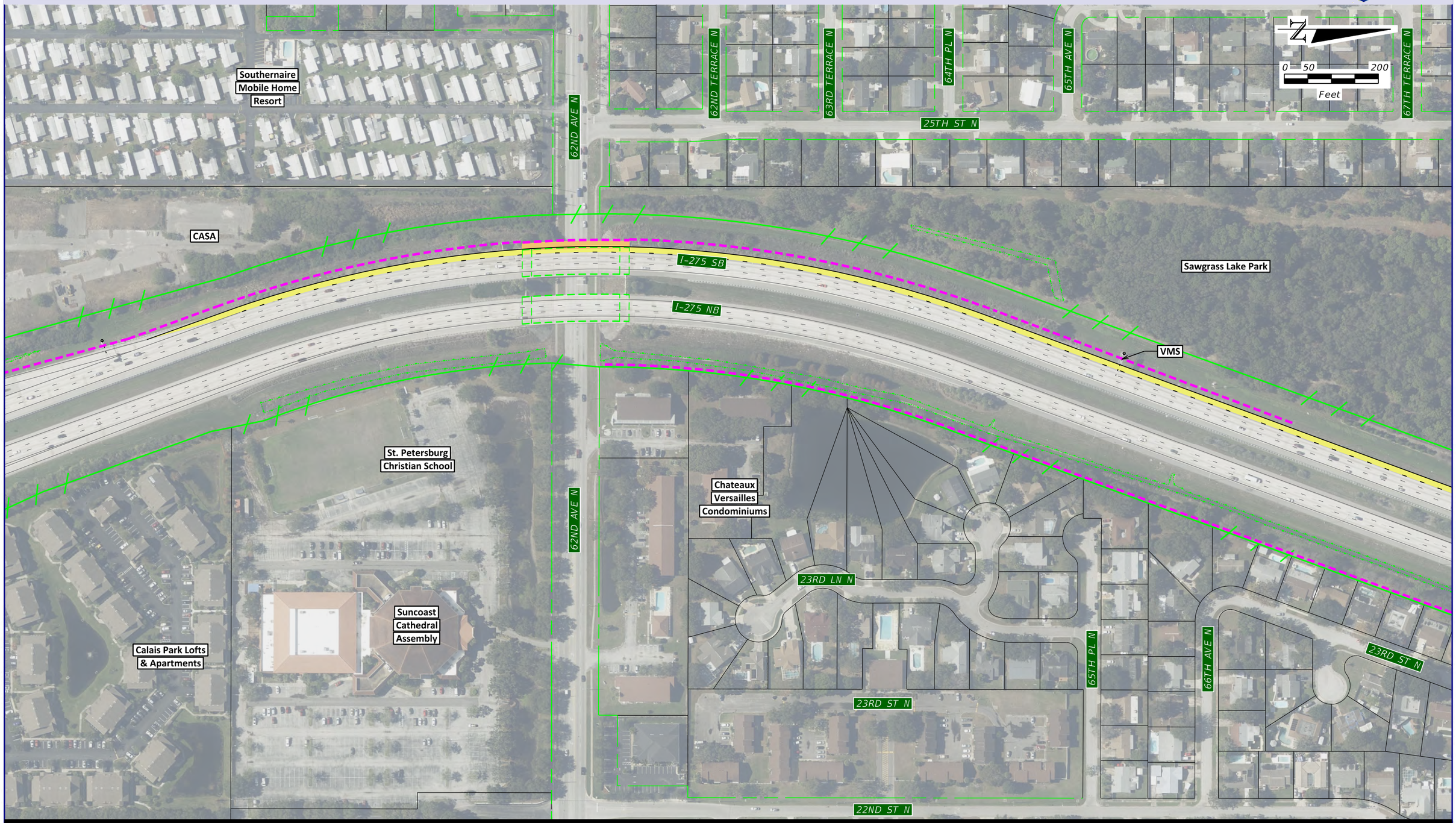
I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

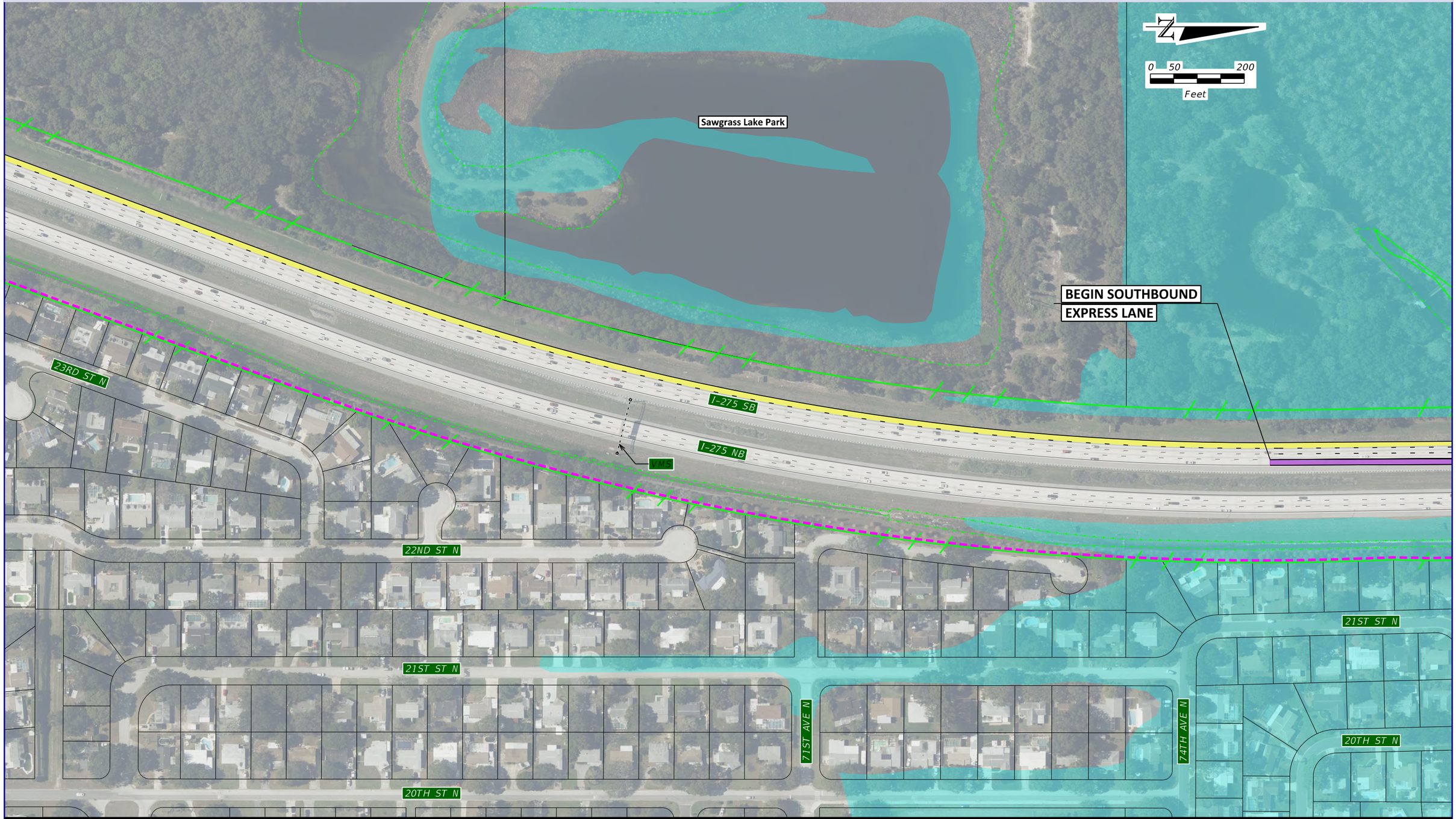
SHEET NO. 17

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- PAVEMENT WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTAMINATION
- OVERHEAD SIGN STRUCTURE
- NOISE WALL
- ITS CAMERA
- KENWOOD HISTORIC DISTRICT

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
LANE CONTINUITY

SHEET NO. 18

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275

LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES
Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

SHEET NO. 19

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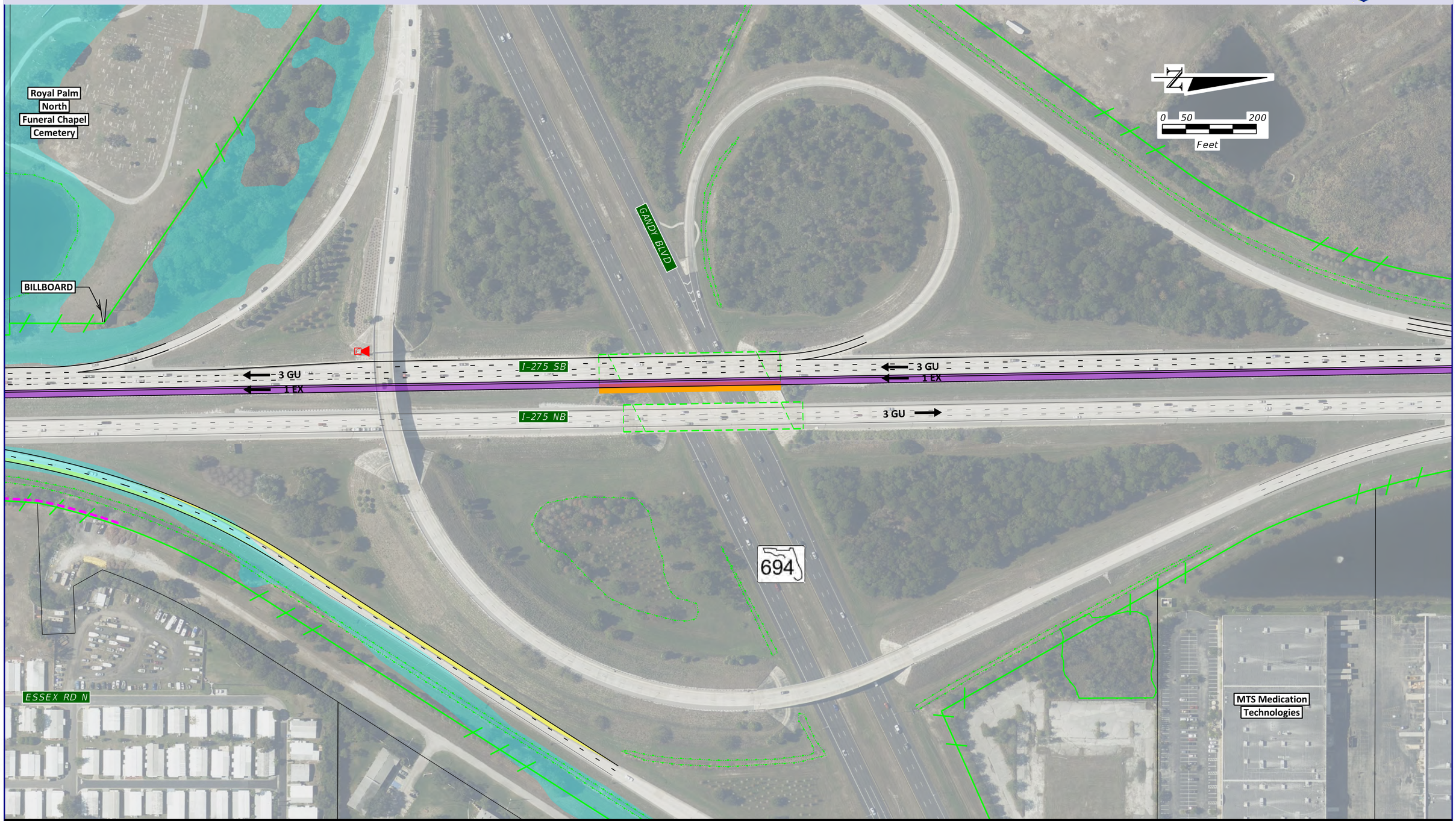
I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

SHEET NO. 20

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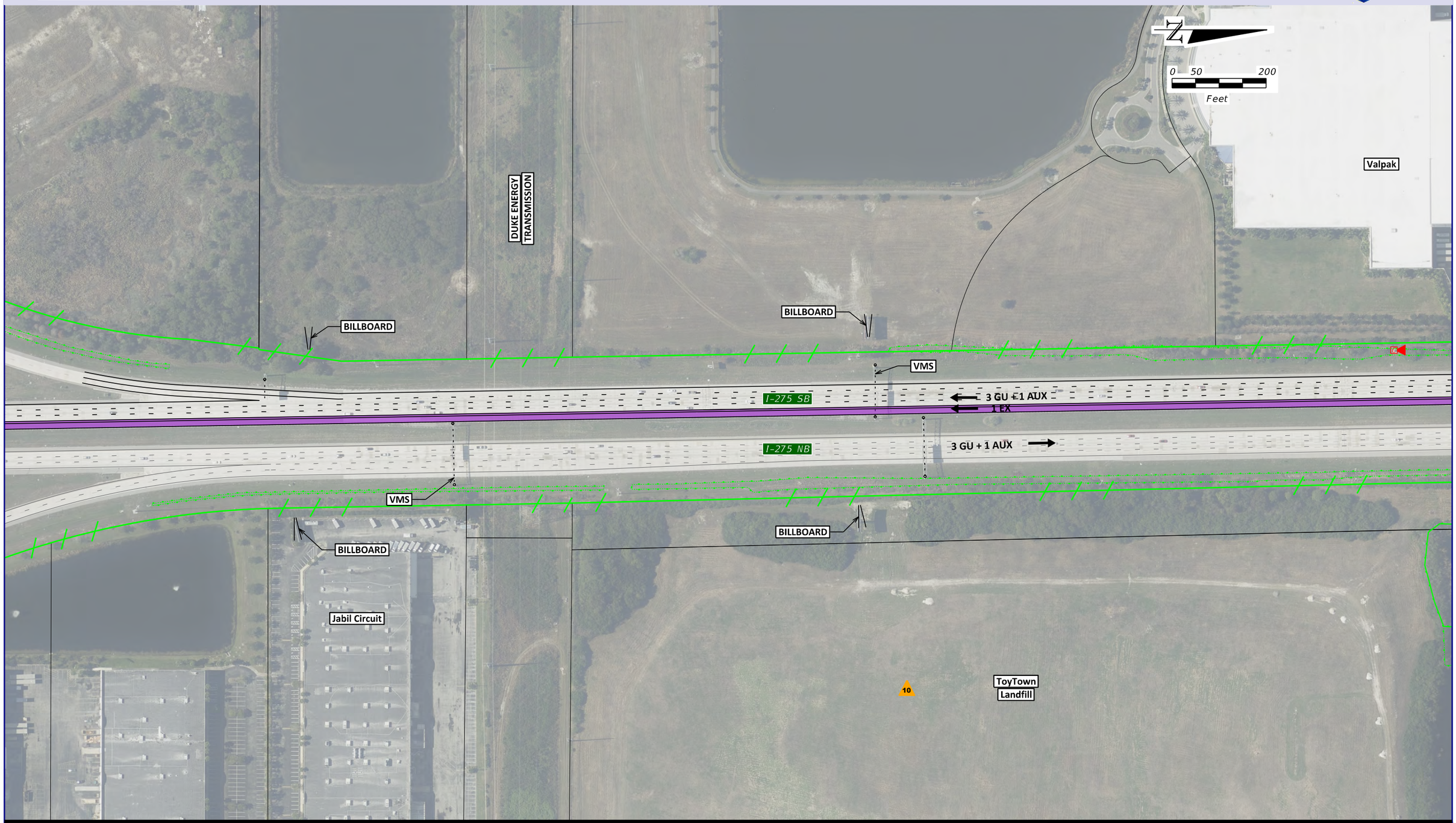
I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES
Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

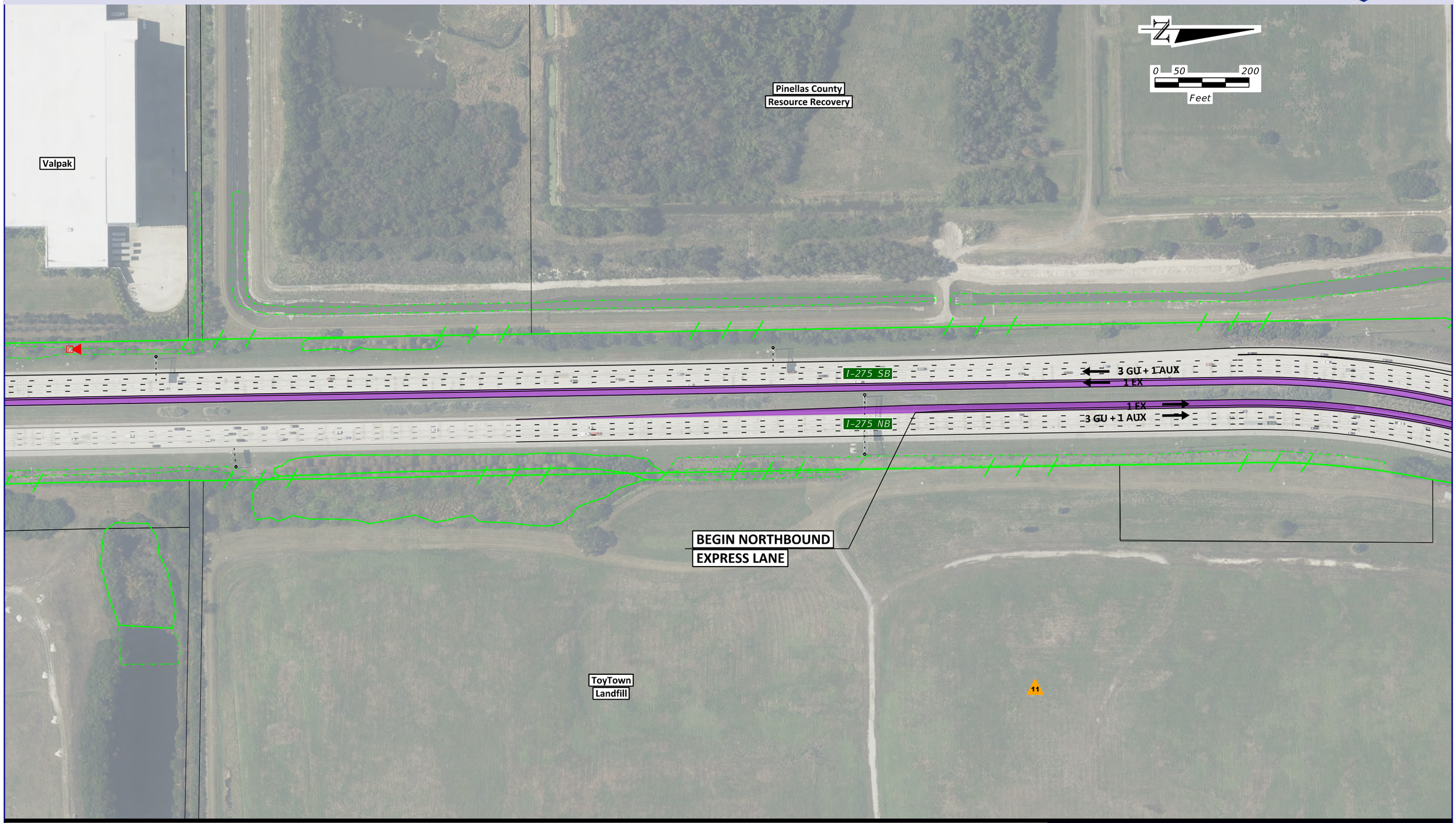
SHEET NO. 21

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES
Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

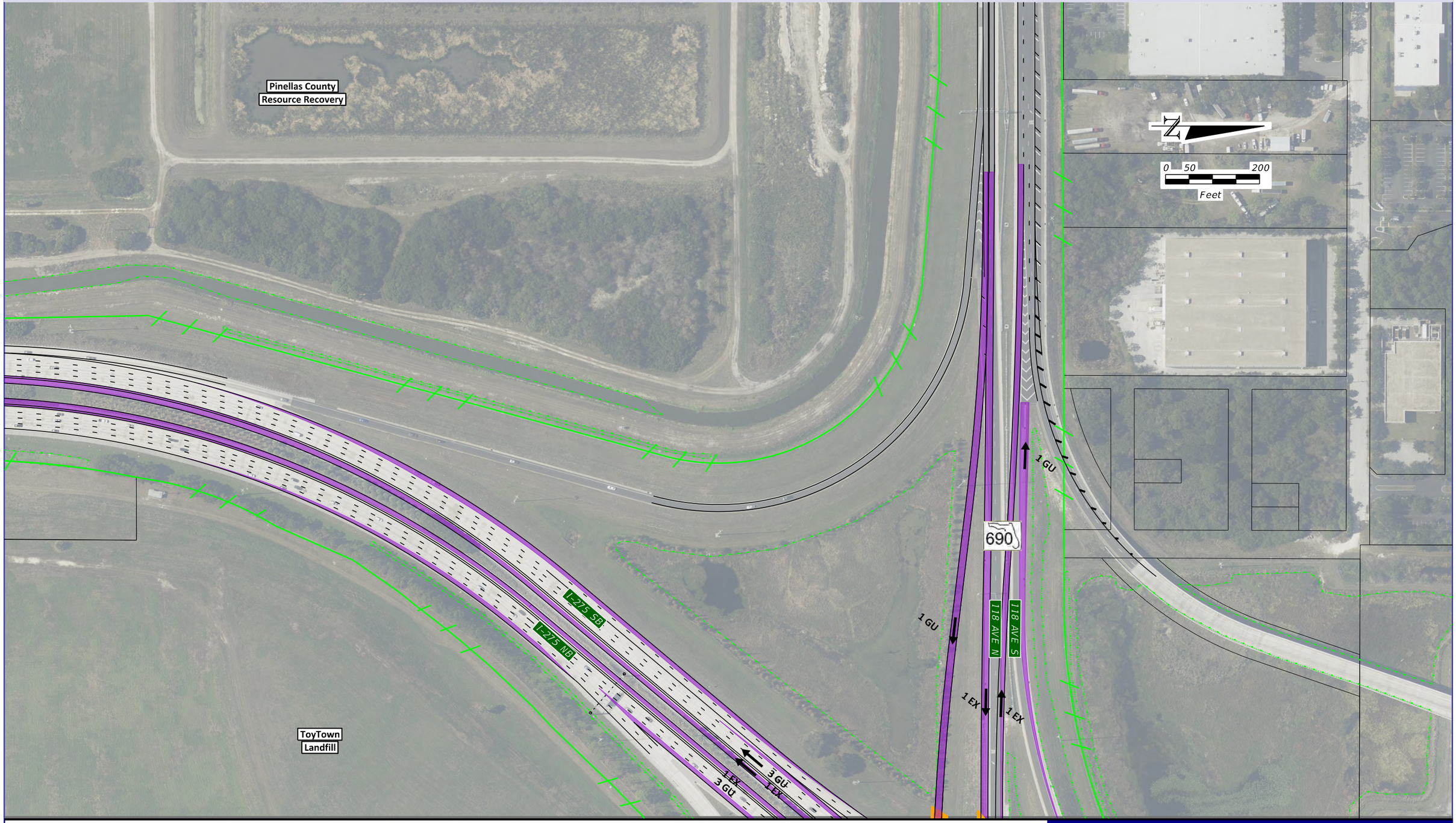
SHEET NO. 22

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES
Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

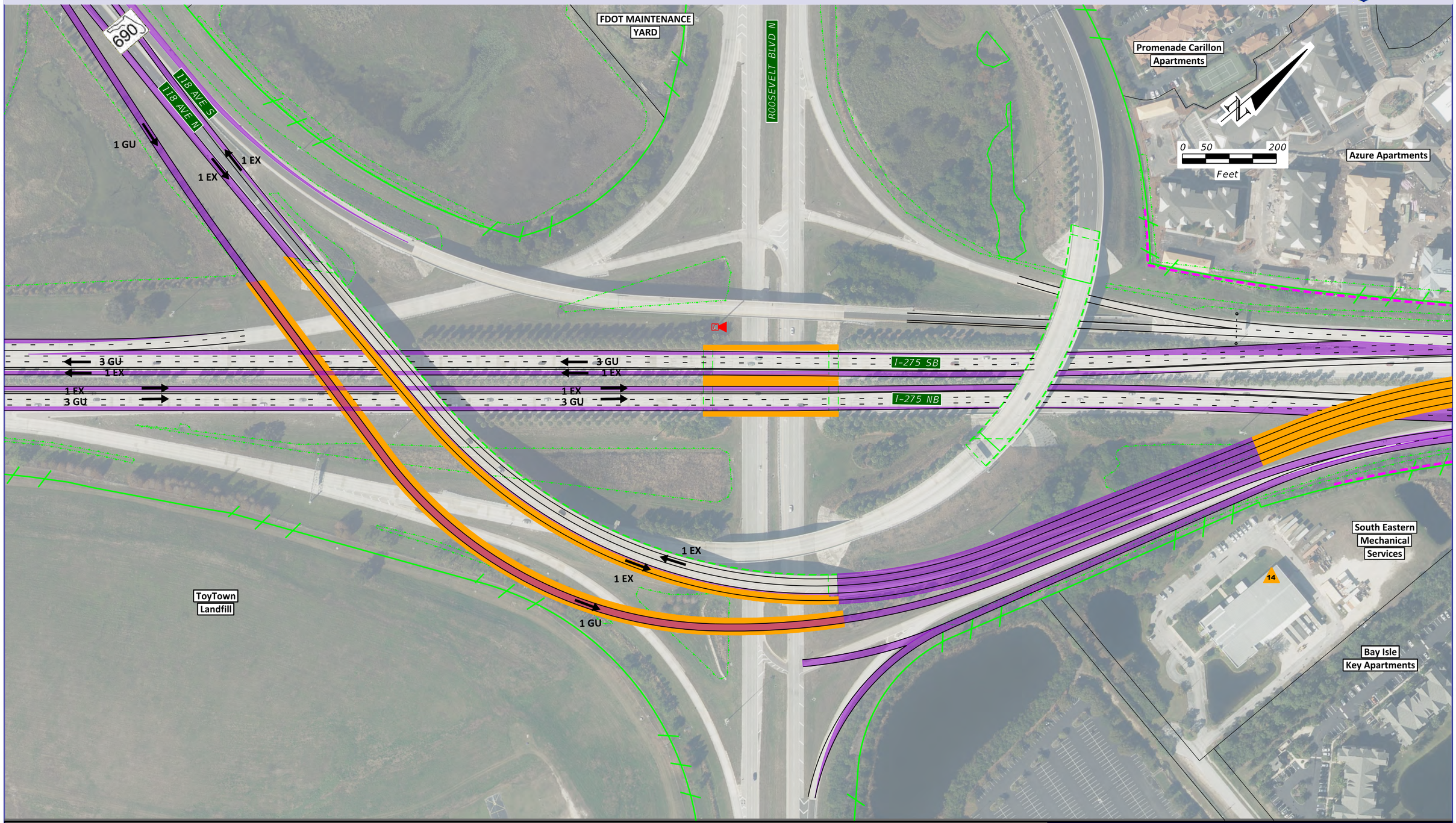
SHEET NO. 23

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

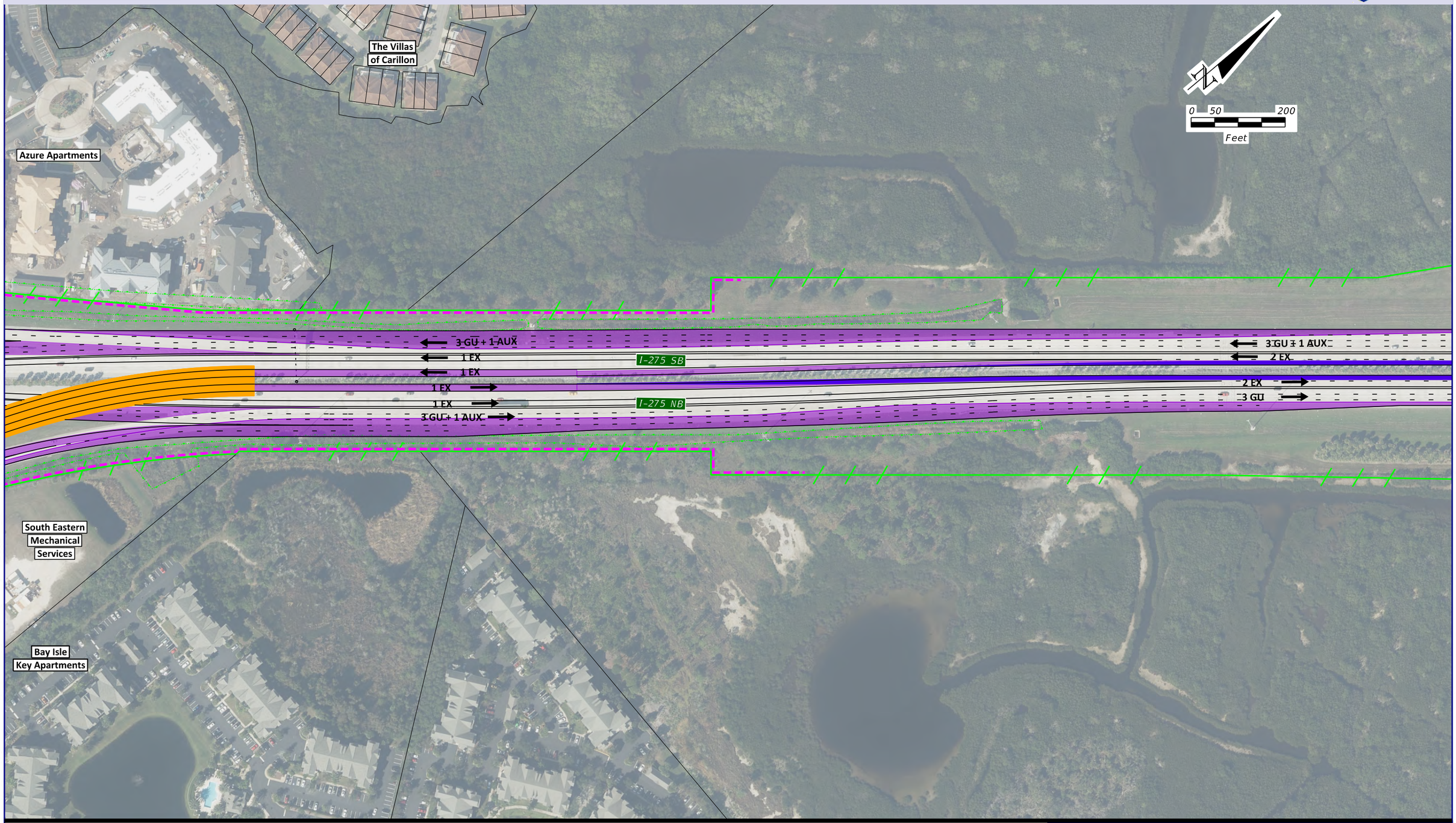
SHEET NO. 24

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

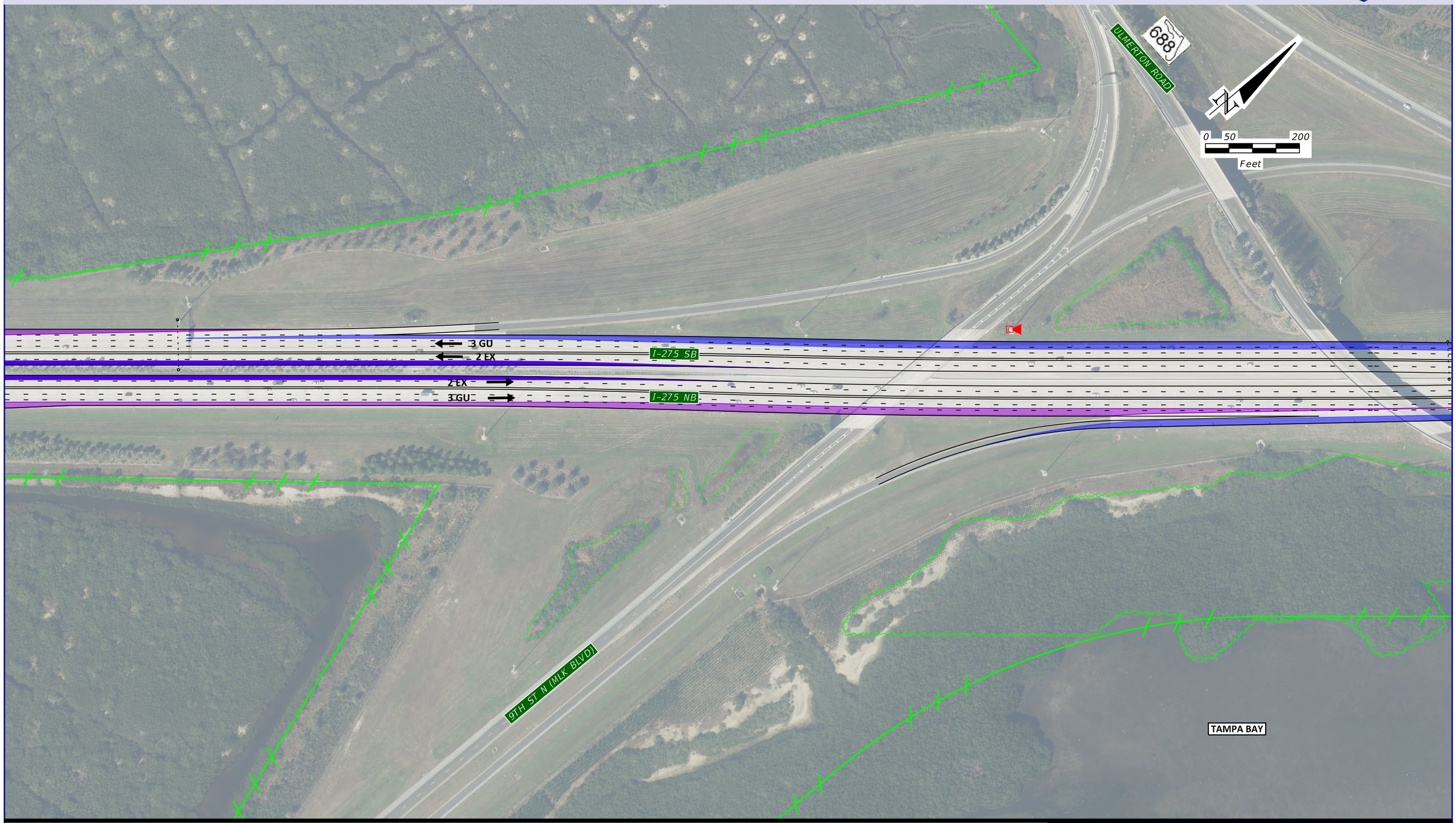
SHEET NO. 25

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES
Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

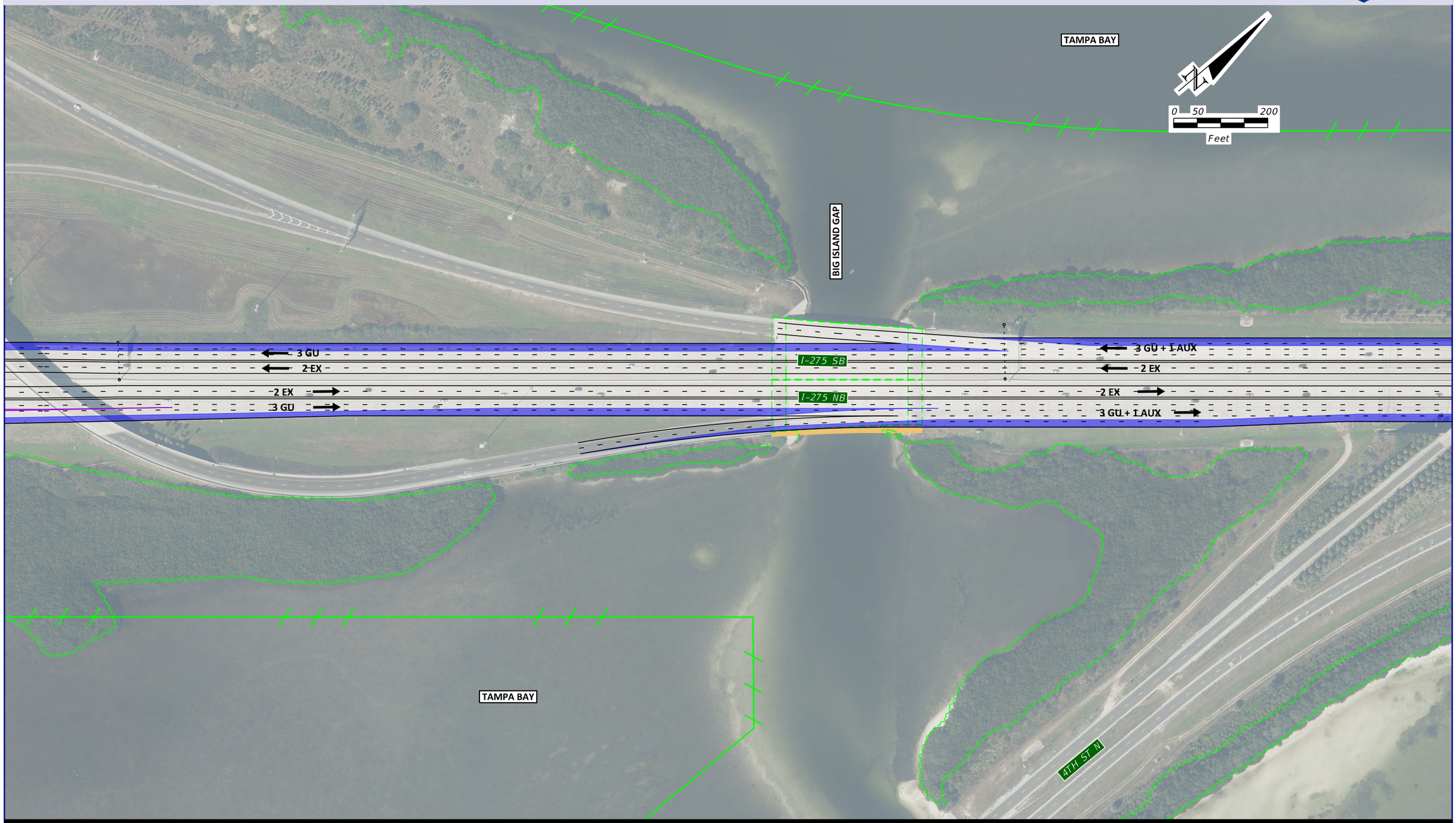
SHEET NO. 26

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES
Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

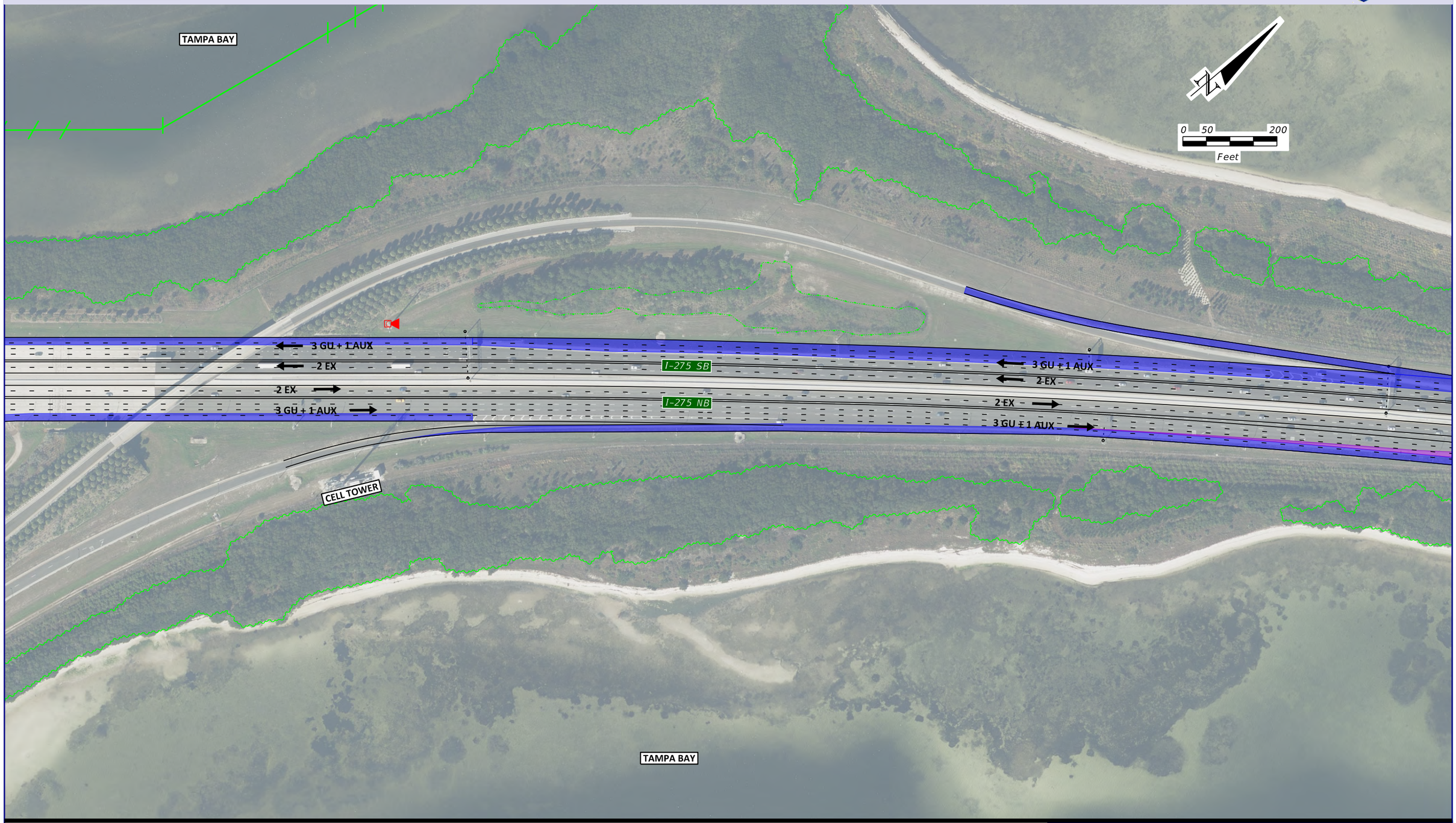
SHEET NO. 27

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES

Aerial Photos Dec. '13 - Feb. '14

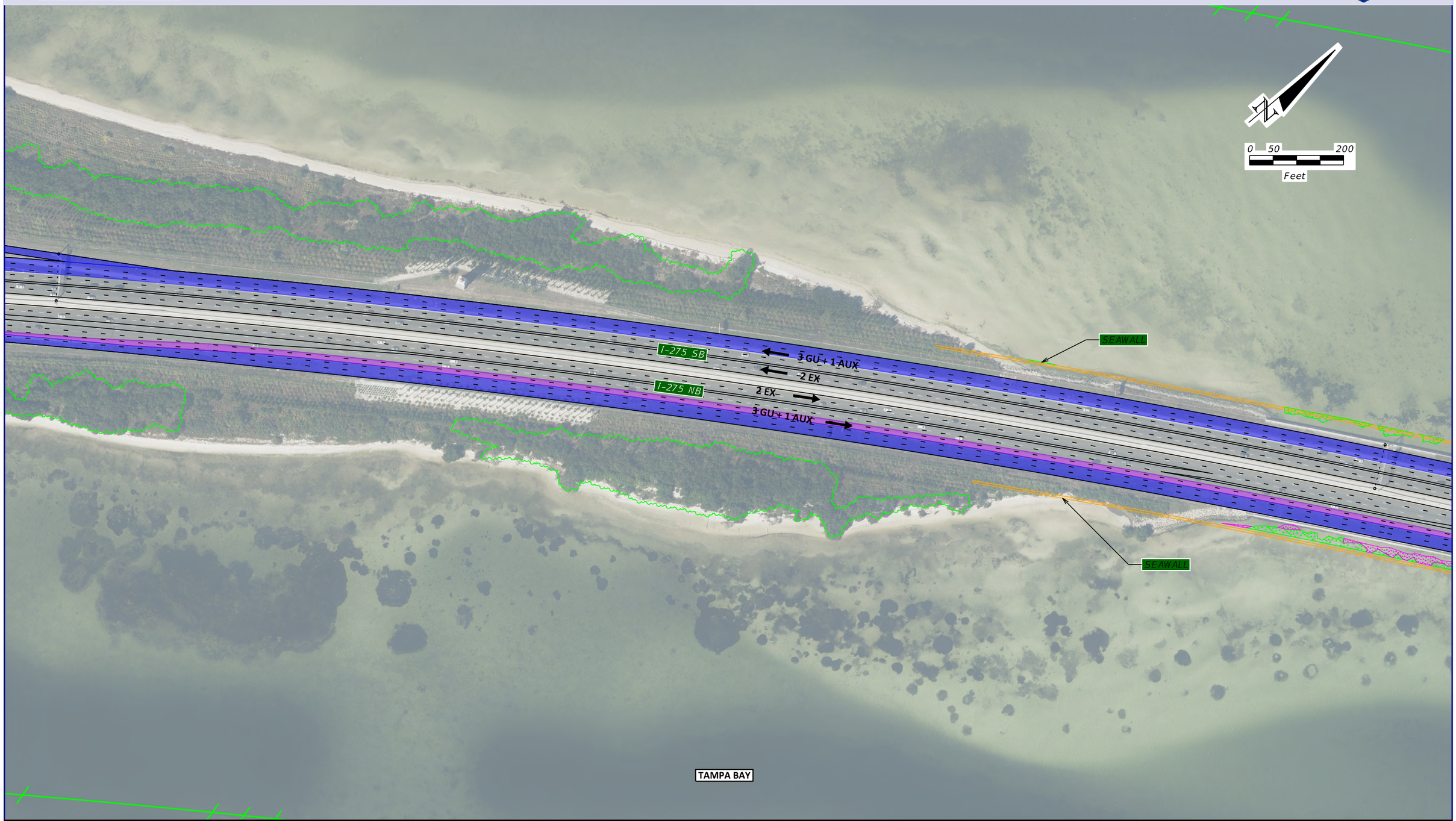
CONCEPT PLANS
EXPRESS MASTER PLAN

SHEET NO. 28

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES
Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

SHEET NO. 29

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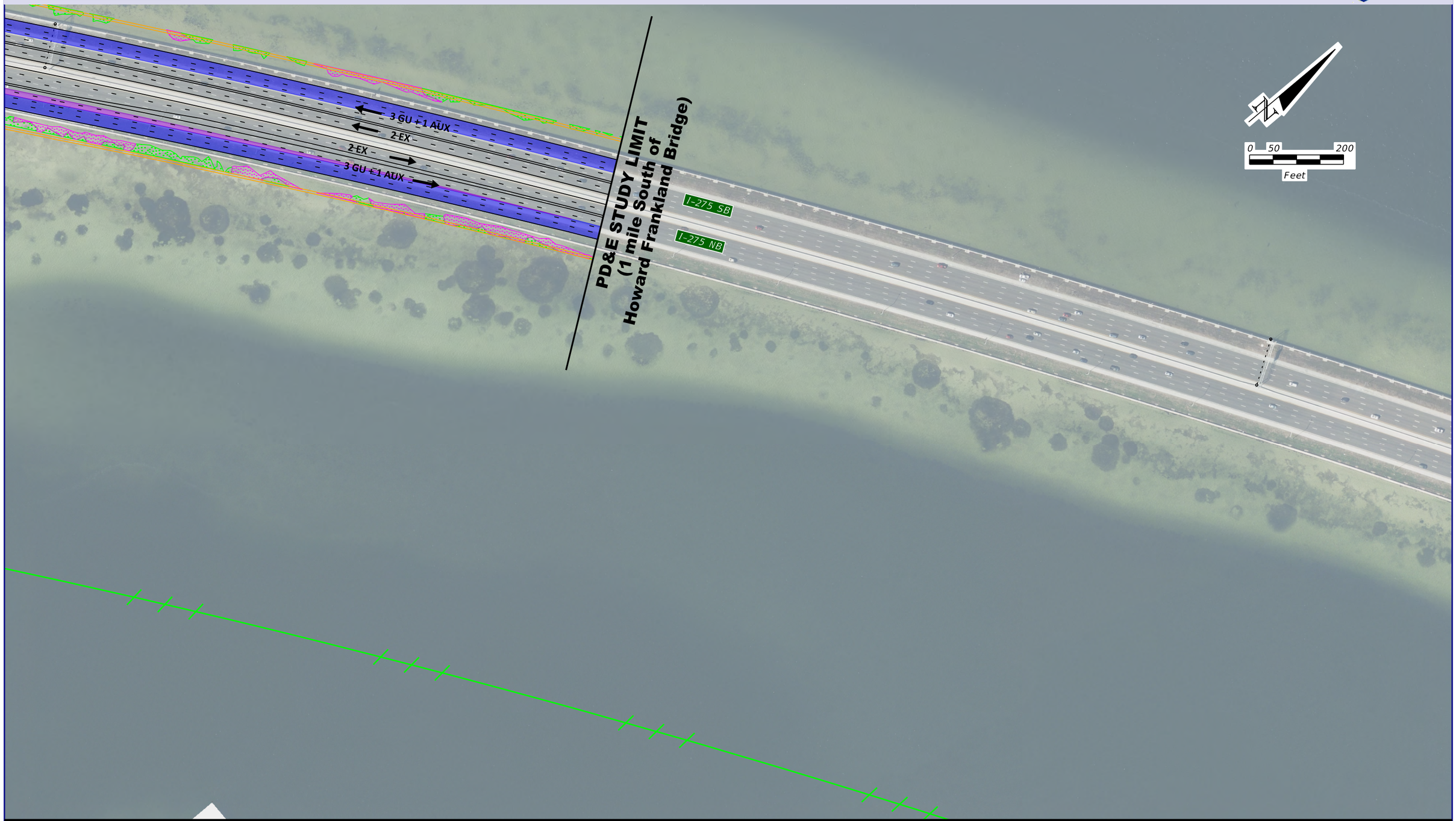
I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- CONTINUITY WIDENING
- MASTER WIDENING
- STARTER WIDENING
- BRIDGE WIDENING
- BRIDGES
- BARRIER WALL
- HISTORIC SITE
- WETLANDS
- SURFACE WATER
- MANGROVES
- RIGHT OF WAY
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA

EX = EXPRESS TOLL LANES
GU = GENERAL USE LANES
AUX = AUXILIARY LANES

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS MASTER PLAN

SHEET NO. 30

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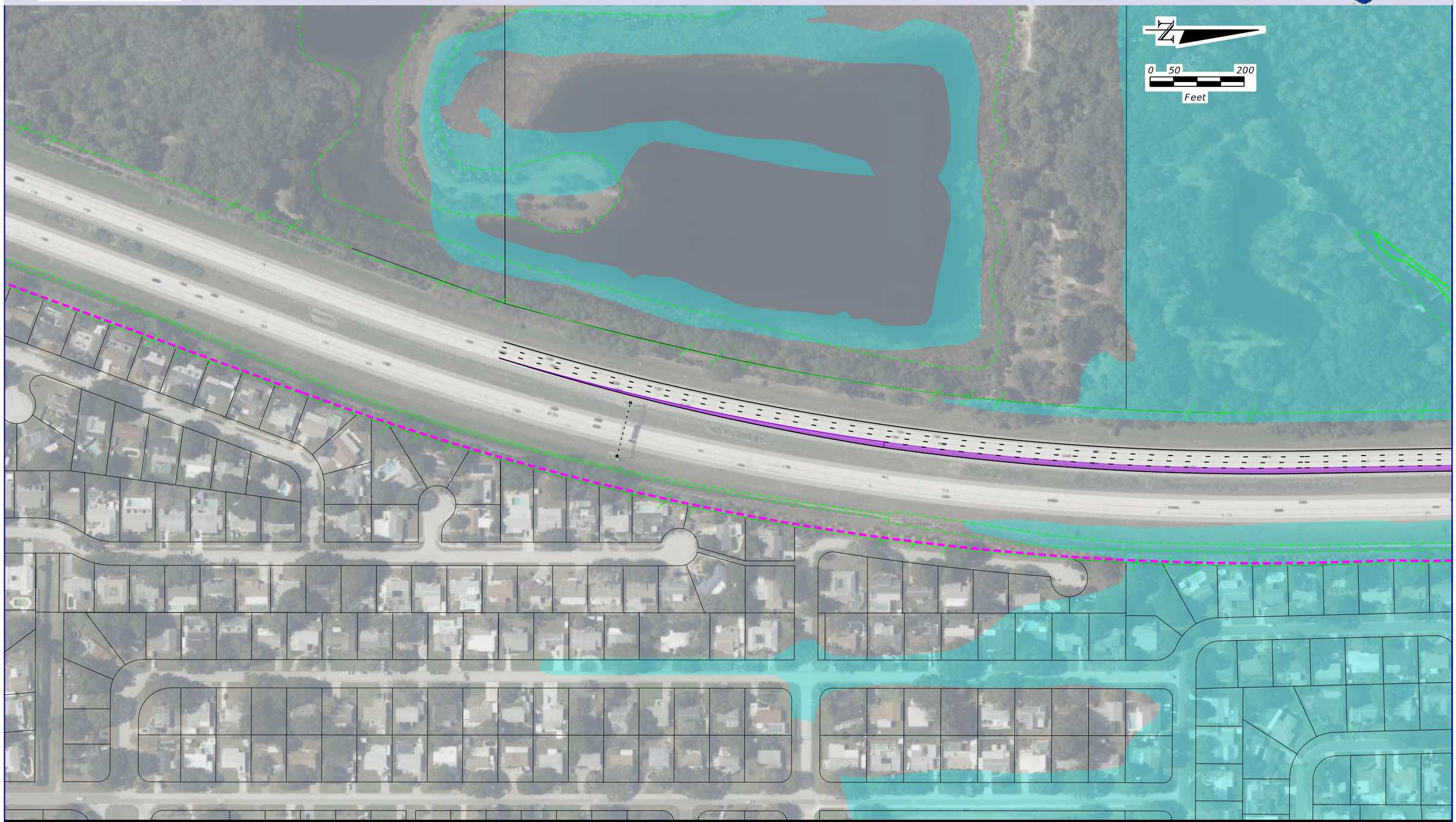
I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO.

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275

LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

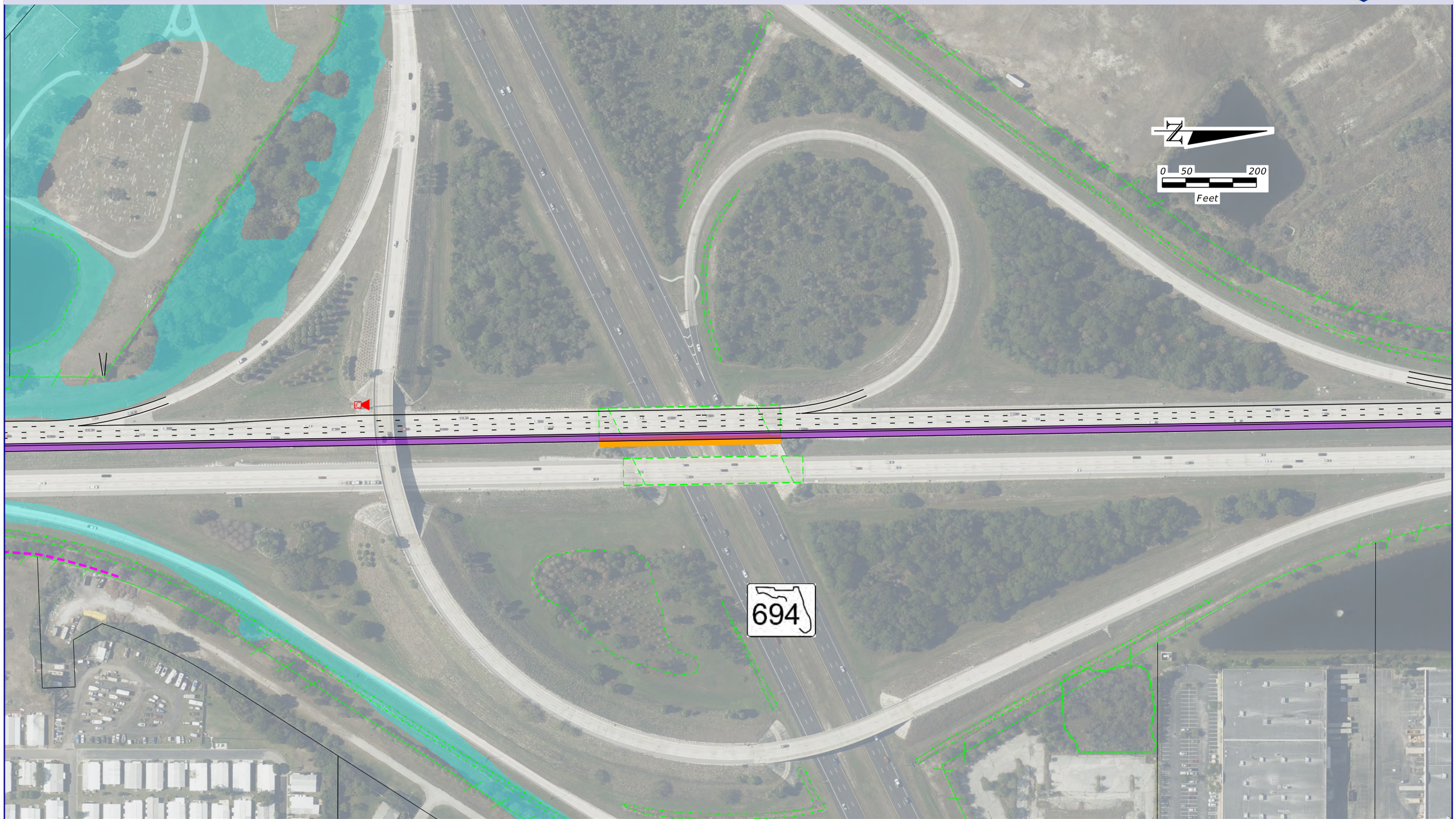
CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO.

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 33

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275

0 50 200
Feet

LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

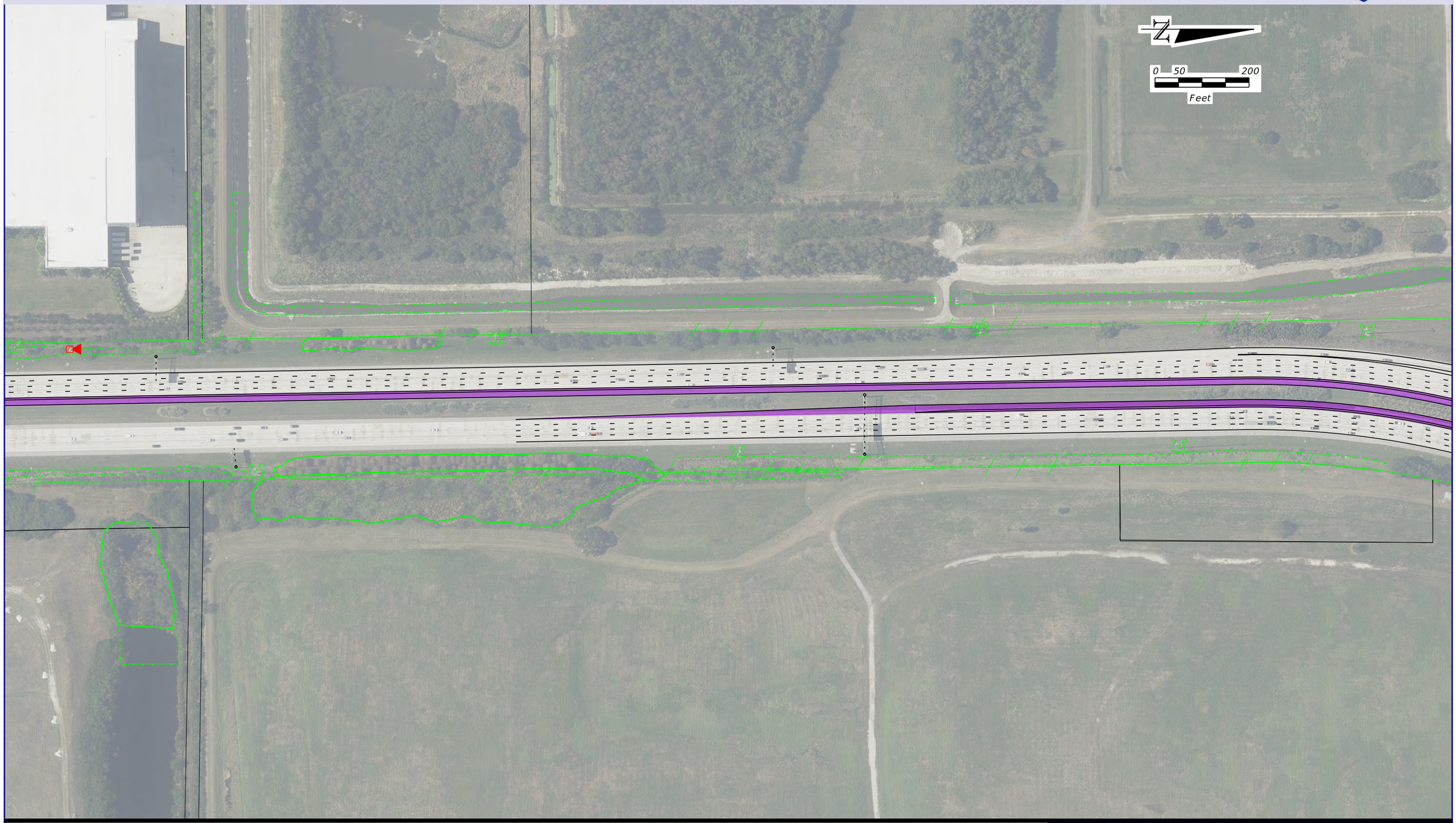
CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 34

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

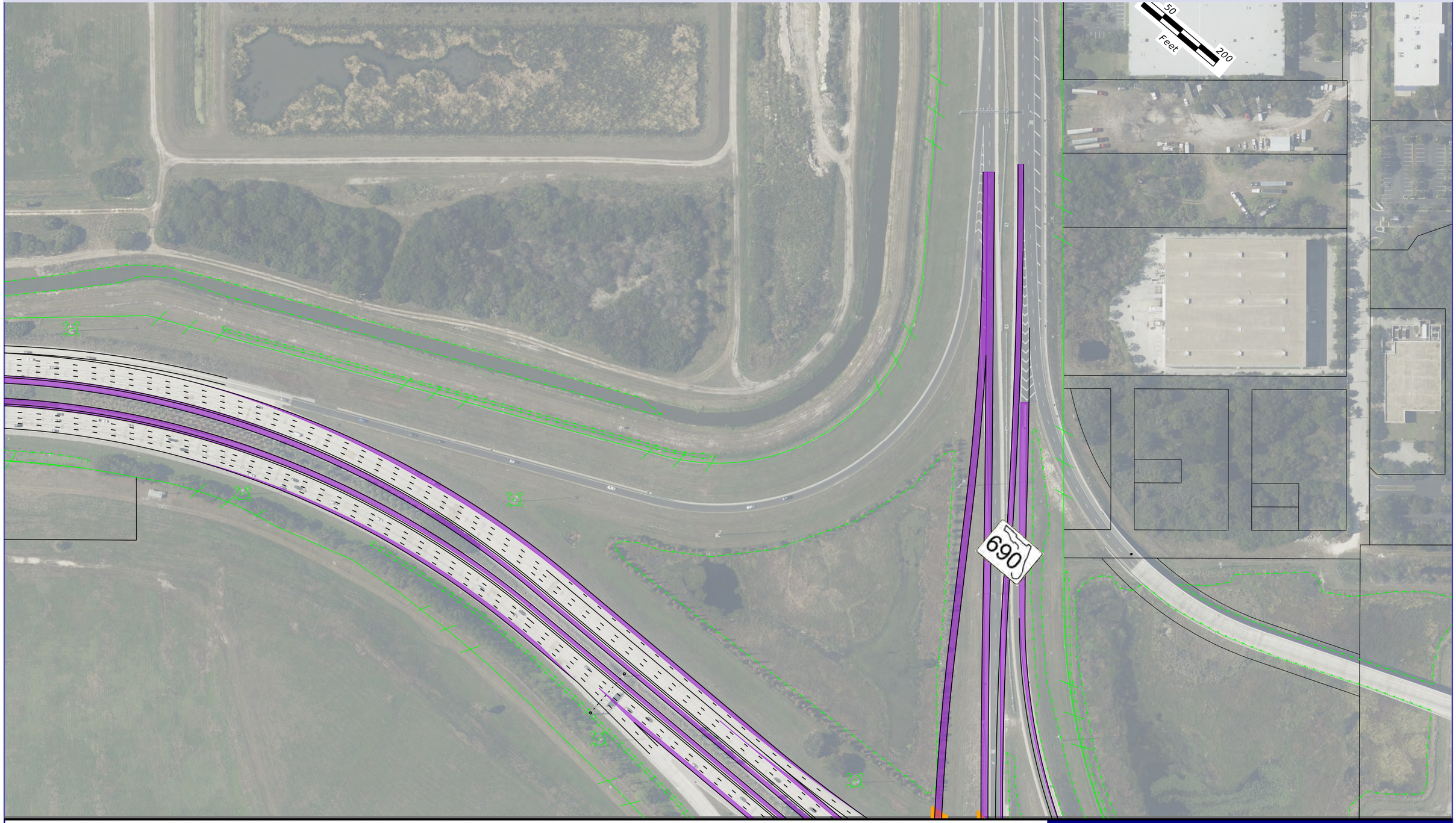
SHEET NO. 35

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 36

$USER$ $DATE$ $TIME$ $FILE$

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

FDOT

TAMPA BAY EXPRESS

INTERSTATE 275

690

FDOT MAINTENANCE YARD

Azure Apartments

South Eastern Mechanical Services

0 50 200

Feet

LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

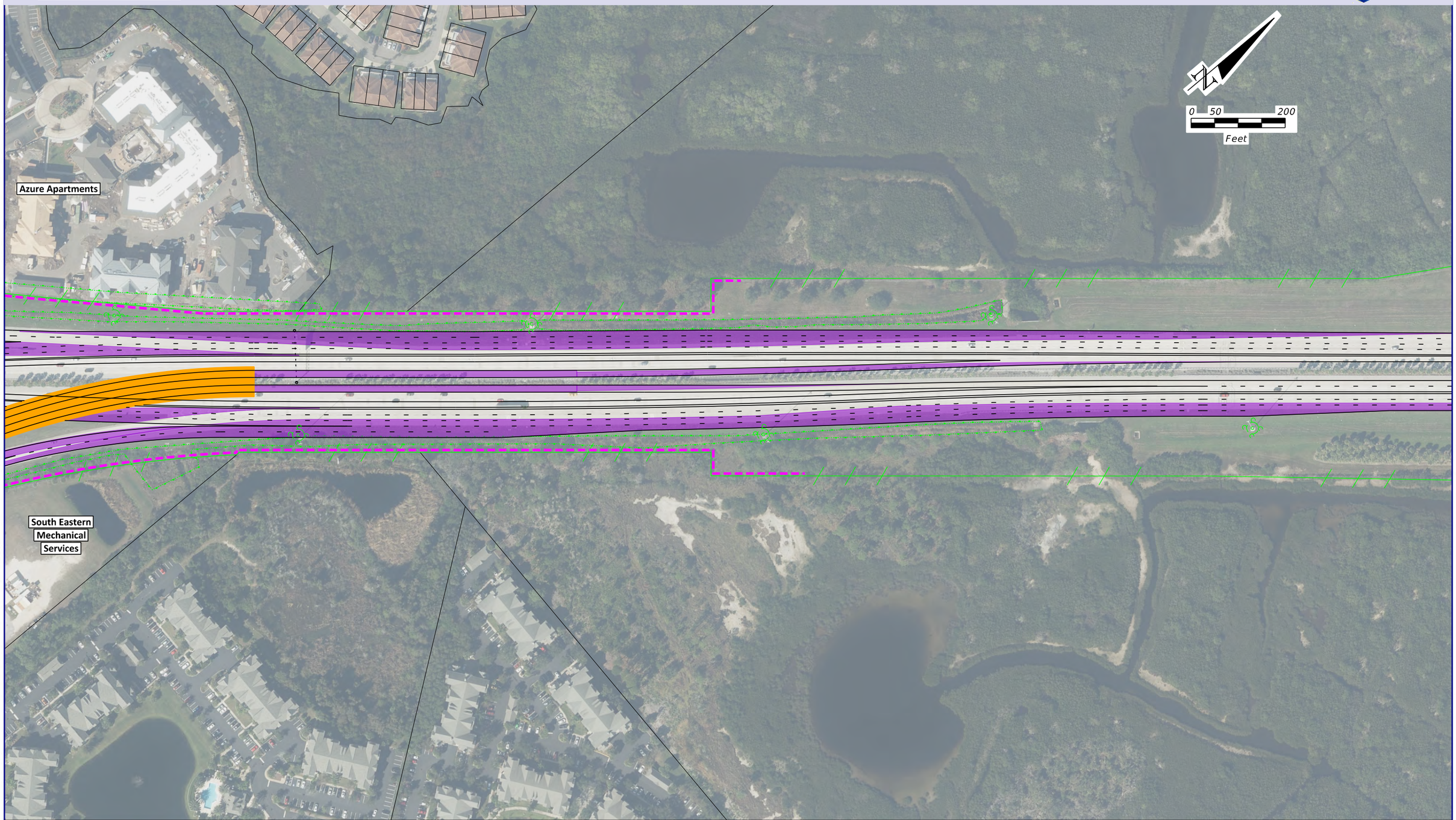
SHEET NO. 37

$USERS $DATES $TIMES $FILES

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 38

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275

LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 39

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275

0 50 200
Feet

LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 40

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275

LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

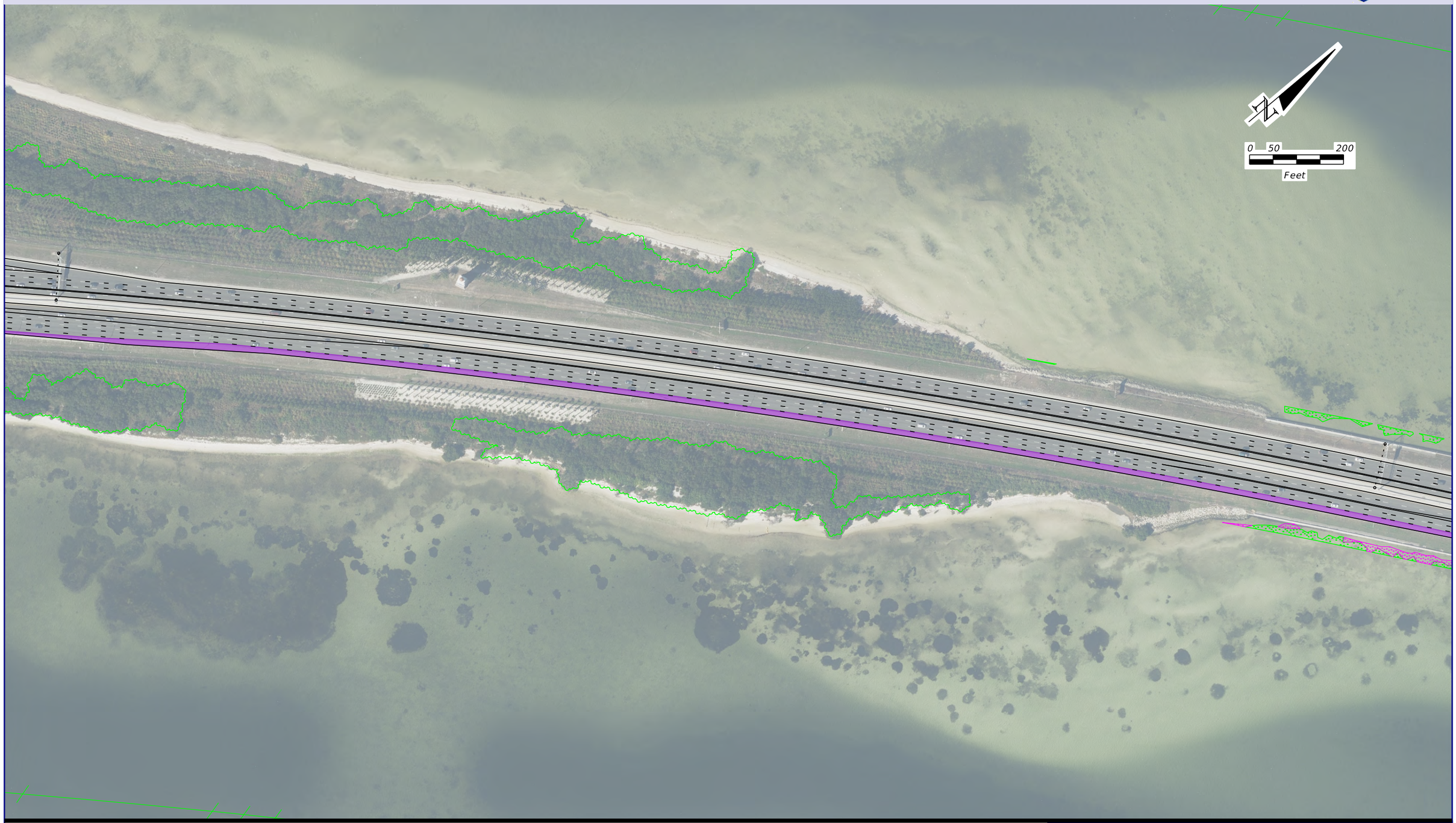
CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 41

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

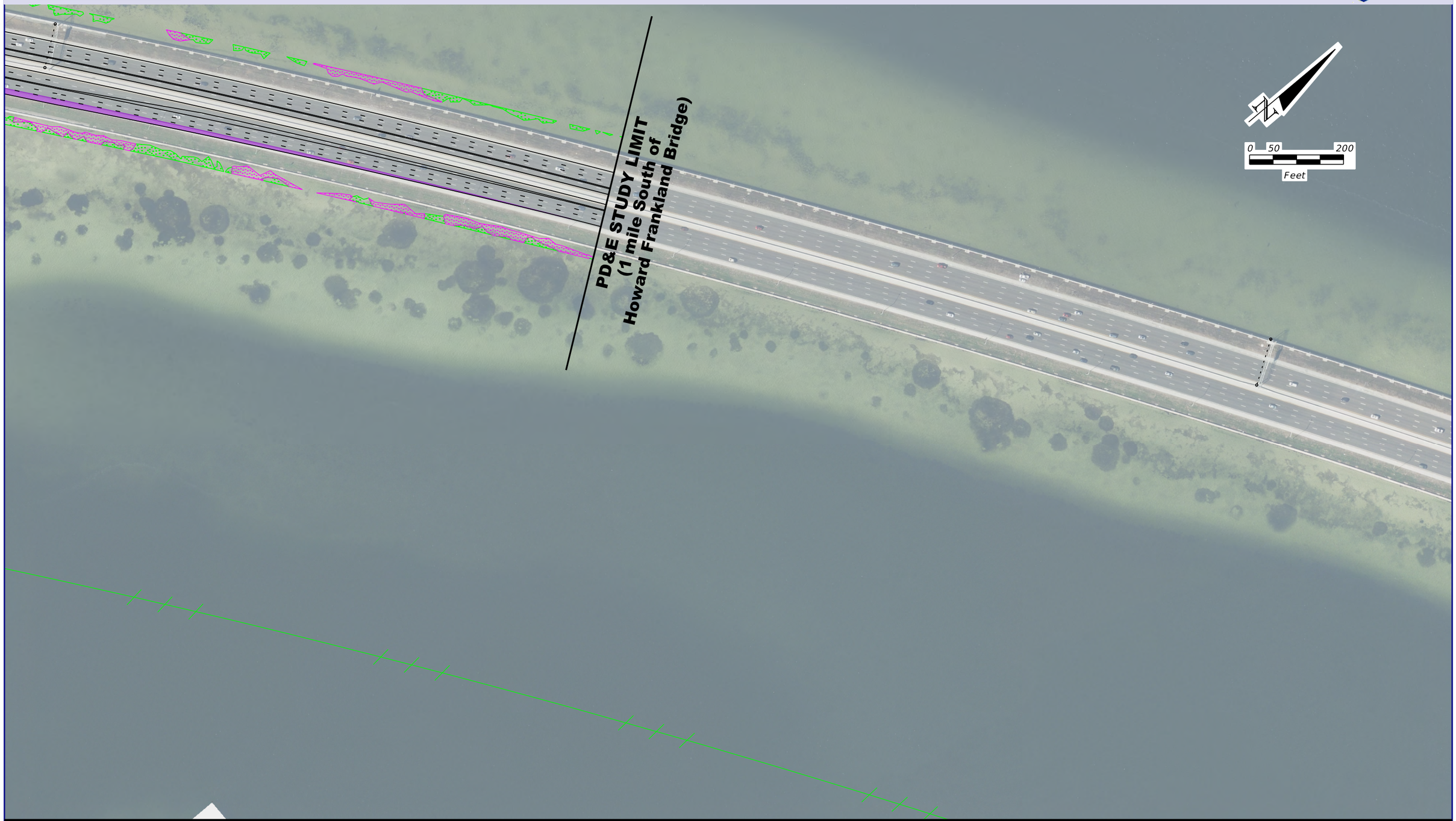
CONCEPT PLANS
EXPRESS STARTER PLAN

SHEET NO. 42

I-275 (SR 93) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TAMPA BAY EXPRESS

INTERSTATE 275



LEGEND:

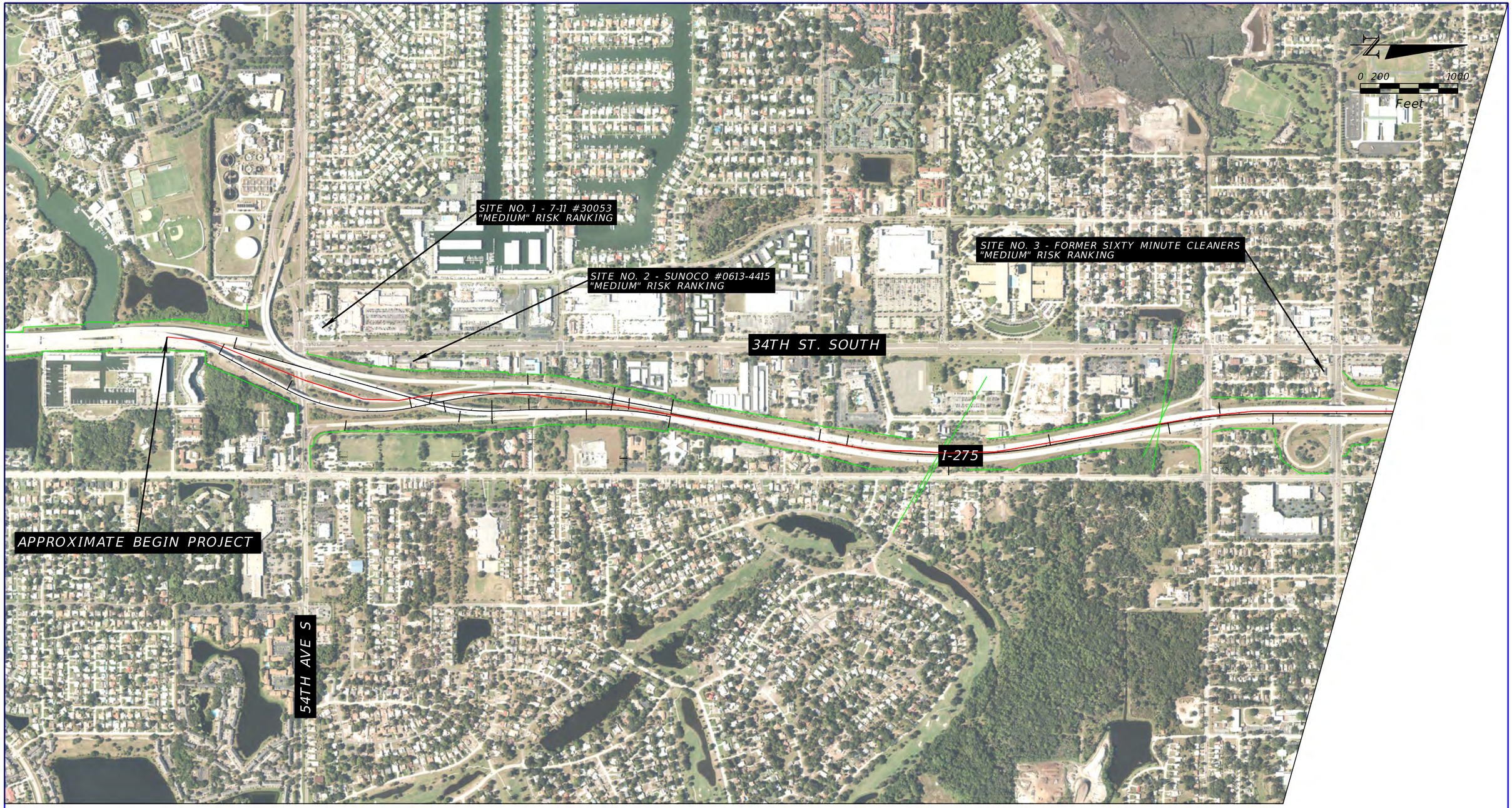
- STARTER WIDENING
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- BRIDGES
- RIGHT OF WAY
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTINUOUS SEA GRASS
- DISCONTINUOUS SEA GRASS
- OVERHEAD SIGN STRUCTURE
- CONTAMINATION
- ITS CAMERA
- NOISE WALL

Aerial Photos Dec. '13 - Feb. '14

CONCEPT PLANS
EXPRESS STARTER PLAN

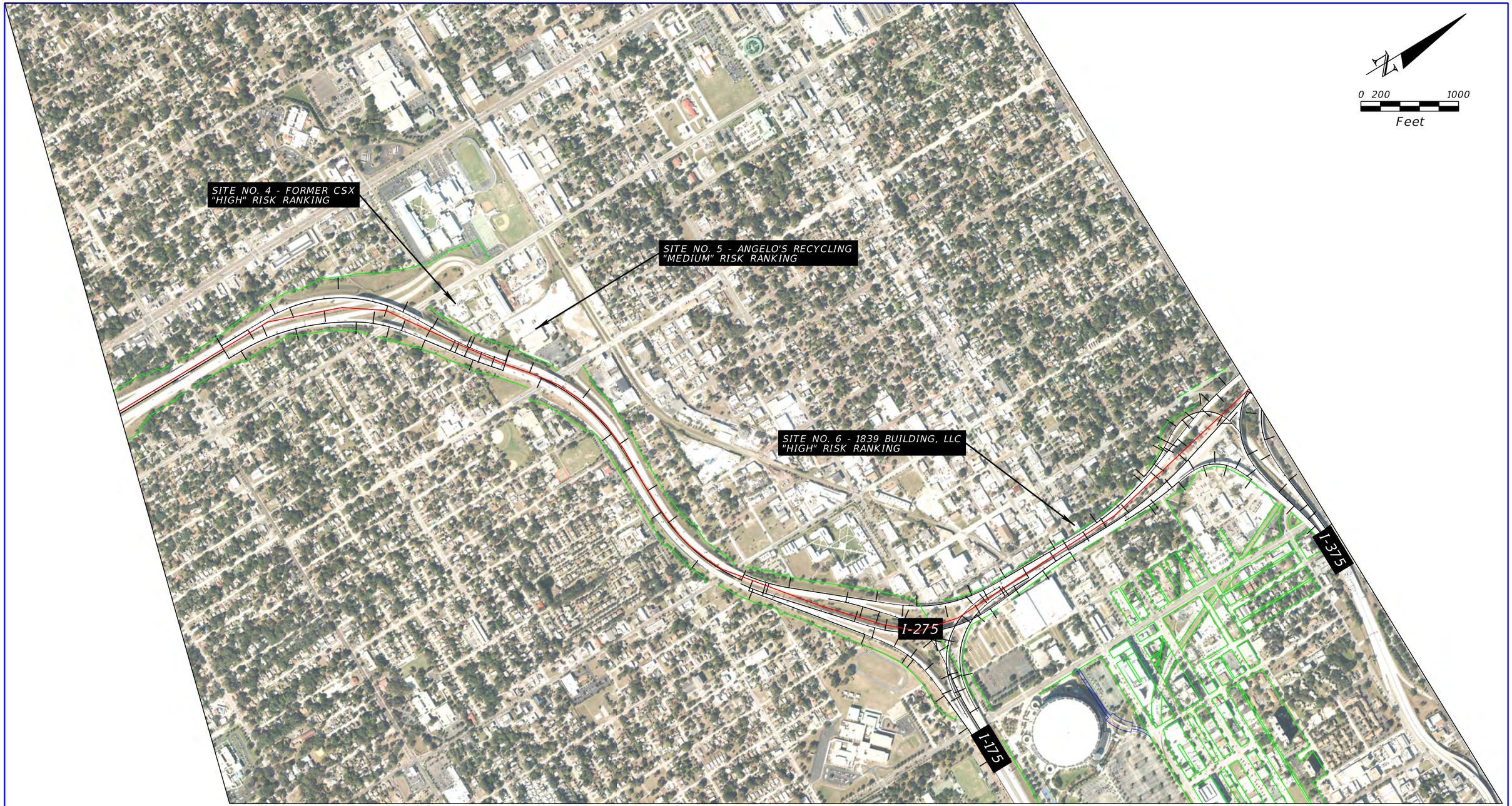
SHEET NO. 43

Appendix B.
Project Location and
Potential Contamination Sites Maps



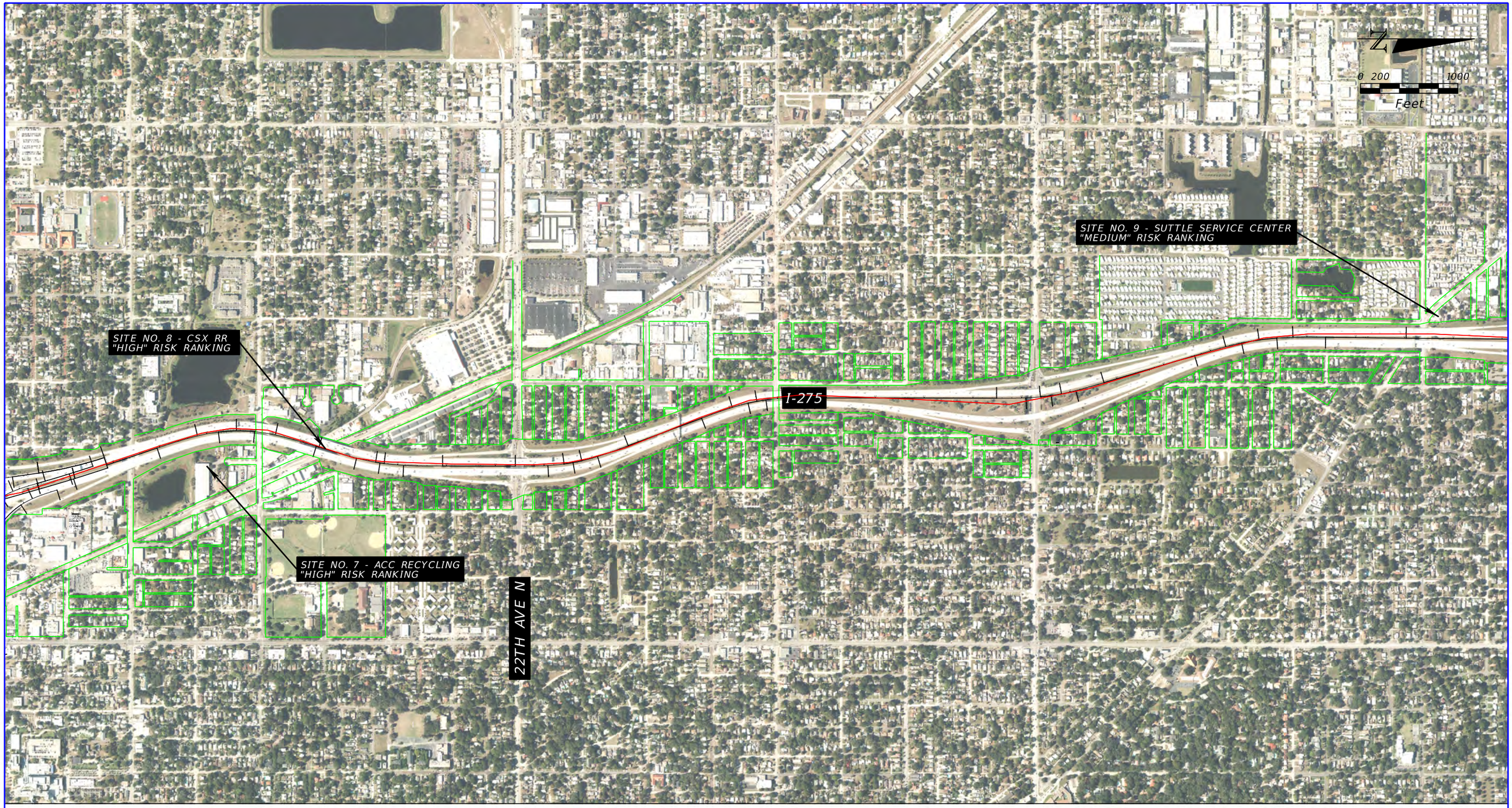
POTENTIAL CONTAMINATION SITES

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		B-1



POTENTIAL CONTAMINATION SITES

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		B-2



POTENTIAL CONTAMINATION SITES

REVISIONS						
DATE	DESCRIPTION	DATE	DESCRIPTION			
			TIERRA PROJECT NO.: 6511-12-122A	TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. / COUNTY / FINANCIAL PROJECT ID PINELLAS / 424501-1-22-01	I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH

SHEET NO. B-3

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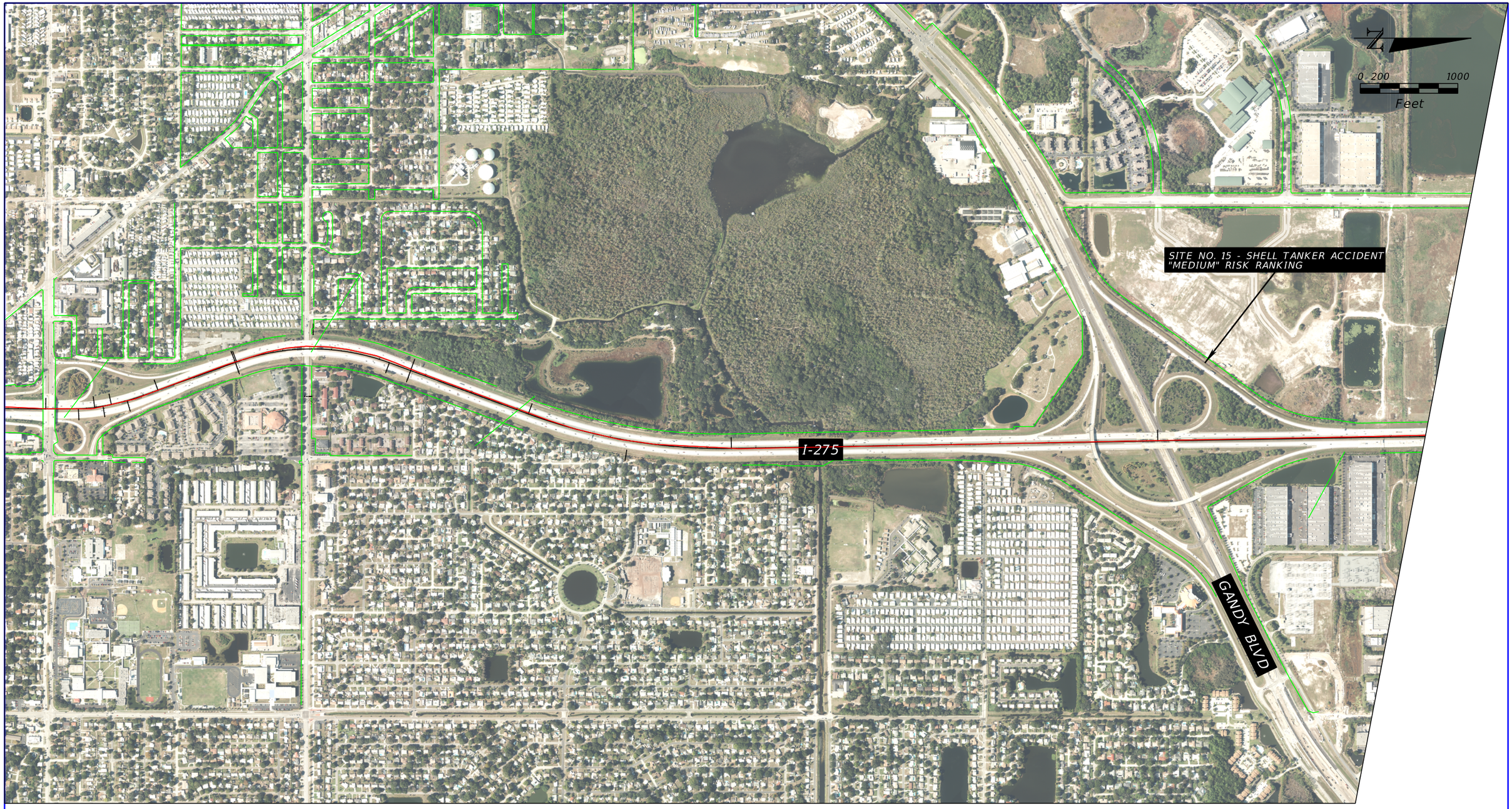

POTENTIAL CONTAMINATION SITES

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		B-4

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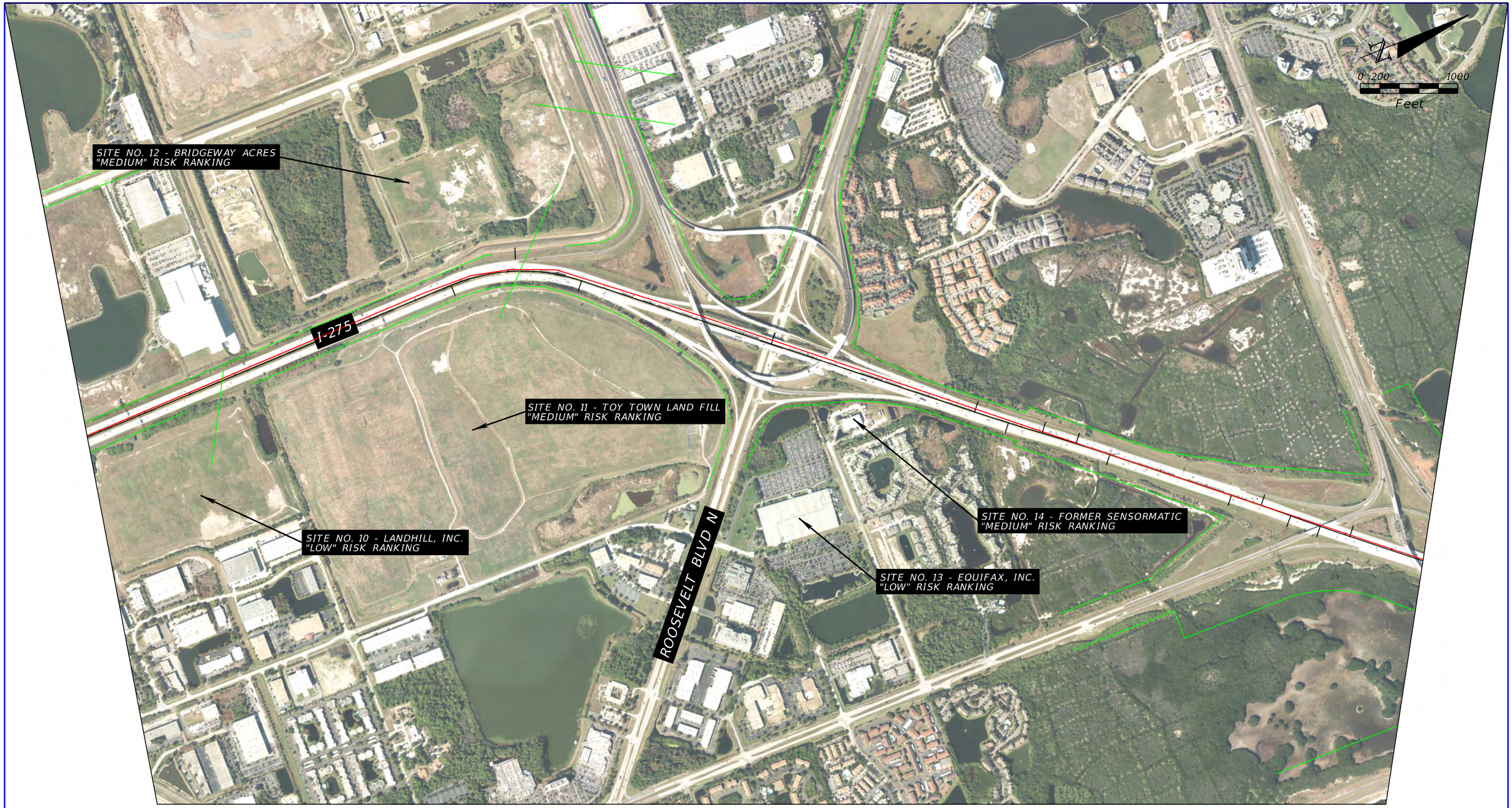

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		B-5

POTENTIAL CONTAMINATION SITES

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		B-6

Appendix C.
County Land Use Maps

Pinellas County Land Use Plan Legend

ROADS

Major Road

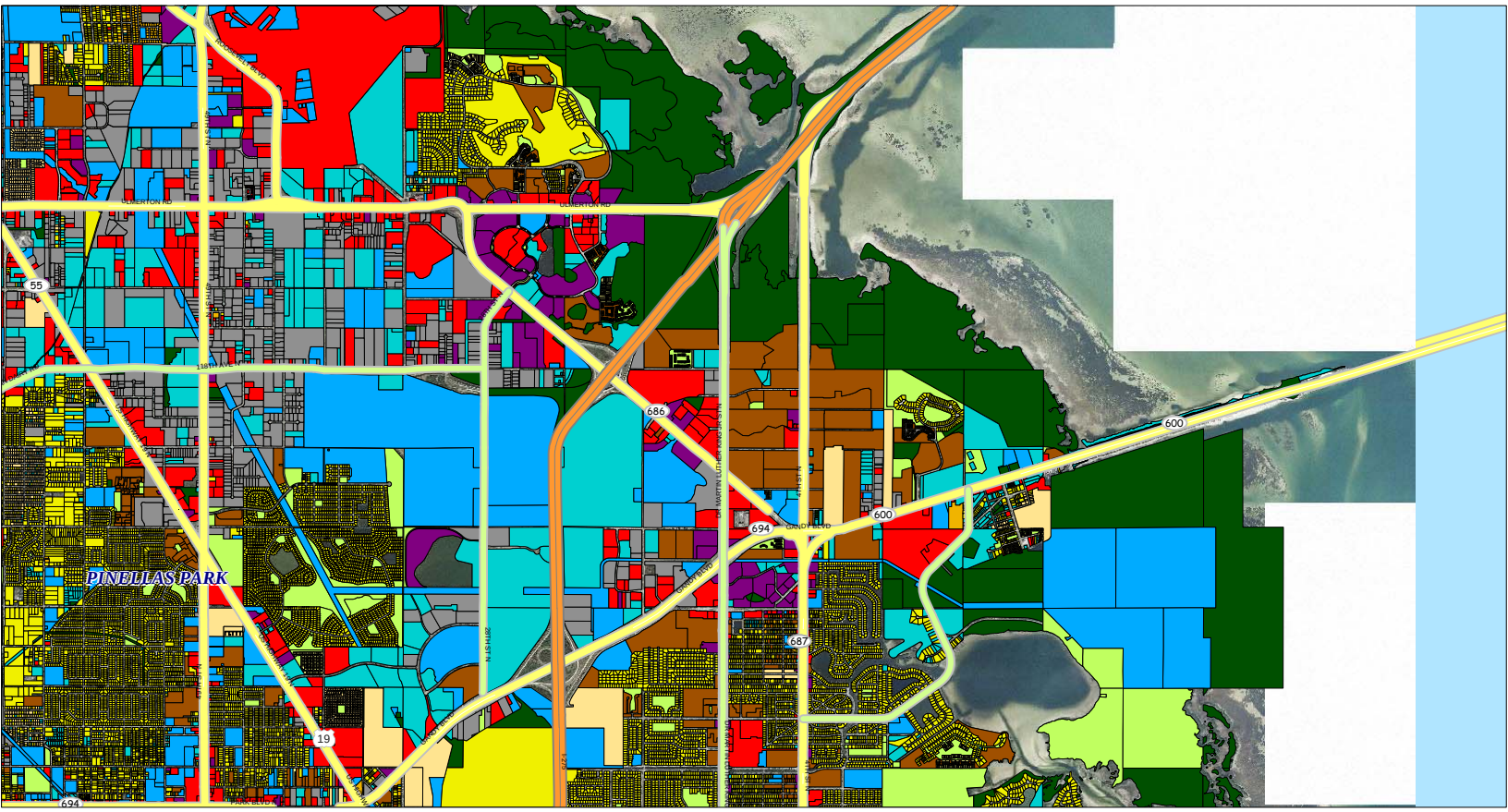
Arterial

PARCELS

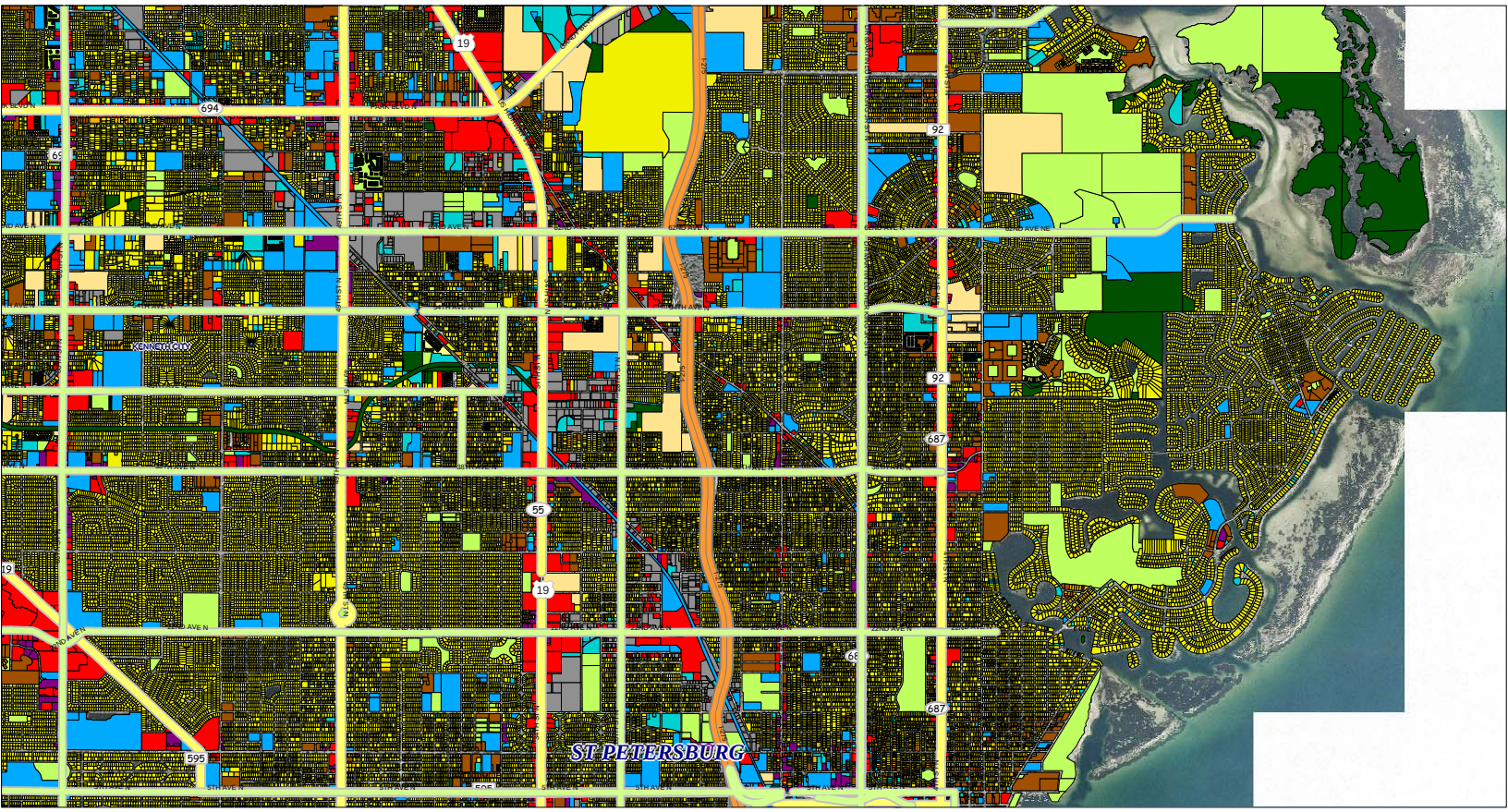
Comp Land Use Plan

- Commercial General
- Commercial Neighborhood
- Commercial Recreation
- CRD-AC
- Institutional
- Industrial General
- Industrial Limited
- Preservation
- Preservation-Resource Management
- Public/Semi-Public
- Residential Estate
- Residential High
- Residential Low
- Residential Low Medium
- Residential Medium
- ROAD
- Residential/Office General
- Residential/Office Limited
- Residential/Office/Retail
- Recreation/Open Space
- Residential Rural
- Residential Suburban
- Residential Urban
- Transportation/Utility
- WATER
- RESIDENTIAL
- MIXED USE
- COMMERCIAL
- INDUSTRIAL
- URBAN SUPPORT
- MISCELLANEOUS

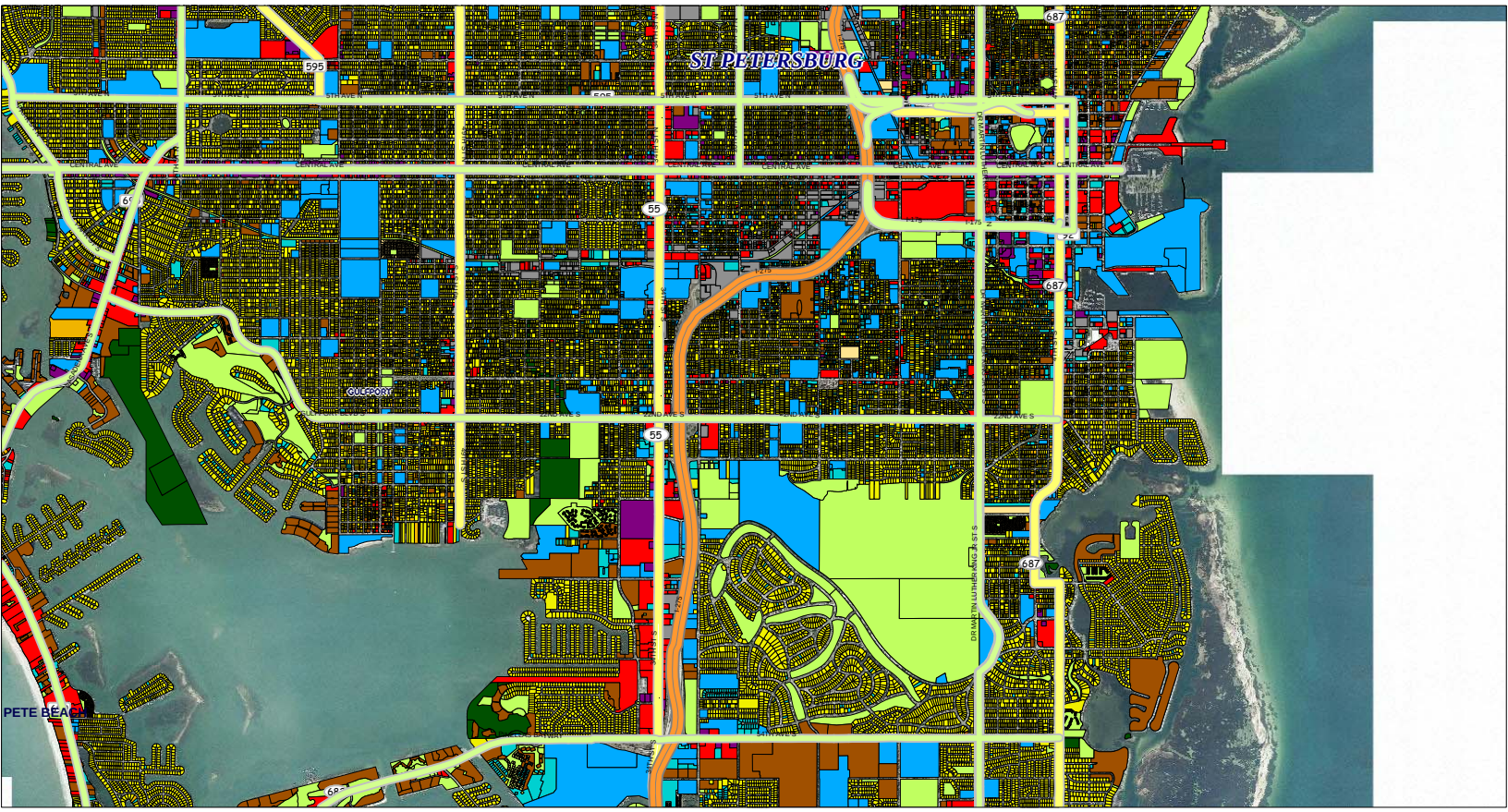
Pinellas County Land Use Map - North



Pinellas County Land Use Map - Central



Pinellas County Land Use Map - South



Countywide Future Land Use Plan

Pinellas County, Florida

Pasco County

Hillsborough County

Tampa Bay

Gulf of Mexico

Residential
- Residential Rural
- Residential Estate
- Residential Suburban
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential High
- Residential Very High

Mixed Use
- Residential/Office Limited
- Residential/Office General
- Residential/Office/Retail
- Resort Facilities Overlay
- Resort Facilities Medium
- Resort Facilities High

Commercial
- Commercial Neighborhood
- Commercial Limited
- Commercial Recreation
- Commercial General

Industrial
- Industrial Limited
- Industrial General

Public / Semi-Public
- Preservation
- Recreation/Open Space
- Institutional
- Transportation/Utility
- Transportation/Utility Overlay
- Resource Management Overlay

Planned Redevelopment
- Planned Redevelopment Residential
- Planned Redevelopment Mixed-Use
- Planned Redevelopment Commercial
- Planned Redevelopment Industrial

Special Designations
- Water
- Water/Drainage Feature Overlay
- Scenic/Noncommercial Corridor
- Activity Center
- Community Redevelopment District
- Central Business District
- Right-of-Way

1 " = 3,000 '

NORTH

PINELLAS PLANNING COUNCIL

Prepared by:

Pinellas Planning Council

and

Countywide Planning Authority

pursuant to Chapter 88-464,

Laws of Florida, as amended.

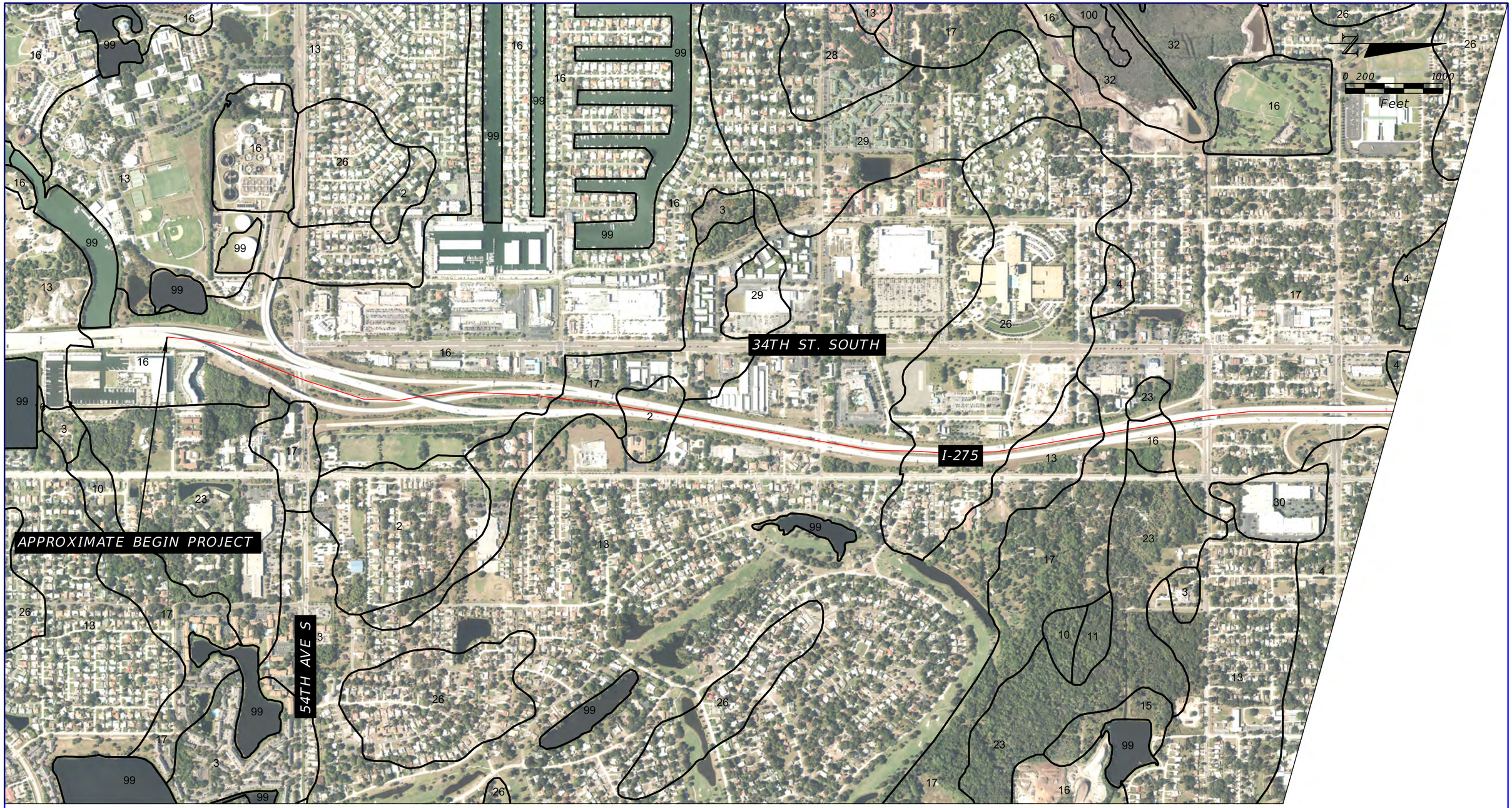
Adopted January 31, 1989

Amended through October 8, 2013

Accepted by Resolution No. 13-200

Printed December 2013

Appendix D.
NRCS Soil Map



SOURCE: FDOT SURVEY AND MAPPING DATED 2011

NRCS SOIL MAP

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		D-1

SOURCE: FDOT SURVEY AND MAPPING DATED 2011

NRCS SOIL MAP

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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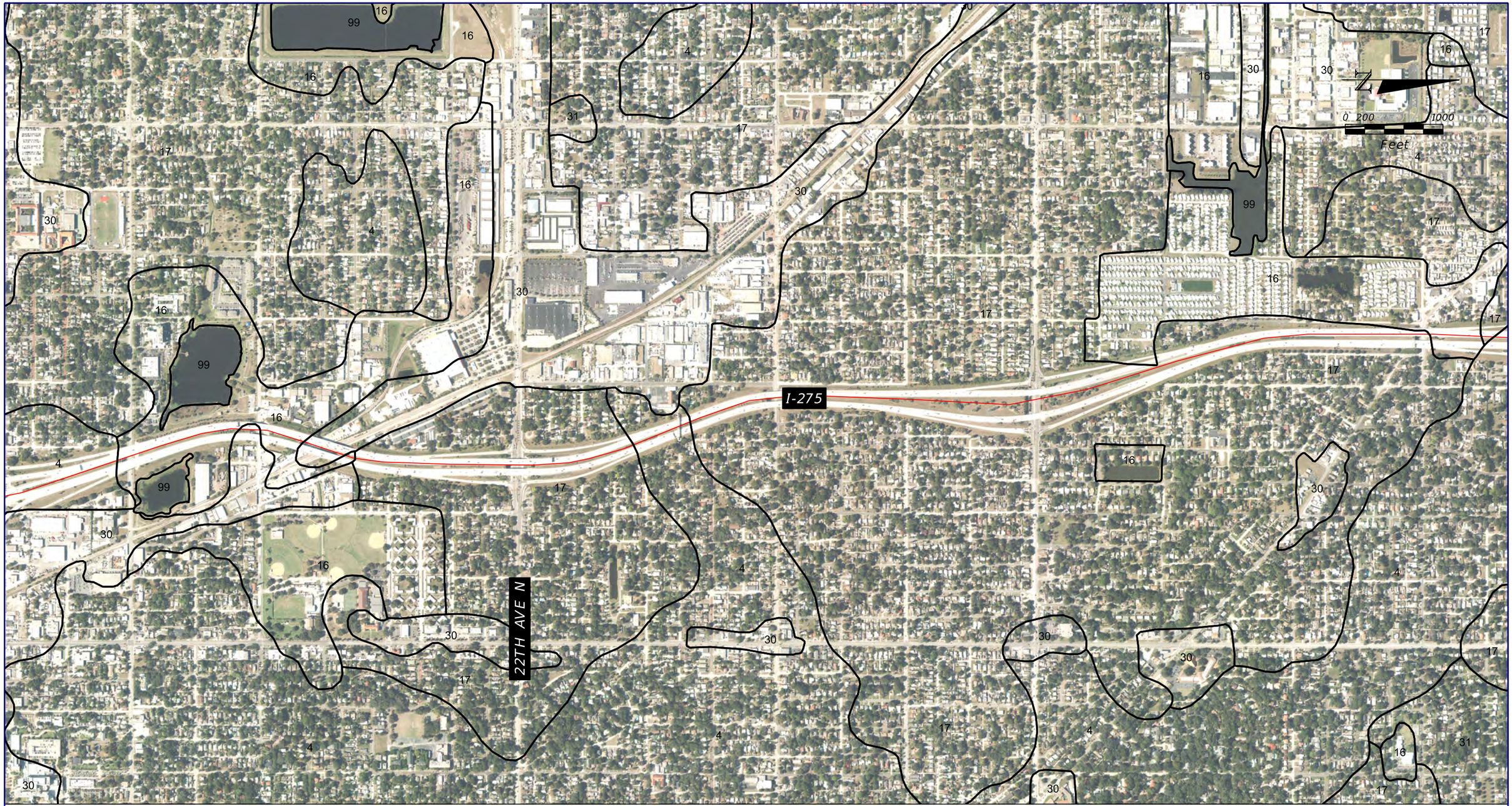

SOURCE: FDOT SURVEY AND MAPPING DATED 2011

NRCS SOIL MAP

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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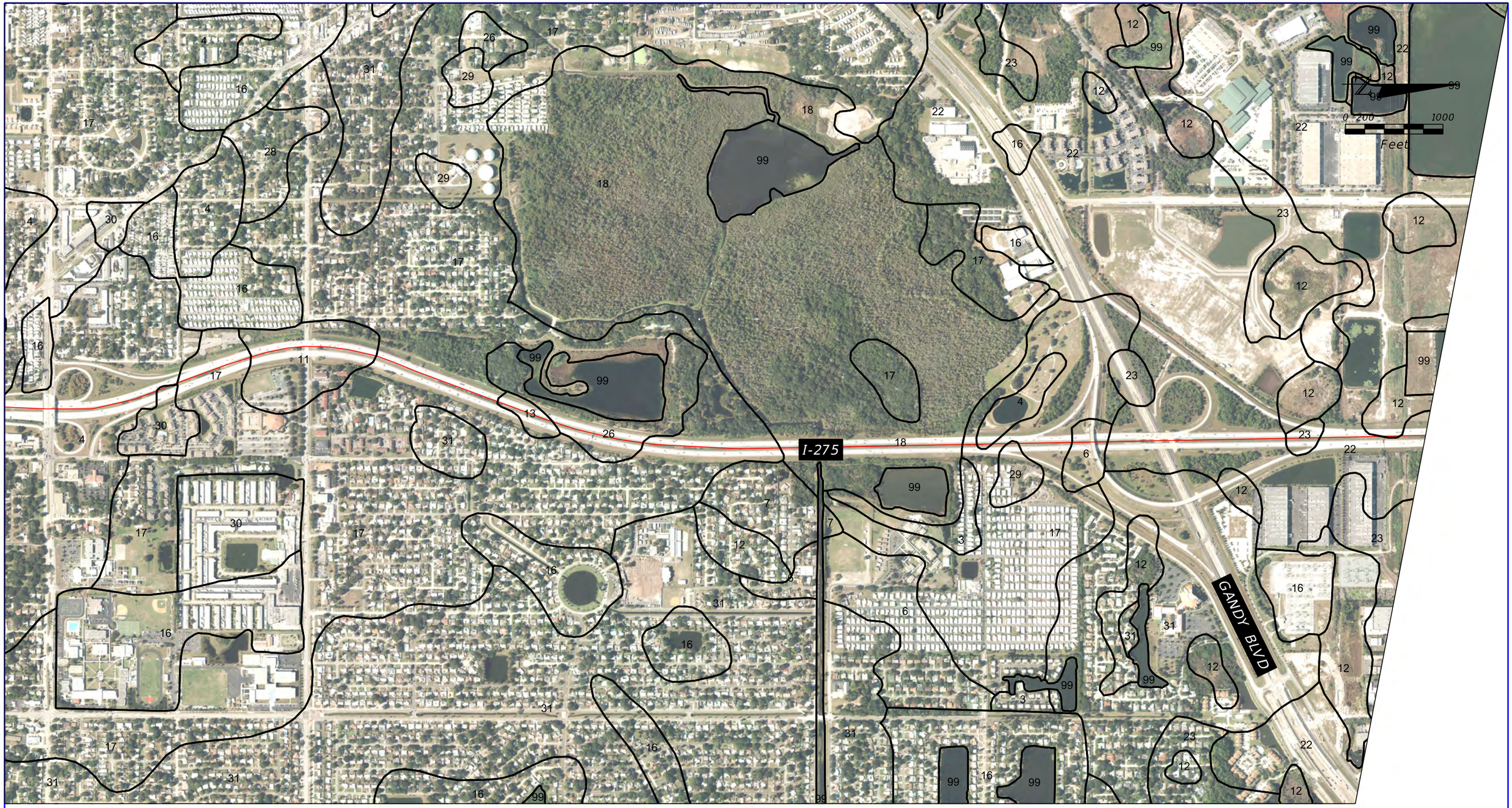

SOURCE: FDOT SURVEY AND MAPPING DATED 2011

NRCS SOIL MAP

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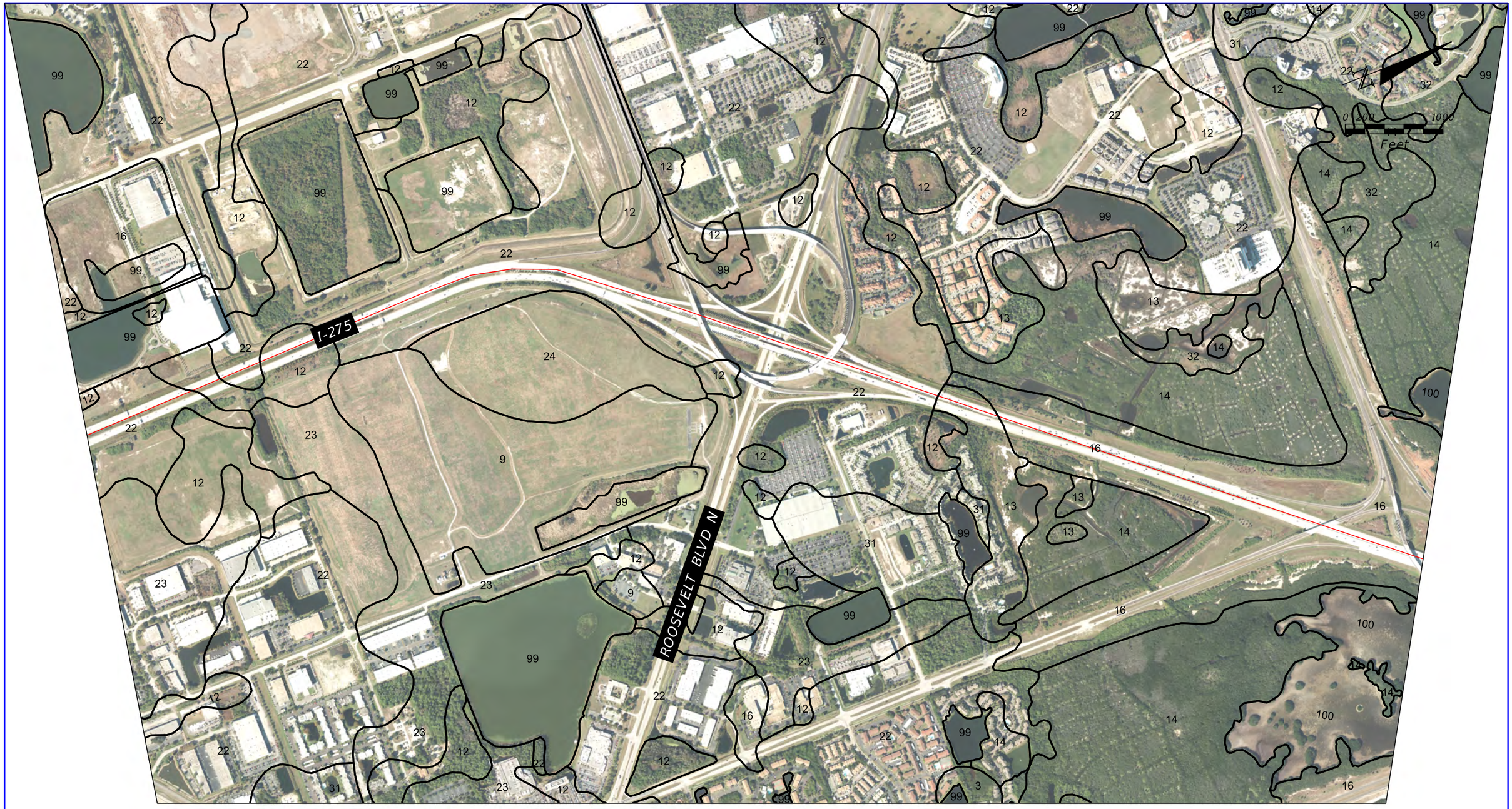
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		D-4



SOURCE: FDOT SURVEY AND MAPPING DATED 2011

NRCS SOIL MAP

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SOURCE: FDOT SURVEY AND MAPPING DATED 2011

NRCS SOIL MAP

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
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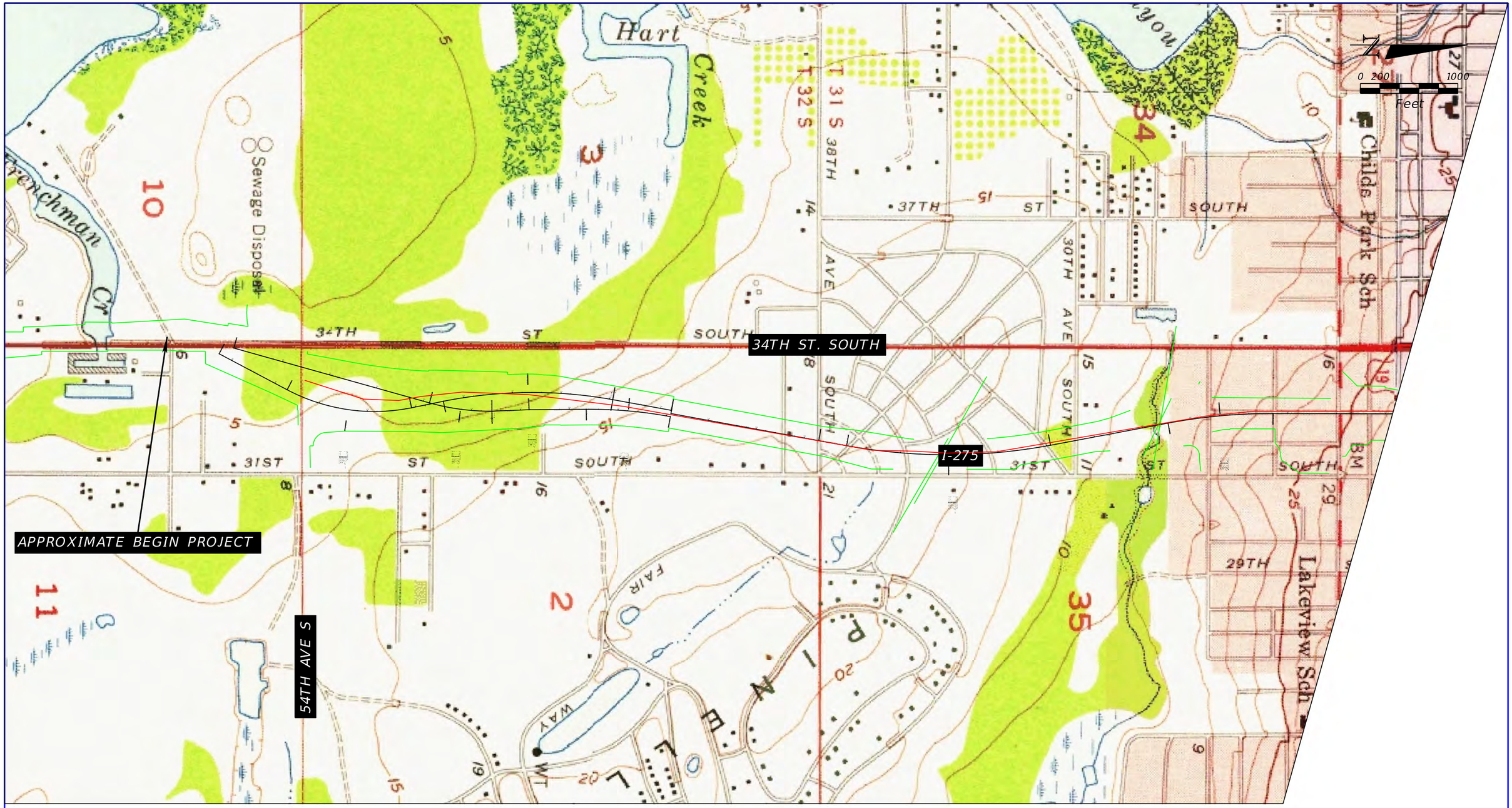
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		D-6

Appendix E.
USGS Topographic Maps

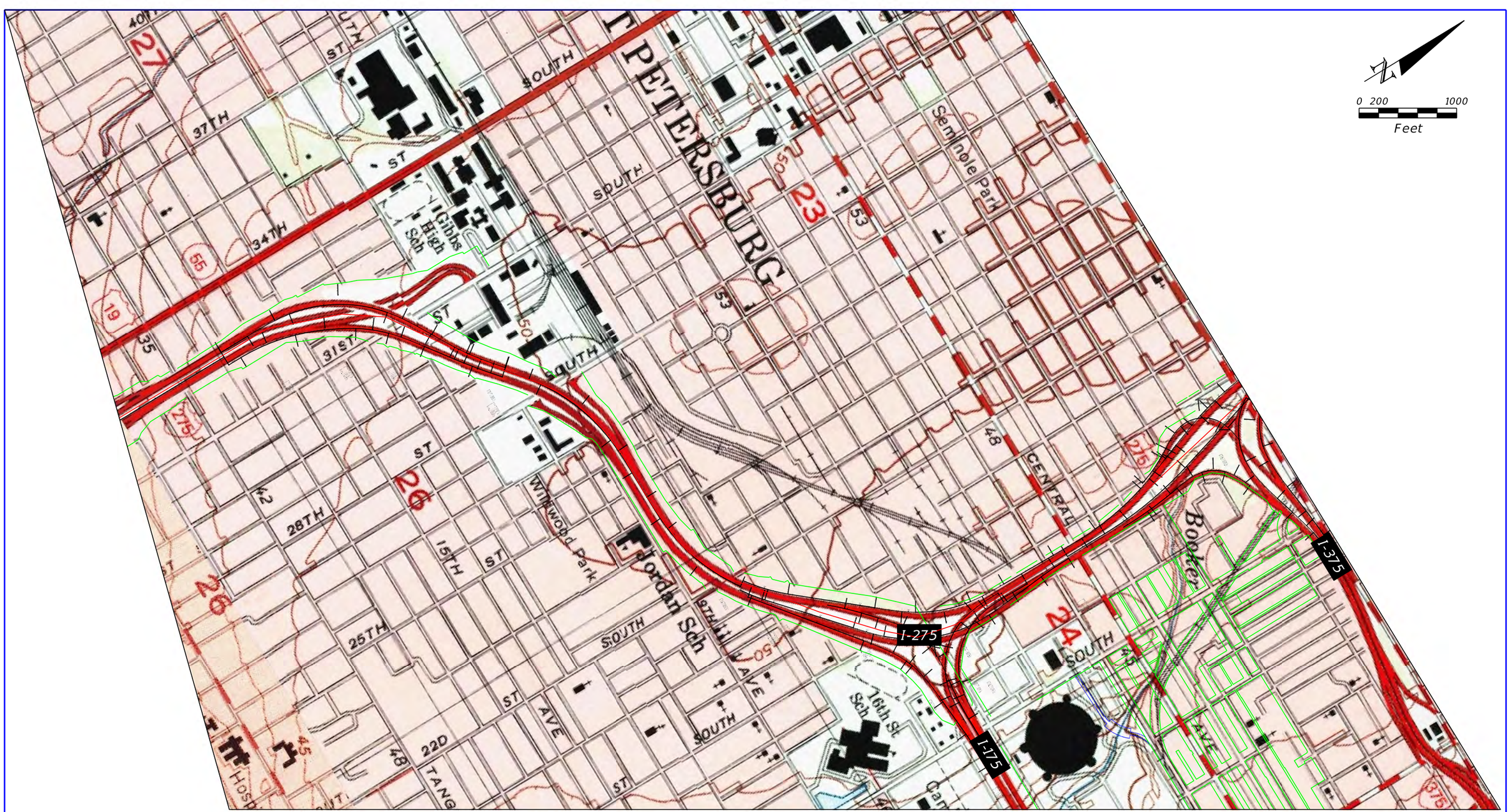


SOURCES: USGS 7.5-MINUTE "SAFETY HARBOR, FLORIDA" DATED 1998
USGS 7.5-MINUTE "SAINT PETERSBURG, FLORIDA" DATED 1998
USGS 7.5-MINUTE "PASS-A-GRILLE BEACH, FLORIDA" DATED 1994

USGS TOPOGRAPHIC MAP

REVISIONS						
DATE	DESCRIPTION	DATE	DESCRIPTION			
			TIERRA PROJECT NO.: 6511-12-122A	TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH

ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.
	PINELLAS	424501-1-22-01	E-1



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USGS 7.5-MINUTE "SAINT PETERSBURG, FLORIDA" DATED 1998
USGS 7.5-MINUTE "PASS-A-GRILLE BEACH, FLORIDA" DATED 1994

USGS TOPOGRAPHIC MAP

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DATE	DESCRIPTION	DATE	DESCRIPTION			
			TIERRA PROJECT NO.: 6511-12-122A	TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD NO. / COUNTY / FINANCIAL PROJECT ID PINELLAS / 424501-1-22-01	I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH

SHEET NO. E-2

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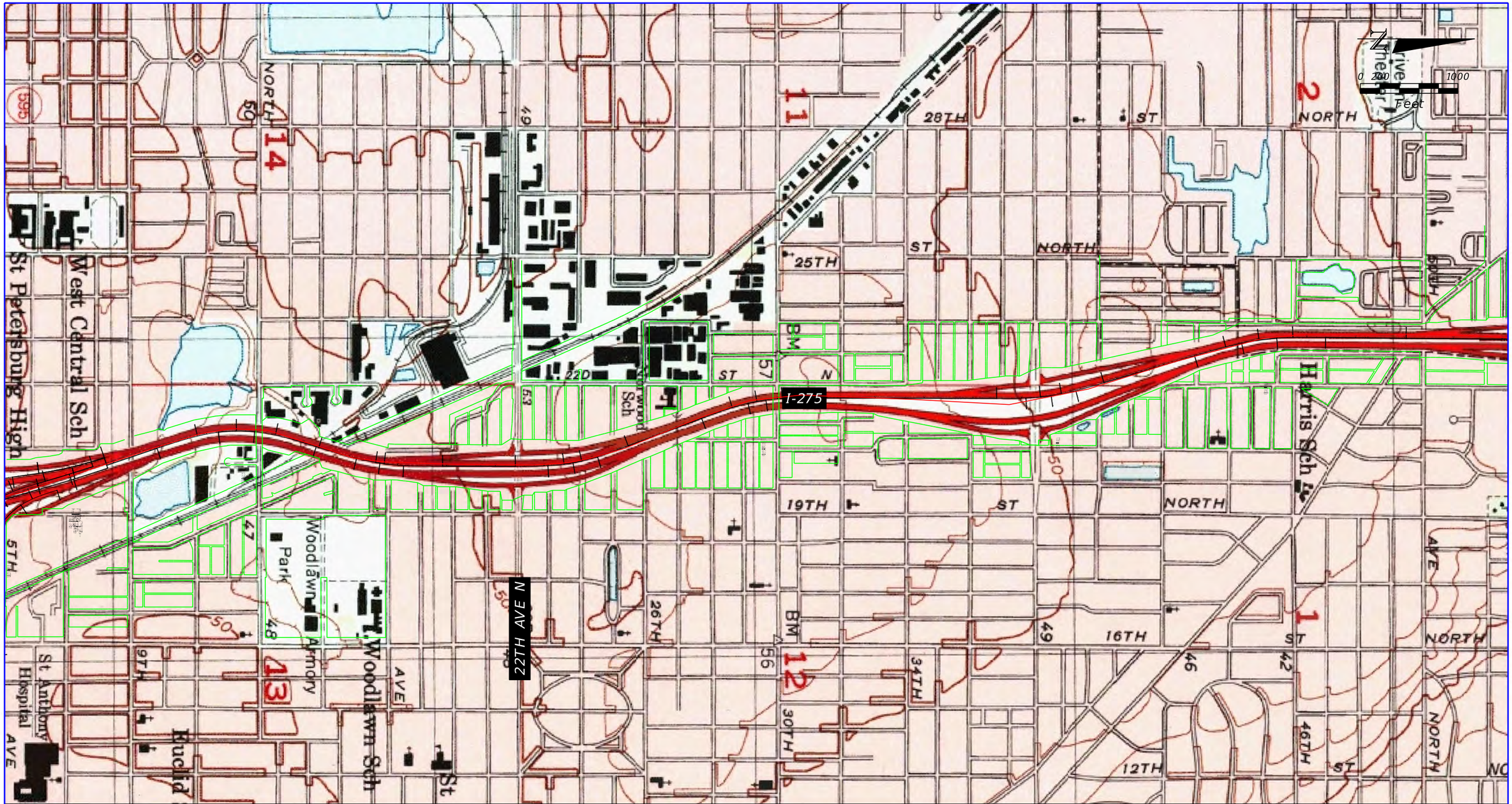

SOURCES: USGS 7.5-MINUTE "SAFETY HARBOR, FLORIDA" DATED 1998
USGS 7.5-MINUTE "SAINT PETERSBURG, FLORIDA" DATED 1998
USGS 7.5-MINUTE "PASS-A-GRILLE BEACH, FLORIDA" DATED 1994

USGS TOPOGRAPHIC MAP

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
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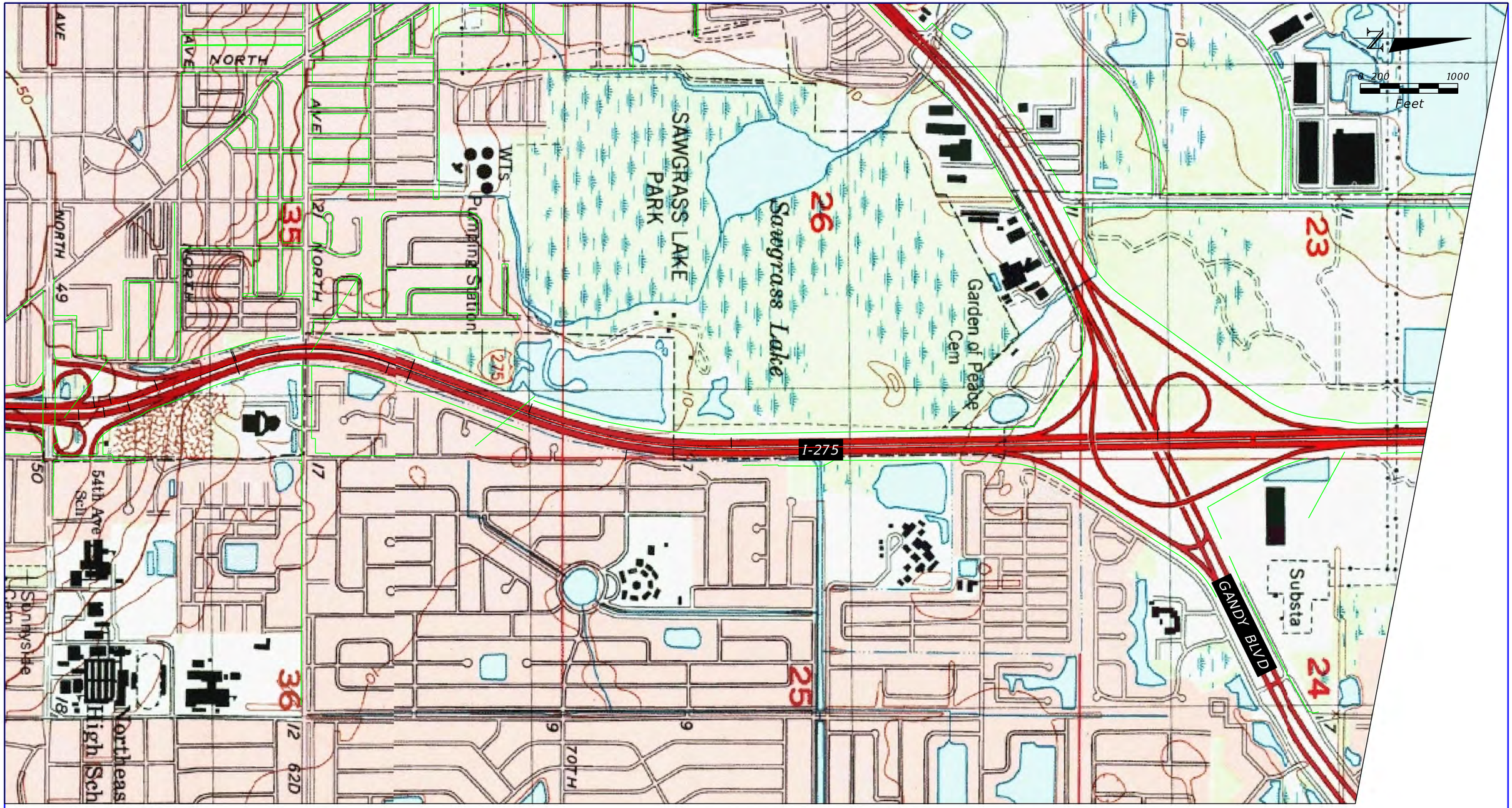

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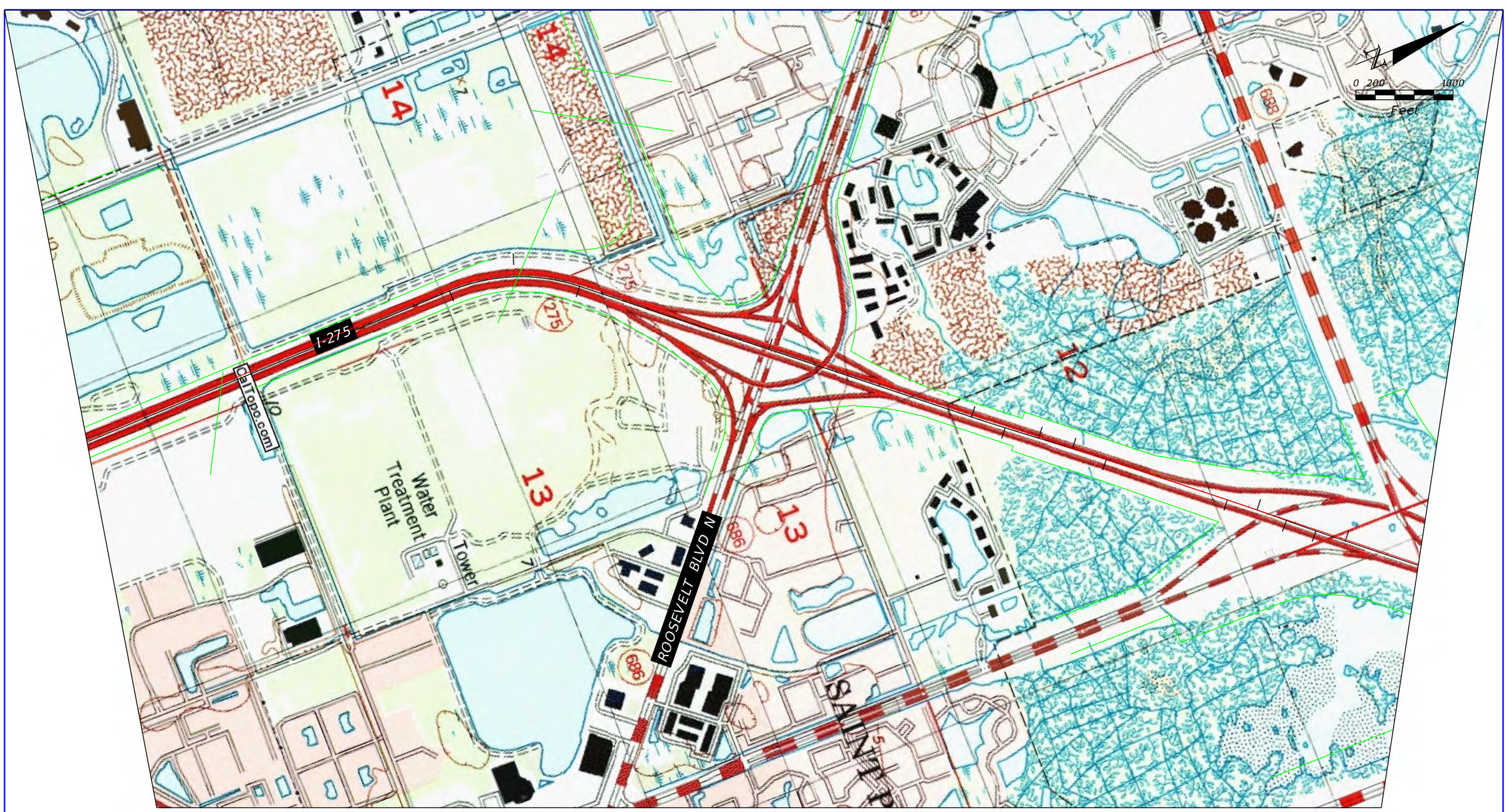
USGS 7.5-MINUTE "PASS-A-GRILLE BEACH, FLORIDA" DATED 1994

USGS TOPOGRAPHIC MAP

REVISIONS						
DATE	DESCRIPTION	DATE	DESCRIPTION			
			TIERRA PROJECT NO.: 6511-12-122A	TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH

ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.
	PINELLAS	424501-1-22-01	E-4



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USGS 7.5-MINUTE "SAINT PETERSBURG, FLORIDA" DATED 1998
USGS 7.5-MINUTE "PASS-A-GRILLE BEACH, FLORIDA" DATED 1994

USGS TOPOGRAPHIC MAP

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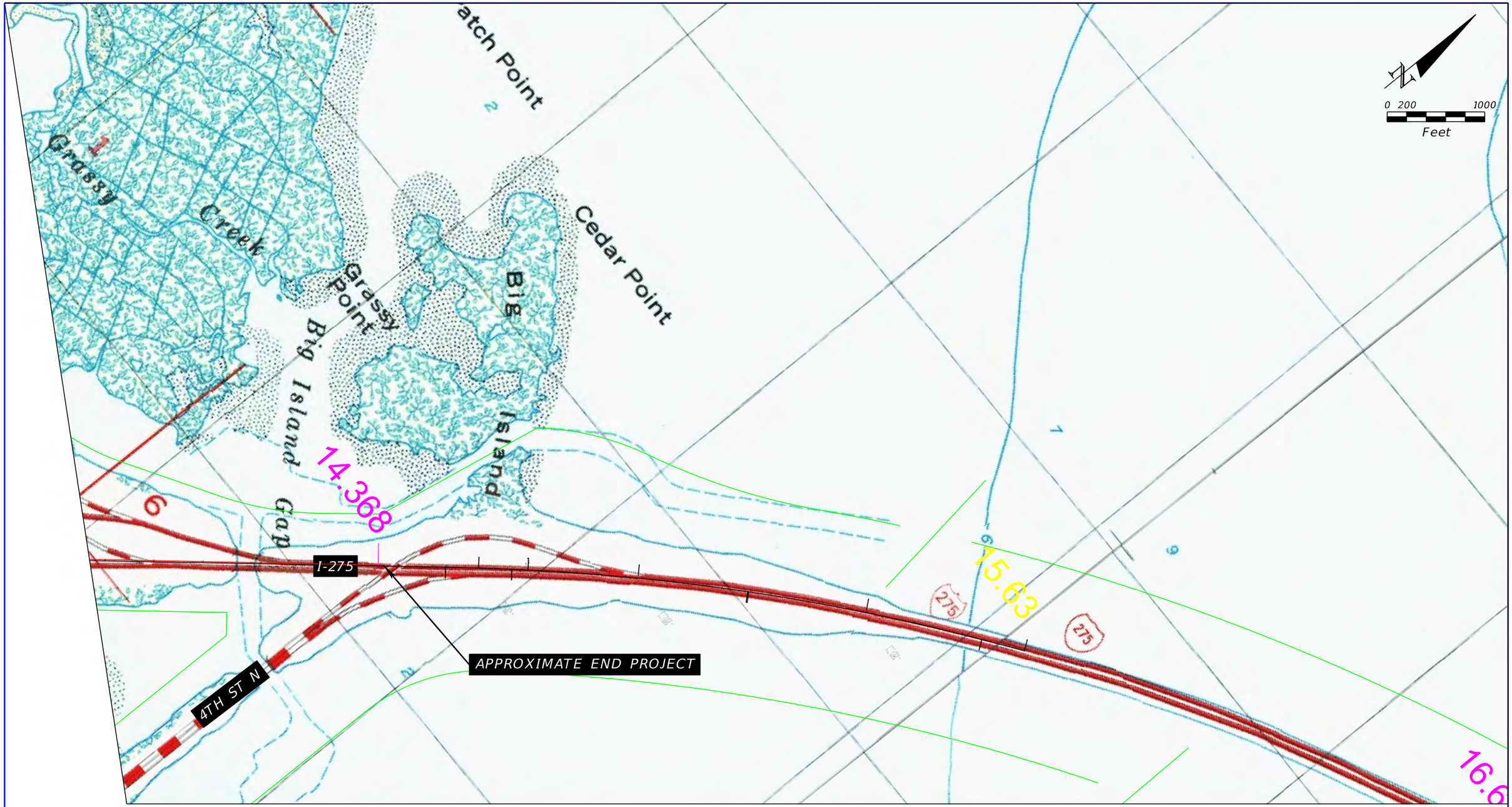

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USGS 7.5-MINUTE "SAINT PETERSBURG, FLORIDA" DATED 1998
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USGS TOPOGRAPHIC MAP

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SHEET NO. E-6

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Appendix F.
GeoSearch Radius Report

GeoSearch

On time. On target. In touch.™

Radius Report

Satellite view

Target Property:

I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida 33713

Prepared For:

Tierra-Tampa

Order #: 38662
Job #: 85458
Date: 07/21/2014

Table of Contents

Target Property Summary

I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida 33713

USGS Quadrangle: ***Gandy Bridge, FL***
Target Property Geometry: ***Corridor***

Target Property Longitude(s)/Latitude(s):
(-82.621379, 27.914540), (-82.626821, 27.910969), (-82.631582, 27.907419), (-82.638831, 27.900416), (-82.646484, 27.892345), (-82.658917, 27.878857), (-82.663290, 27.874193), (-82.663987, 27.872961), (-82.664335, 27.871616), (-82.663880, 27.852418), (-82.663749, 27.848465), (-82.663591, 27.842046), (-82.663539, 27.839488), (-82.663775, 27.837325), (-82.664275, 27.835395), (-82.665800, 27.831837), (-82.666589, 27.829580), (-82.666642, 27.828464), (-82.666537, 27.827301), (-82.664748, 27.822626), (-82.664669, 27.821044), (-82.664722, 27.814066), (-82.664564, 27.812844), (-82.664459, 27.812426), (-82.663039, 27.808564), (-82.662565, 27.806517), (-82.662657, 27.799503), (-82.662579, 27.798665), (-82.660935, 27.794640), (-82.660553, 27.793267), (-82.660514, 27.789079), (-82.660632, 27.787811), (-82.661395, 27.785415), (-82.661605, 27.784263), (-82.661408, 27.783158), (-82.660330, 27.779795), (-82.659501, 27.776689), (-82.658357, 27.773291), (-82.658134, 27.771627), (-82.658042, 27.767834), (-82.658462, 27.766310), (-82.662039, 27.762854), (-82.664354, 27.761783), (-82.666905, 27.761510), (-82.669062, 27.761510), (-82.670745, 27.760998), (-82.672954, 27.759508), (-82.675637, 27.757809), (-82.676268, 27.757111), (-82.677162, 27.755575), (-82.677281, 27.752409), (-82.677268, 27.750093), (-82.677215, 27.746468), (-82.677110, 27.744629), (-82.676426, 27.741045), (-82.675900, 27.737739), (-82.675900, 27.736203), (-82.677478, 27.728334), (-82.677504, 27.724318), (-82.677438, 27.722258), (-82.679388, 27.715587)

County/Parish Covered:
Pinellas (FL)

Zipcode(s) Covered:
Saint Petersburg FL: 33702, 33712, 33713, 33714, 33716
Clearwater FL: 33762

State(s) Covered:
FL

****Target property is located in Radon Zone 3.***
Zone 3 areas have a predicted average indoor radon screening level less than 2 pCi/L (picocuries per liter).

Database Findings Summary

FEDERAL LISTING

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM	AIRSAFS	0	0	TP/AP
BROWNFIELDS MANAGEMENT SYSTEM	BF	0	0	TP/AP
BIENNIAL REPORTING SYSTEM	BRS	0	0	TP/AP
CLANDESTINE DRUG LABORATORY LOCATIONS	CDL	0	0	TP/AP
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION & LIABILITY INFORMATION SYSTEM	CERCLIS	0	0	TP/AP
DELISTED NATIONAL PRIORITIES LIST	DNPL	0	0	TP/AP
EPA DOCKET DATA	DOCKETS	0	0	TP/AP
DEPARTMENT OF DEFENSE SITES	DOD	0	0	TP/AP
FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES	EC	0	0	TP/AP
EMERGENCY RESPONSE NOTIFICATION SYSTEM	ERNSFL	2	0	TP/AP
FACILITY REGISTRY SYSTEM	FRSFL	0	1	TP/AP
FORMERLY USED DEFENSE SITES	FUDS	0	0	TP/AP
HISTORICAL GAS STATIONS	HISTPST	0	0	TP/AP
HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM	HMIRSR04	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS)	ICIS	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	ICISNPDES	0	1	TP/AP
LAND USE CONTROL INFORMATION SYSTEM	LUCIS	0	0	TP/AP
MATERIAL LICENSING TRACKING SYSTEM	MLTS	0	0	TP/AP
NO FURTHER REMEDIAL ACTION PLANNED SITES	NFRAP	0	0	TP/AP
NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES	NLRRCRAC	0	0	TP/AP
NO LONGER REGULATED RCRA GENERATOR FACILITIES	NLRRCRAG	0	0	TP/AP
NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES	NLRRCRAT	0	0	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	NPDESR04	0	0	TP/AP
NATIONAL PRIORITIES LIST	NPL	0	0	TP/AP
OPEN DUMP INVENTORY	ODI	0	0	TP/AP
PCB ACTIVITY DATABASE SYSTEM	PADS	0	0	TP/AP
PERMIT COMPLIANCE SYSTEM	PCSR04	3	0	TP/AP
PROPOSED NATIONAL PRIORITIES LIST	PNPL	0	0	TP/AP
RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES	RCRAC	0	0	TP/AP
RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR FACILITIES	RCRAGR04	0	0	TP/AP
RCRA SITES WITH CONTROLS	RCRASC	0	0	TP/AP
RESOURCE CONSERVATION & RECOVERY ACT - TREATMENT, STORAGE & DISPOSAL FACILITIES	RCRAT	0	0	TP/AP

Database Findings Summary

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
RECORD OF DECISION SYSTEM	RODS	0	0	TP/AP
CERCLIS LIENS	SFLIENS	0	0	TP/AP
SECTION SEVEN TRACKING SYSTEM	SSTS	0	0	TP/AP
TOXICS RELEASE INVENTORY	TRI	0	0	TP/AP
TOXIC SUBSTANCE CONTROL ACT INVENTORY	TSCA	0	0	TP/AP

SUB-TOTAL		5	2	

Database Findings Summary

STATE (FL) LISTING

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
BROWNFIELD AREAS	BF	1	0	TP/AP
BROWNFIELDS SITE REHABILITATION AGREEMENT SITES	BSRA	0	0	TP/AP
CATTLE DIP VATS	CDV	0	0	TP/AP
DRY CLEANERS	CLEANERS	0	0	TP/AP
DRYCLEANING SOLVENT PROGRAM CLEANUP SITES	CLEANUPS	0	0	TP/AP
ENGINEERING AND INSTITUTIONAL CONTROL SITES	ECIC	0	0	TP/AP
GROUND WATER CONTAMINATION AREAS	GWCA	0	0	TP/AP
HISTORICAL DRY CLEANERS	HISTCLEANERS	0	0	TP/AP
INSTITUTIONAL CONTROL SITES	IC	0	0	TP/AP
REGISTERED LEAKING STORAGE TANKS	LUAST	0	0	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM FACILITIES	NPDES	0	1	TP/AP
NPL AND STATE FUNDED WASTE CLEANUP SITES	NPL	0	0	TP/AP
SPILLS LISTING	SPILLS	0	0	TP/AP
SOLID WASTE FACILITIES	SWF	1	0	TP/AP
REGISTERED STORAGE TANKS	UAST	0	0	TP/AP
UNDERGROUND INJECTION CONTROL WELLS	UIC	0	0	TP/AP
VOLUNTARY CLEANUP SITES	VCS	0	0	TP/AP

SUB-TOTAL		2	1	

Database Findings Summary

TRIBAL LISTING

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
INDIAN RESERVATIONS	INDIANRES	0	0	TP/AP
LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	LUSTR04	0	0	TP/AP
OPEN DUMP INVENTORY ON TRIBAL LANDS	ODINDIAN	0	0	TP/AP
UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	USTR04	0	0	TP/AP

SUB-TOTAL		0	0	

TOTAL		7	3	

Locatable Database Findings

FEDERAL LISTING

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
AIRSAFS	0.0090		NS	NS	NS	NS	NS	0
BF	0.0090		NS	NS	NS	NS	NS	0
BRS	0.0090		NS	NS	NS	NS	NS	0
CDL	0.0090		NS	NS	NS	NS	NS	0
CERCLIS	0.0090		NS	NS	NS	NS	NS	0
DNPL	0.0090		NS	NS	NS	NS	NS	0
DOCKETS	0.0090		NS	NS	NS	NS	NS	0
DOD	0.0090		NS	NS	NS	NS	NS	0
EC	0.0090		NS	NS	NS	NS	NS	0
ERNSFL	0.0090	2	NS	NS	NS	NS	NS	2
FRSFL	0.0090		NS	NS	NS	NS	NS	0
FUDS	0.0090		NS	NS	NS	NS	NS	0
HISTPST	0.0090		NS	NS	NS	NS	NS	0
HMIRSR04	0.0090		NS	NS	NS	NS	NS	0
ICIS	0.0090		NS	NS	NS	NS	NS	0
ICISNPDES	0.0090		NS	NS	NS	NS	NS	0
LUCIS	0.0090		NS	NS	NS	NS	NS	0
MLTS	0.0090		NS	NS	NS	NS	NS	0
NFRAP	0.0090		NS	NS	NS	NS	NS	0
NLRRCRAC	0.0090		NS	NS	NS	NS	NS	0
NLRRCRAG	0.0090		NS	NS	NS	NS	NS	0
NLRRCRAT	0.0090		NS	NS	NS	NS	NS	0
NPDESR04	0.0090		NS	NS	NS	NS	NS	0
NPL	0.0090		NS	NS	NS	NS	NS	0
ODI	0.0090		NS	NS	NS	NS	NS	0
PADS	0.0090		NS	NS	NS	NS	NS	0
PCSR04	0.0090	3	NS	NS	NS	NS	NS	3
PNPL	0.0090		NS	NS	NS	NS	NS	0
RCRAC	0.0090		NS	NS	NS	NS	NS	0
RCRAGR04	0.0090		NS	NS	NS	NS	NS	0
RCRASC	0.0090		NS	NS	NS	NS	NS	0
RCRAT	0.0090		NS	NS	NS	NS	NS	0
RODS	0.0090		NS	NS	NS	NS	NS	0
SFLIENS	0.0090		NS	NS	NS	NS	NS	0
SSTS	0.0090		NS	NS	NS	NS	NS	0
TRI	0.0090		NS	NS	NS	NS	NS	0

Locatable Database Findings

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
TSCA	0.0090		NS	NS	NS	NS	NS	0
SUB-TOTAL		5	0	0	0	0	0	5

Locatable Database Findings

STATE (FL) LISTING

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
BF	0.0090	1	NS	NS	NS	NS	NS	1
BSRA	0.0090		NS	NS	NS	NS	NS	0
CDV	0.0090		NS	NS	NS	NS	NS	0
CLEANERS	0.0090		NS	NS	NS	NS	NS	0
CLEANUPS	0.0090		NS	NS	NS	NS	NS	0
ECIC	0.0090		NS	NS	NS	NS	NS	0
GWCA	0.0090		NS	NS	NS	NS	NS	0
HISTCLEANERS	0.0090		NS	NS	NS	NS	NS	0
IC	0.0090		NS	NS	NS	NS	NS	0
LUAST	0.0090		NS	NS	NS	NS	NS	0
NPDES	0.0090		NS	NS	NS	NS	NS	0
NPL	0.0090		NS	NS	NS	NS	NS	0
SPILLS	0.0090		NS	NS	NS	NS	NS	0
SWF	0.0090	1	NS	NS	NS	NS	NS	1
UAST	0.0090		NS	NS	NS	NS	NS	0
UIC	0.0090		NS	NS	NS	NS	NS	0
VCS	0.0090		NS	NS	NS	NS	NS	0

SUB-TOTAL		2	0	0	0	0	0	2

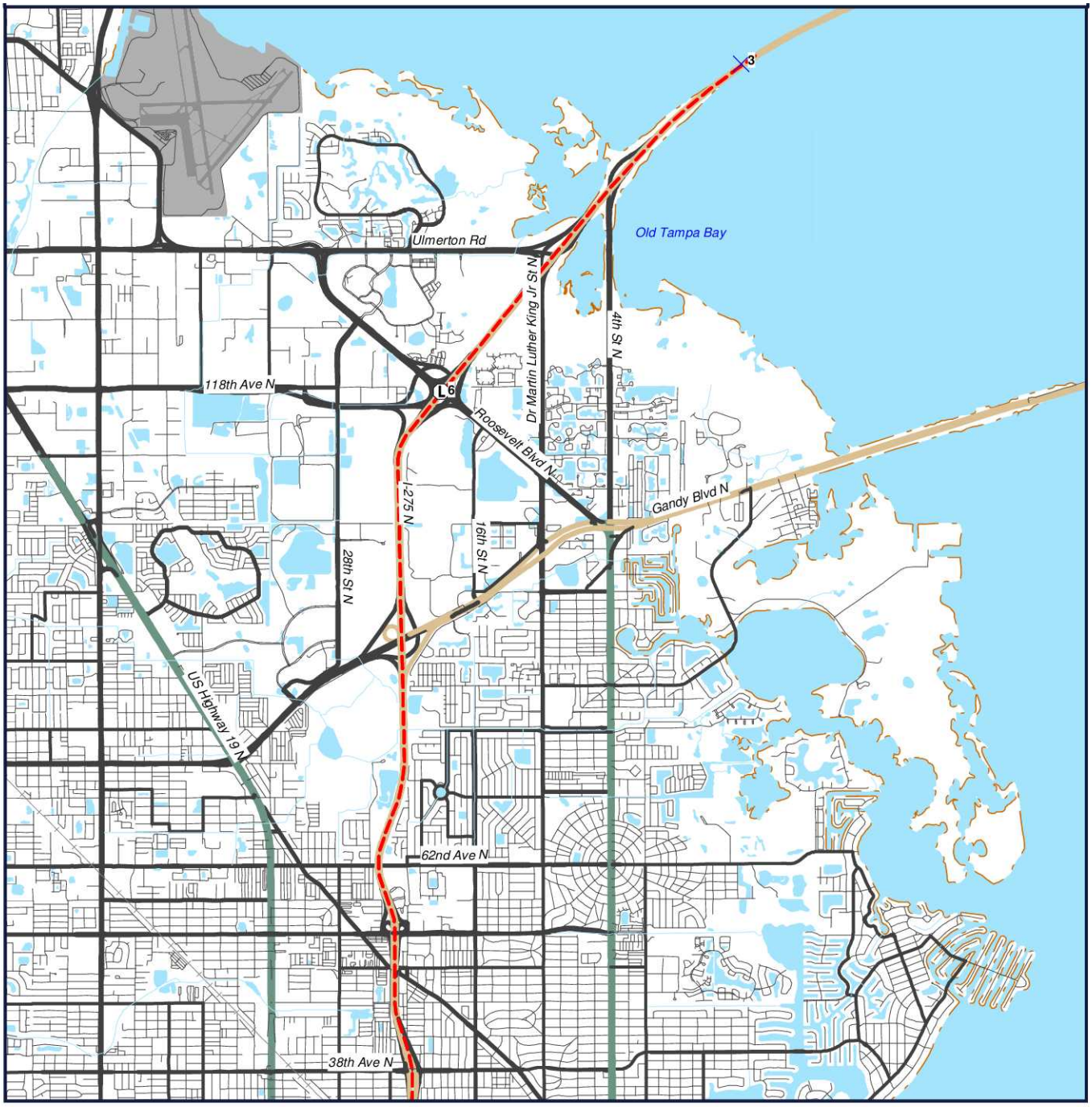
Locatable Database Findings

TRIBAL LISTING

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
INDIANRES	0.0090		NS	NS	NS	NS	NS	0
LUSTR04	0.0090		NS	NS	NS	NS	NS	0
ODINDIAN	0.0090		NS	NS	NS	NS	NS	0
USTR04	0.0090		NS	NS	NS	NS	NS	0
SUB-TOTAL			0	0	0	0	0	0
TOTAL		7	0	0	0	0	0	7

NOTES:
NS = NOT SEARCHED
TP/AP = TARGET PROPERTY/ADJACENT PROPERTY

Radius Map 1



Target Property (TP)
PCSR04
BF
ERNSFL
PCSR04
SWF

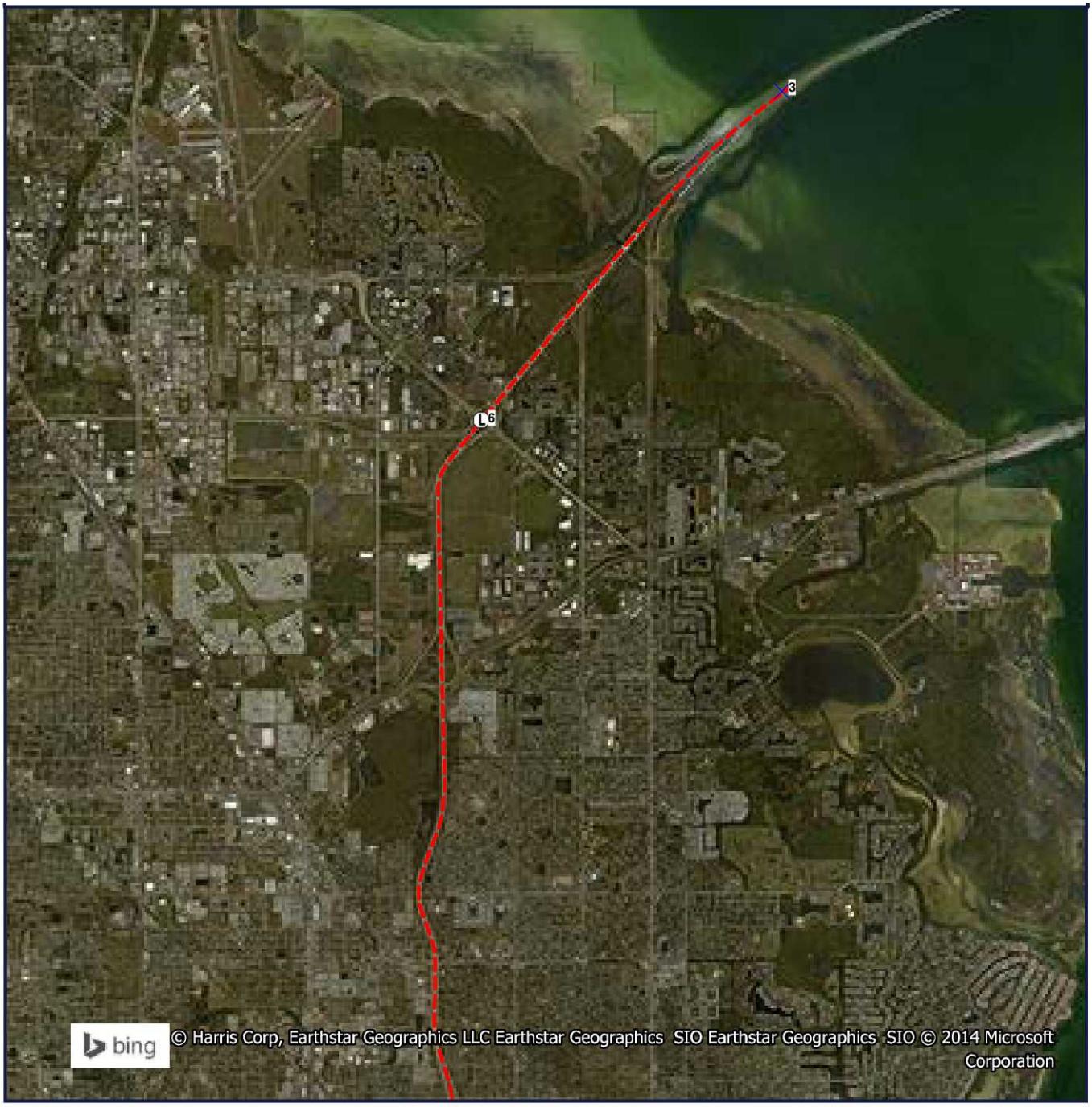
I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida
33713

N
W E
S

0' 3000' 6000' 9000'
SCALE: 1" = 6000'

Click here to access Satelite view

Ortho Map



Target Property (TP)
PCSR04
BF
ERNSFL
PCSR04
SWF

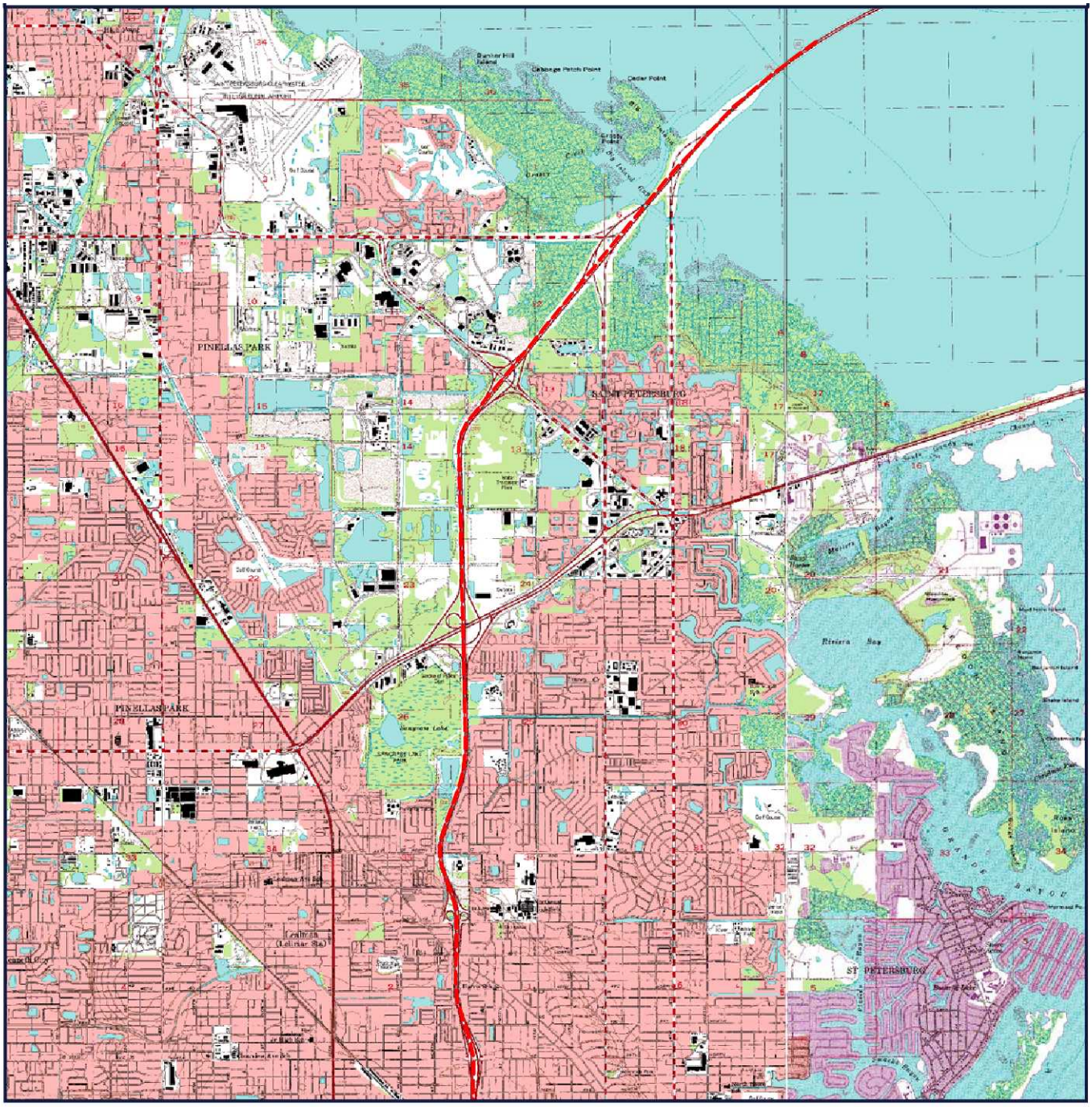
Quadrangle(s): Gandy Bridge, Safety Harbor, Saint Petersburg, Pass-a-grille Beach
I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida
33713

[Click here to access Satelite view]

N
W E
S

0' 3000' 6000' 9000'
SCALE: 1" = 6000'

Topographic Map



Target Property (TP)

Quadrangle(s): Gandy Bridge, Safety Harbor, Saint Petersburg, Pass-a-grille Beach
I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida
33713

[Click here to access Satelite view]

N
W E
S

0' 3000' 6000' 9000'
SCALE: 1" = 6000'

Ortho Map

Target Property (TP)
PCSR04
BF
ERNSFL
PCSR04
SWF

Quadrangle(s): Gandy Bridge, Safety Harbor, Saint Petersburg, Pass-a-grille Beach
I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida
33713

[Click here to access Satelite view]

N
W E
S

0' 3000' 6000' 9000'
SCALE: 1" = 6000'

Radius2K Map

Target Property (TP)
PCSR04
BF
ERNSFL
PCSR04
SWF

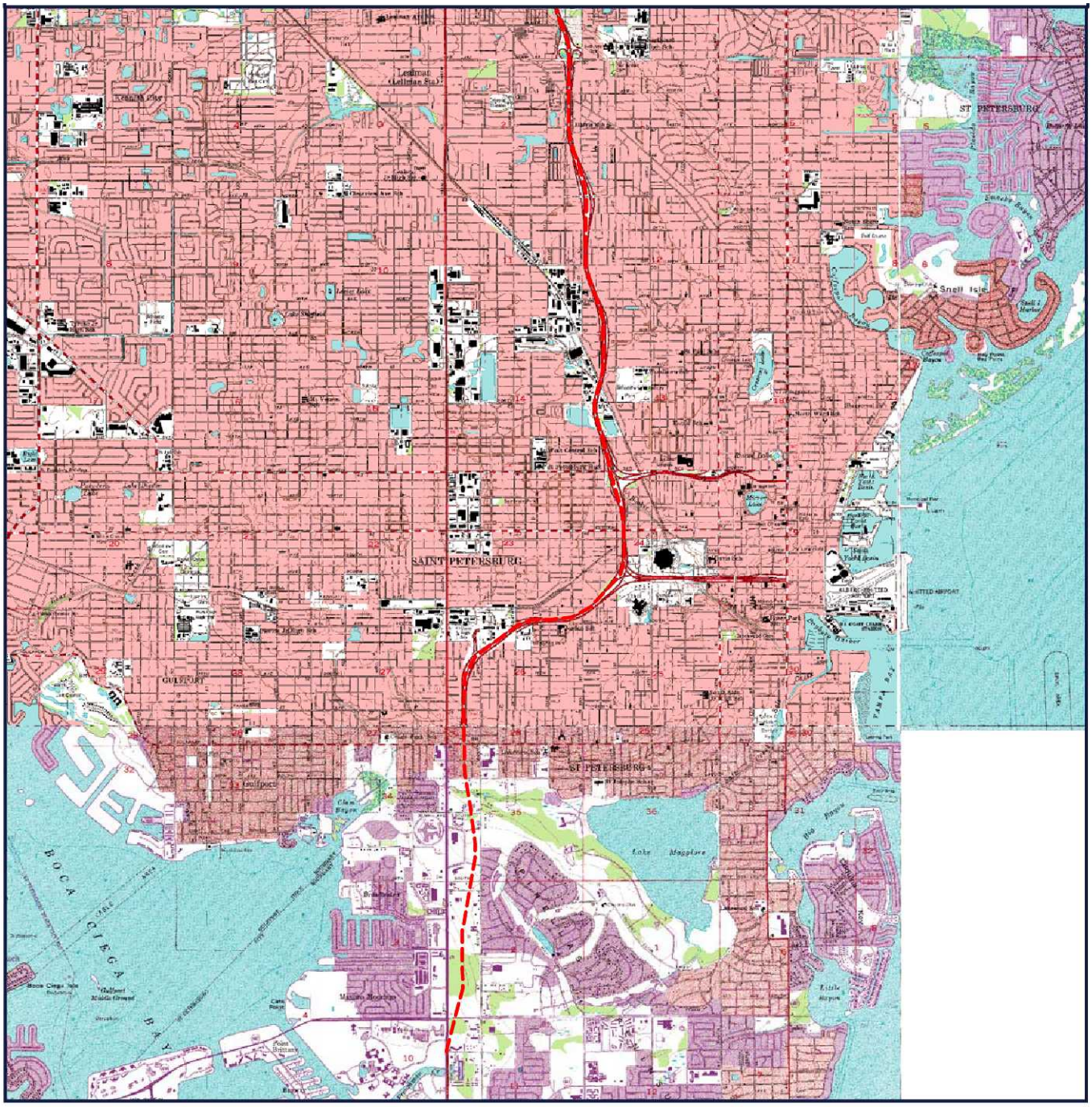
I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida
33713

N
W E
S

0' 3000' 6000' 9000'
SCALE: 1" = 6000'

Click here to access Satelite view

Topographic Map



Target Property (TP)

Quadrangle(s): Gandy Bridge, Safety Harbor, Saint Petersburg, Pass-a-grille Beach
I-275 from 54th Av S. to North of 4th Street N.
Pinellas County, Florida
33713

Click here to access Satelite view

N
W E
S

0' 3000' 6000' 9000'
SCALE: 1" = 6000'

Report Summary of Locatable Sites

Map ID#	Database Name	Site ID#	Distance From Site	Site Name	Address	City, Zip Code	PAGE #
1	PCSR04	FLR10J638	0.001 SW	STATE PROJECT #15190-3512 FIN	PINELLAS CO/SR 93 (I-275)FM 26TH AV		17
2	BF	BF529901000	0.001 E	ST. PETERSBURG AREA		ST PETERSBURG	19
3	ERNSFL	756489130	0.01 W		HOWARD FRANKLIN BRIDGE/ EAST BOUND	ST. PETERSBURG	20
3	ERNSFL	883839425	0.01 W		HOWARD FRANKLIN BRIDGE	ST. PETERSBURG	21
4	PCSR04	FLR05A170	0.01 NW	FLORIDA ROCK INDUSTRIES INC			22
5	PCSR04	FLR10Y954	0.01 W	MANHATTAN CASINO	22ND ST S/FAIRFIELD AVE		24
6	SWF	46742	0.01 W	BRIDGEWAY ACRES LF (PINELLAS CO RRF)	SW OF I275 & ROOSEVELT BLVD	SAINT PETERSBURG, 33716	26

MAP ID# 1 **Distance from Property: 0.00 mi. SW**

FACILITY INFORMATION

PERMIT #: **FLR10J638**
NAME: **STATE PROJECT #15190-3512 FIN**
PHYSICAL ADDRESS: **PINELLAS CO/SR 93 (I-275)FM 26TH AVE S TO 13 AVE N**
NOT REPORTED, FL NOT REPORT
FACILITY TYPE: **OTHER**
PERMIT TYPE: **STORM WATER GENERAL**
PERMIT EXPIRED: **04/26/2007**
RECEIVING WATERS: **NOT REPORTED**
STANDARD INDUSTRIAL CODE: **NOT REPORTED**

INSPECTIONS

INSPECTION DATE:	INSPECTION CODE:	INSPECTION TYPE:
NOT REPORT	**NOT REPORTED**	**NOT REPORTED**

HISTORIC COMPLIANCE

HISTORIC LAST REPORTED NON-COMPLIANCE:	HISTORIC NON-COMPLIANCE QUARTER (YYYYQ):
NOT REPORTED	**20091**
NOT REPORTED	**20092**
NOT REPORTED	**20093**
NOT REPORTED	**20094**
NOT REPORTED	**20101**

EFFLUENT VIOLATIONS

MONITORING DATE: **NOT REPORTED**
EFFLUENT VIOLATION: **NOT REPORTED**
QNCR MEASUREMENT/VIOLATION DETECTION: **NOT REPORTED**
QNCR MEASUREMENT/VIOLATION DATE: **NOT REPORTED**
QNCR RESOLUTION DATE: **NOT REPORTED**
PARAMETER DESCRIPTION: **NOT REPORTED**

SINGLE EVENT VIOLATIONS

SINGLE EVENT VIOLATION: **NOT REPORTED**
SINGLE EVENT DATE: **NOT REPORTED**
RNC DETECTION CODE: **NOT REPORTED**
RNC DETECTION DATE: **NOT REPORTED**
RNC RESOLUTION CODE: **NOT REPORTED**
RNC RESOLUTION DATE: **NOT REPORTED**

COMPLIANCE SCHEDULE VIOLATIONS

VIOLATION CODE: **NOT REPORTED**
VIOLATION DATE (YEAR/MONTH): **NOT REPORTED**
DATE OF RNC (YEAR/MONTH): **NOT REPORTED**
RESOLUTION OF RNC: **NOT REPORTED**
RESOLUTION DATE (YEAR/MONTH): **NOT REPORTED**
QNCR COMPLIANCE SCHEDULE VIOLATION: **NOT REPORTED**

ENFORCEMENT ACTIONS AND PENALTIES

ENFORCEMENT ACTION FILE NUMBER: **NOT REPORTED**

ENFORCEMENT ACTION: **NOT REPORTED**
ENFORCEMENT ACTION TYPE ORDER ISSUED: **NOT REPORTED**
ENFORCEMENT ACTION DATE: **NOT REPORTED**
ENFORCEMENT ACTION STATUS: **NOT REPORTED**
PENALTY AMOUNT ASSESSED: **NOT REPORTED**
PENALTY ASSESSED BY JUDICIAL DECREE: **NOT REPORTED**

Back to Report Summary

MAP ID# 2 **Distance from Property: 0.00 mi. E**

FACILITY INFORMATION

AREA ID: **BF529901000**
AREA NAME: **ST. PETERSBURG AREA**
CITY: **ST PETERSBURG**
COUNTY: **PINELLAS**
DEP DISTRICT: **SOUTHWEST**
RESOLUTION NUMBER: **99-582**
ORIGINAL RESOLUTION DATE: **10/21/1999**
AMENDED RESOLUTION DATE: **NOT REPORTED**
ACREAGE: **6032.9936**

Back to Report Summary

MAP ID# 3 **Distance from Property: 0.01 mi. W**

INCIDENT INFORMATION

GSID#: **756489130**
NRC ID#: **973883**
INCIDENT LOCATION: **HOWARD FRANKLIN BRIDGE/ EAST BOUND LANE**
INCIDENT ADDRESS: **HOWARD FRANKLIN BRIDGE/ EAST BOUND LANE**
INCIDENT CITY: **ST. PETERSBURG**
INCIDENT STATE: **FL**
INCIDENT ZIP: **NOT REPORTED**
INCIDENT COUNTY: **PINELLAS**

RESPONSIBLE PARTY

COMPANY: **NOT REPORTED**
ADDRESS: **NOT REPORTED**
CITY: **NOT REPORTED**
STATE: **XX**
ZIP: **NOT REPORTED**

INCIDENT DETAILS

INCIDENT DATE: **4/24/2011 15:28**
INCIDENT CAUSE: **UNKNOWN**
MATERIAL REACHED WATER: **YES**
REMEDIAL ACTION:
LOCAL AUTHORITIES AND RESCUE ON SCENE
INCIDENT DESCRIPTION:
THE CALLER STATED THAT AN SUV WENT OFF A BRIDGE AND IS UPSIDE DOWN IN THE WATER, CREATING A SHEEN. NO FATALITIES REPORTED.
MATERIAL RELEASED/AMOUNT: **GASOLINE: AUTOMOTIVE (UNLEADED)/ UNKNOWN AMOUNT**
OTHER MATERIAL RELEASED/AMOUNT: **NOT REPORTED / NOT REPORTED**

Back to Report Summary

MAP ID# 3 **Distance from Property: 0.01 mi. W**

INCIDENT INFORMATION

GSID#: **883839425**
NRC ID#: **911764**
INCIDENT LOCATION: **UNKNOWN SHEEN INCIDENT**
INCIDENT ADDRESS: **HOWARD FRANKLIN BRIDGE**
INCIDENT CITY: **ST. PETERSBURG**
INCIDENT STATE: **FL**
INCIDENT ZIP: **NOT REPORTED**
INCIDENT COUNTY: **BROWARD**

RESPONSIBLE PARTY

COMPANY: **NOT REPORTED**
ADDRESS: **NOT REPORTED**
CITY: **NOT REPORTED**
STATE: **XX**
ZIP: **NOT REPORTED**

INCIDENT DETAILS

INCIDENT DATE: **7/16/2009 11:27**
INCIDENT CAUSE: **UNKNOWN**
MATERIAL REACHED WATER: **YES**
REMEDIAL ACTION:
NONE
INCIDENT DESCRIPTION:
THE CALLER IS REPORTING AN UNKNOWN SHEEN FROM AN UNKNOWN SOURCE.
MATERIAL RELEASED/AMOUNT: **UNKNOWN OIL/ UNKNOWN AMOUNT**
OTHER MATERIAL RELEASED/AMOUNT: **NOT REPORTED / NOT REPORTED**

Back to Report Summary

MAP ID# 4 **Distance from Property: 0.01 mi. NW**

FACILITY INFORMATION

PERMIT #: **FLR05A170**
NAME: **FLORIDA ROCK INDUSTRIES INC**
PHYSICAL ADDRESS: **NOT REPORTED**
NOT REPORTED, FL NOT REPORT
FACILITY TYPE: **INDUSTRIAL**
PERMIT TYPE: **STORM WATER GENERAL**
PERMIT EXPIRED: **NOT REPORTED**
RECEIVING WATERS: **CLAM BAYOU 1 TAMPA BAY**
STANDARD INDUSTRIAL CODE: **ESTABLISHMENTS PRIMARILY ENGAGED IN MANUFACTURING PORTLAND CEMENT CONCRETE MANUFACTURED AND DELIVERED TO A PURCHASER IN A PLASTIC AND UNHARDENED STATE.**

INSPECTIONS

INSPECTION DATE:	INSPECTION CODE:	INSPECTION TYPE:
NOT REPORT	**NOT REPORTED**	**NOT REPORTED**

HISTORIC COMPLIANCE

HISTORIC LAST REPORTED NON-COMPLIANCE:	HISTORIC NON-COMPLIANCE QUARTER (YYYYQ):
NOT REPORTED	**20091**
NOT REPORTED	**20092**
NOT REPORTED	**20093**
NOT REPORTED	**20094**
NOT REPORTED	**20101**

EFFLUENT VIOLATIONS

MONITORING DATE: **NOT REPORTED**
EFFLUENT VIOLATION: **NOT REPORTED**
QNCR MEASUREMENT/VIOLATION DETECTION: **NOT REPORTED**
QNCR MEASUREMENT/VIOLATION DATE: **NOT REPORTED**
QNCR RESOLUTION DATE: **NOT REPORTED**
PARAMETER DESCRIPTION: **NOT REPORTED**

SINGLE EVENT VIOLATIONS

SINGLE EVENT VIOLATION: **NOT REPORTED**
SINGLE EVENT DATE: **NOT REPORTED**
RNC DETECTION CODE: **NOT REPORTED**
RNC DETECTION DATE: **NOT REPORTED**
RNC RESOLUTION CODE: **NOT REPORTED**
RNC RESOLUTION DATE: **NOT REPORTED**

COMPLIANCE SCHEDULE VIOLATIONS

VIOLATION CODE: **NOT REPORTED**
VIOLATION DATE (YEAR/MONTH): **NOT REPORTED**
DATE OF RNC (YEAR/MONTH): **NOT REPORTED**
RESOLUTION OF RNC: **NOT REPORTED**
RESOLUTION DATE (YEAR/MONTH): **NOT REPORTED**
QNCR COMPLIANCE SCHEDULE VIOLATION: **NOT REPORTED**

ENFORCEMENT ACTIONS AND PENALTIES

ENFORCEMENT ACTION FILE NUMBER: **NOT REPORTED**
ENFORCEMENT ACTION: **NOT REPORTED**
ENFORCEMENT ACTION TYPE ORDER ISSUED: **NOT REPORTED**
ENFORCEMENT ACTION DATE: **NOT REPORTED**
ENFORCEMENT ACTION STATUS: **NOT REPORTED**
PENALTY AMOUNT ASSESSED: **NOT REPORTED**
PENALTY ASSESSED BY JUDICIAL DECREE: **NOT REPORTED**

Back to Report Summary

MAP ID# 5 **Distance from Property: 0.01 mi. W**

FACILITY INFORMATION

PERMIT #: **FLR10Y954**
NAME: **MANHATTAN CASINO**
PHYSICAL ADDRESS: **22ND ST S/FAIRFIELD AVE**
NOT REPORTED, FL NOT REPORT
FACILITY TYPE: **OTHER**
PERMIT TYPE: **STORM WATER GENERAL**
PERMIT EXPIRED: **01/13/2010**
RECEIVING WATERS: **NOT REPORTED**
STANDARD INDUSTRIAL CODE: **NOT REPORTED**

INSPECTIONS

INSPECTION DATE:	INSPECTION CODE:	INSPECTION TYPE:
NOT REPORT	**NOT REPORTED**	**NOT REPORTED**

HISTORIC COMPLIANCE

HISTORIC LAST REPORTED NON-COMPLIANCE:	HISTORIC NON-COMPLIANCE QUARTER (YYYYQ):
NOT REPORTED	**20091**
NOT REPORTED	**20092**
NOT REPORTED	**20093**
NOT REPORTED	**20094**
NOT REPORTED	**20101**

EFFLUENT VIOLATIONS

MONITORING DATE: **NOT REPORTED**
EFFLUENT VIOLATION: **NOT REPORTED**
QNCR MEASUREMENT/VIOLATION DETECTION: **NOT REPORTED**
QNCR MEASUREMENT/VIOLATION DATE: **NOT REPORTED**
QNCR RESOLUTION DATE: **NOT REPORTED**
PARAMETER DESCRIPTION: **NOT REPORTED**

SINGLE EVENT VIOLATIONS

SINGLE EVENT VIOLATION: **NOT REPORTED**
SINGLE EVENT DATE: **NOT REPORTED**
RNC DETECTION CODE: **NOT REPORTED**
RNC DETECTION DATE: **NOT REPORTED**
RNC RESOLUTION CODE: **NOT REPORTED**
RNC RESOLUTION DATE: **NOT REPORTED**

COMPLIANCE SCHEDULE VIOLATIONS

VIOLATION CODE: **NOT REPORTED**
VIOLATION DATE (YEAR/MONTH): **NOT REPORTED**
DATE OF RNC (YEAR/MONTH): **NOT REPORTED**
RESOLUTION OF RNC: **NOT REPORTED**
RESOLUTION DATE (YEAR/MONTH): **NOT REPORTED**
QNCR COMPLIANCE SCHEDULE VIOLATION: **NOT REPORTED**

ENFORCEMENT ACTIONS AND PENALTIES

ENFORCEMENT ACTION FILE NUMBER: **NOT REPORTED**

ENFORCEMENT ACTION: **NOT REPORTED**
ENFORCEMENT ACTION TYPE ORDER ISSUED: **NOT REPORTED**
ENFORCEMENT ACTION DATE: **NOT REPORTED**
ENFORCEMENT ACTION STATUS: **NOT REPORTED**
PENALTY AMOUNT ASSESSED: **NOT REPORTED**
PENALTY ASSESSED BY JUDICIAL DECREE: **NOT REPORTED**

Back to Report Summary

Solid Waste Facilities (SWF)

MAP ID# 6 **Distance from Property: 0.01 mi. W**

INCIDENT INFORMATION

FACILITY ID: **46742**

FACILITY NAME: **BRIDGEWAY ACRES LF (PINELLAS CO RRF)**

ADDRESS: **SW OF I275 & ROOSEVELT BLVD**
SAINT PETERSBURG , FL 33716

COUNTY: **PINELLAS**

RESPONSIBLE PARTY

RESPONSIBLE NAME: **PINELLAS CNTY SOLID WASTE DEPT**

ADDRESS: **3095 114TH AVE. NORTH**
SAINT PETERSBURG, FL 33716

PHONE: **7274647565**

SUPERVISOR INFORMATION

SUPERVISOR NAME: **TFARMBRUSTER**

ADDRESS: **STREET NOT REPORTED**

PHONE: **7274647500**

OWNER INFORMATION

OWNER NAME: **PINELLAS COUNTY**

ADDRESS: **315 COURT ST**
CLEARWATER, FL 33516

PHONE: **NOT REPORTED**

FACILITY STATUS:	CLASS:	CLASS STATUS:
ACTIVE	**CLASS I LANDFILL**	**ACTIVE (A)**
INACTIVE	**CLASS III LANDFILL**	**INACTIVE (I)**
ACTIVE	**SOURCE-SEPARATED ORGANICS PROC. FAC. (SOPF)**	**ACTIVE (A)**
ACTIVE	**OTHER TREATMENT**	**ACTIVE (A)**
ACTIVE	**WASTE TO ENERGY FACILITY**	**ACTIVE (A)**
INACTIVE	**DISASTER DEBRIS MANAGEMENT SITE**	**INACTIVE (I)**

Back to Report Summary

Report Summary of Unlocatable Sites

Database Name	Site ID#	Site Name	Address	City	Zip Code	Page #
NPDES	FLR10GY06	SR-93 (I-275)	SR-93	ST PETERSBURG	33712	28
FRSFL	110037332106	SR-93	SR-93	ST PETERSBURG	33711	29
ICISNPDES	FLR10GY06*INPDES	SR-93 (I-275)	SR-93	ST PETERSBURG	33711	31

FACILITY INFORMATION

FACILITY ID: **FLR10GY06**
FACILITY NAME: **SR-93 (I-275)**
ADDRESS: **SR-93**
ST PETERSBURG , FL 33712
COUNTY: **PINELLAS**
FACILITY TYPE: **CONSTRUCTION STORMWATER GP**
STATUS: **ACTIVE**
OWNERSHIP: **STATE**
COMPANY NAME: **AJAX PAVING INDUSTRIES OF FLORIDA, LLC**
RELATED PARTY NAME: **SCOTT PITTMAN, PMTE**
RELATED PARTY ADDRESS: **5100 W LEMON ST STE 106**
TAMPA FL 33609-1108
RELATED PARTY PHONE: **8137691990**
RELATED PARTY EMAIL: **NOT REPORTED**
PERMIT TYPE: **GENERIC PERMIT**
DATE OF ISSUE: **5/1/2008**
DATE OF EXPIRATION: **4/30/2013**
NATURE OF BUSINESS: **NOT REPORTED**
TREATMENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
DOMESTIC WASTEWATER FACILITY CLASS: **NOT REPORTED**
OFFICE: **TALLAHASSEE NPDES STORMWATER**

Back to Report Summary of Unlocatable Sites

FACILITY INFORMATION

REGISTRY ID: **110037332106**

NAME: **SR-93**

LOCATION ADDRESS: **SR-93**
ST PETERSBURG, FL 33711

COUNTY: **PINELLAS**

EPA REGION: **4**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

SR-93 (I-275)

SR-93

PROGRAM/S LISTED FOR THIS FACILITY

PCS - PERMIT COMPLIANCE SYSTEM

NPDES - NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

FDM - *DEFINITION NOT PROVIDED BY REPORTING AGENCY

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

NO SIC DATA REPORTED

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

NO NAICS DATA REPORTED

Back to Report Summary of Unlocatable Sites

FACILITY INFORMATION

PERMIT #: **FLR10GY06** FACILITY #: **110037332106**

NAME: **SR-93 (I-275)**

PHYSICAL ADDRESS: **SR-93**

ST PETERSBURG, FL 33711

PERMITTYPE / ISSUE DATE: **GPC - / 05/01/08**

PERMIT STATUS: **EFFECTIVE**

PERMIT EXPIRED: **04/30/13**

STANDARD INDUSTRIAL CLASSIFICATION

NOT -

INSPECTIONS

INSPECTION TYPE: **NOT REPORTED**

LEAD AGENCY: **NOT REPORTED**

INSPECTION DATE: **NOT REPORTED**

HISTORIC COMPLIANCE

HISTORIC NON-CONPLIANCE QUARTER (YYYYQ): HISTORIC NON-CONPLIANCE:

NOT REPORTED **NOT REPORTED**

PERMIT SCHEDULE VIOLATIONS

VIOLATION ID: **NOT REPORTED**

VIOLATION TYPE: **NOT REPORTED**

VIOLATION: **NOT REPORTED**

SCHEDULE EVENT ID: **NOT REPORTED**

SCHEDULE EVENT: **NOT REPORTED**

SCHEDULE EVENT DATE: **NOT REPORTED**

DMR VIOLATIONS

VIOLATION TYPE: **NOT REPORTED**

VIOLATION: **NOT REPORTED**

MONITORING PERIOD END DATE: **NOT REPORTED**

RNC DETECTION CODE: **NOT REPORTED**

RNC RESOLUTION CODE: **NOT REPORTED**

RNC RESOLUTION DATE: **NOT REPORTED**

COMPLIANCE SCHEDULE VIOLATIONS

VIOLATION ID: **NOT REPORTED**

VIOLATION TYPE: **NOT REPORTED**

VIOLATION: **NOT REPORTED**

SCHEDULE EVENT ID: **NOT REPORTED**

SCHEDULE EVENT: **NOT REPORTED**

SCHEDULE EVENT DATE: **NOT REPORTED**

RNC DETECTION CODE: **NOT REPORTED**

RNC RESOLUTION CODE: **NOT REPORTED**

SINGLE EVENT VIOLATIONS

VIOLATION ID: **NOT REPORTED**

VIOLATION TYPE: **NOT REPORTED**
VIOLATION: **NOT REPORTED**
RNC DETECTION CODE: **NOT REPORTED**
RNC DETECTION DATE: **NOT REPORTED**
RNC RESOLUTION CODE: **NOT REPORTED**
RNC RESOLUTION DATE: **NOT REPORTED**

INFORMAL ENFORCEMENT ACTIONS

- NO ENFORCEMENT ACTIONS REPORTED -

Back to Report Summary of Unlocatable Sites

AIRSAFS Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 04/28/14

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

BF Brownfields Management System

VERSION DATE: 04/15/14

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains this database to track activities in the various brown field grant programs including grantee assessment, site cleanup and site redevelopment.

BRS Biennial Reporting System

VERSION DATE: 12/31/11

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The Biennial Report captures detailed data on the generation of hazardous waste from large quantity generators and data on waste management practices from treatment, storage and disposal facilities. Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

CDL Clandestine Drug Laboratory Locations

VERSION DATE: 09/06/13

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

CERCLIS Comprehensive Environmental Response, Compensation & Liability Information System

VERSION DATE: 10/25/13

CERCLIS is the repository for site and non-site specific Superfund information in support of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). This United States Environmental Protection Agency database contains an extract of sites that have been investigated or are in the process of being investigated for potential environmental risk.

DNPL Delisted National Priorities List

VERSION DATE: 10/25/13

This database includes sites from the United States Environmental Protection Agency's Final National Priorties List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

DOCKETS EPA Docket Data

VERSION DATE: 12/22/05

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location. Please refer to ICIS database as source of current data.

DOD Department of Defense Sites

VERSION DATE: 12/01/05

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

EC Federal Engineering Institutional Control Sites

VERSION DATE: 01/14/14

This database includes site locations where Engineering and/or Institutional Controls have been identified as part of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

ERNSFL Emergency Response Notification System

VERSION DATE: 12/31/12

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

FRSFL Facility Registry System

VERSION DATE: 08/04/13

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

FUDS Formerly Used Defense Sites

VERSION DATE: 02/01/13

The 2011 Formerly Used Defense Sites (FUDS) inventory includes properties previously owned by or leased to the United States and under Secretary of Defense Jurisdiction, as well as Munitions Response Areas (MRAs). The remediation of these properties is the responsibility of the Department of Defense. This data is provided by the U.S. Army Corps of Engineers (USACE), the boundaries/polygon data are based on preliminary findings and not all properties currently have polygon data available. DISCLAIMER: This data represents the results of data collection/processing for a specific USACE activity and is in no way to be considered comprehensive or to be used in any legal or official capacity as presented on this site. While the USACE has made a reasonable effort to insure the accuracy of the maps and associated data, it should be explicitly noted that USACE makes no warranty, representation or guaranty, either expressed or implied, as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. For additional information on Formerly Used Defense Sites please contact the USACE Public Affairs Office at (202) 528-4285.

HISTPST Historical Gas Stations

VERSION DATE: 07/01/30

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

HMIRSR04 Hazardous Materials Incident Reporting System

VERSION DATE: 01/10/14

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation located in EPA Region 4. This region includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

ICIS Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 08/01/12

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

ICISNPDES Integrated Compliance Information System National Pollutant Discharge Elimination System

VERSION DATE: 08/01/12

In 2006, the Integrated Compliance Information System (ICIS) - National Pollutant Discharge Elimination System (NPDES) became the NPDES national system of record for select states, tribes and territories. ICIS-NPDES is an information management system maintained by the United States Environmental Protection Agency's Office of Compliance to track permit compliance and enforcement status of facilities regulated by the NPDES under the Clean Water Act. ICIS-NPDES is designed to support the NPDES program at the state, regional, and national levels.

LUCIS Land Use Control Information System

VERSION DATE: 09/01/06

The LUCIS database is maintained by the U.S. Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

MLTS Material Licensing Tracking System

VERSION DATE: 01/30/13

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements.

NFRAP No Further Remedial Action Planned Sites

VERSION DATE: 10/25/13

This database includes sites which have been determined by the United States Environmental Protection Agency, following preliminary assessment, to no longer pose a significant risk or require further activity under CERCLA. After initial investigation, no contamination was found, contamination was quickly removed or contamination was not serious enough to require Federal Superfund action or NPL consideration.

NLRRCRAC No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 04/10/14

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

NLRRCRAG No Longer Regulated RCRA Generator Facilities

VERSION DATE: 04/10/14

This database includes RCRA Generator facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly generated hazardous waste.
Large Quantity Generators: Generate 1,000 kg or more of hazardous waste during any calendar month; or Generate more than 1 kg of acutely hazardous waste during any calendar month; or Generate more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month; or Generate 1 kg or less of acutely hazardous waste during any calendar month, and accumulate more than 1kg of acutely hazardous waste at any time; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulated more than 100 kg of that material at any time.
Small Quantity Generators: Generate more than 100 and less than 1000 kilograms of hazardous waste during any calendar month and accumulate less than 6000 kg of hazardous waste at any time; or Generate 100 kg or less of hazardous waste during any calendar month, and accumulate more than 1000 kg of hazardous waste at any time.
Conditionally Exempt Small Quantity Generators: Generate 100 kilograms or less of hazardous waste per calendar month, and accumulate 1000 kg or less of hazardous waste at any time; or Generate one kilogram or less of acutely hazardous waste per calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste.

NLRRCRAT No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 04/10/14

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

NPDESR04 National Pollutant Discharge Elimination System

VERSION DATE: 04/01/07

Information in this database is extracted from the Water Permit Compliance System (PCS) database which is used by United States Environmental Protection Agency to track surface water permits issued under the Clean Water Act. The NPDES database was collected from December 2002 until April 2007. Refer to the PCS and/or ICIS-NPDES database as source of current data. This database includes permitted facilities located in EPA Region 4. This region includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

NPL National Priorities List

VERSION DATE: 10/25/13

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

ODI Open Dump Inventory

VERSION DATE: 06/01/85

The open dump inventory was published by the United States Environmental Protection Agency. An “open dump” is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

PADS PCB Activity Database System

VERSION DATE: 06/01/13

The PCB Activity Database System (PADS) is used by the United States Environmental Protection Agency to monitor the activities of polychlorinated biphenyls (PCB) handlers.

PCSR04 Permit Compliance System

VERSION DATE: 08/01/12

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels. This database includes permitted facilities located in EPA Region 4. This region includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

PNPL Proposed National Priorities List

VERSION DATE: 10/25/13

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

RCRAC Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 04/10/14

This database includes hazardous waste sites listed with corrective action activity in the RCRAInfo system. The Corrective Action Program requires owners or operators of RCRA facilities (or treatment, storage, and disposal facilities) to investigate and cleanup contamination in order to protect human health and the environment. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

RCRAGR04 Resource Conservation & Recovery Act - Generator Facilities

VERSION DATE: 04/10/14

This database includes sites listed as generators of hazardous waste (large, small, and exempt) in the RCRAInfo system. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). This database includes permitted facilities located in EPA Region 4. This region includes the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

Large Quantity Generators: Generate 1,000 kg or more of hazardous waste during any calendar month; or Generate more than 1 kg of acutely hazardous waste during any calendar month; or Generate more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month; or Generate 1 kg or less of acutely hazardous waste during any calendar month, and accumulate more than 1kg of acutely hazardous waste at any time; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulated more than 100 kg of that material at any time.

Small Quantity Generators: Generate more than 100 and less than 1000 kilograms of hazardous waste during any calendar month and accumulate less than 6000 kg of hazardous waste at any time; or Generate 100 kg or less of hazardous waste during any calendar month, and accumulate more than 1000 kg of hazardous waste at any time.

Conditionally Exempt Small Quantity Generators: Generate 100 kilograms or less of hazardous waste per

calendar month, and accumulate 1000 kg or less of hazardous waste at any time; or Generate one kilogram or less of acutely hazardous waste per calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste; or Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month, and accumulate at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste.

RCRASC RCRA Sites with Controls

VERSION DATE: 01/14/14

This list of Resource Conservation and Recovery Act sites with institutional controls in place is provided by the U.S. Environmental Protection Agency.

RCRAT Resource Conservation & Recovery Act - Treatment, Storage & Disposal Facilities

VERSION DATE: 04/10/14

This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste in the RCRAInfo system. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

RODS Record of Decision System

VERSION DATE: 07/01/13

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

SFLIENS CERCLIS Liens

VERSION DATE: 06/08/12

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete.

SSTS Section Seven Tracking System

VERSION DATE: 12/31/09

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

TRI Toxics Release Inventory

VERSION DATE: 12/31/12

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

TSCA Toxic Substance Control Act Inventory

VERSION DATE: 12/31/06

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

BF Brownfield Areas

VERSION DATE: 01/13/14

Brownfields are defined by the Florida Department of Environmental Protection (FDEP) as abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. The primary goals of Florida's Brownfields Redevelopment Act (Ch. 97-277, Laws of Florida, codified at ss. 376.77-.85, F.S.) are to reduce health and environmental hazards on existing commercial and industrial sites that are abandoned or underused due to these hazards and create financial and regulatory incentives to encourage redevelopment and voluntary cleanup of contaminated properties. A "brownfield area" means a contiguous area of one or more brownfield sites, some of which may not be contaminated, that has been designated as such by a local government resolution. This data is intended to be used for general locational representation and should not be considered appropriate for legal and/or cadastral purposes.

BSRA Brownfields Site Rehabilitation Agreement Sites

VERSION DATE: 01/13/14

Brownfields are defined by the Florida Department of Environmental Protection (FDEP) as abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. The primary goals of Florida's Brownfields Redevelopment Act (Ch. 97-277, Laws of Florida, codified at ss. 376.77-.85, F.S.) are to reduce health and environmental hazards on existing commercial and industrial sites that are abandoned or underused due to these hazards and create financial and regulatory incentives to encourage voluntary cleanup and redevelopment of sites. After a local municipality in Florida designates an area as a brownfield to encourage redevelopment and focus upon revitalization, a resolution is passed and property owners within that designated area optionally may remediate or redevelop their property. Executed Brownfield Site Rehabilitation Agreements (BSRAs) are voluntary cleanup agreements between a responsible party and FDEP or a delegated local pollution control program. This data is intended to be used for general locational representation and should not be considered appropriate for legal and/or cadastral purposes.

CDV Cattle Dip Vats

VERSION DATE: NR

This list of located Cattle Dipping Vats is provided by the Florida Department of Environmental Protection (FDEP), Bureau of Waste Cleanup. According to the FDEP, from the 1910's through the 1950's, these vats were filled with an arsenic solution for the control and eradication of the cattle fever tick. Other pesticides such as DDT where also widely used. By State law, all cattle, horses, mules, goats, and other susceptible animals were required to be dipped every 14 days. Under certain circumstances, the arsenic and other pesticides remaining at the site may present an environmental or public health hazard. Some of the sites have been located and are currently under investigation. However, most of the listings are from old records of the State Livestock Board, which listed each vat as it was put into operation. In addition, some privately operated vats may have existed which were not listed by the Livestock Board. Some county boundaries may have changed since the vats were first listed.

CLEANERS Dry Cleaners

VERSION DATE: 01/13/14

The Florida Department of Environmental Protection (FDEP) maintains this database of registered dry cleaning facilities.

CLEANUPS Drycleaning Solvent Program Cleanup Sites

VERSION DATE: 01/13/14

The Florida Department of Environmental Protection (FDEP) provides this list of Drycleaning Solvent Program Cleanup Sites. These sites are eligible for state funding to cleanup contamination resulting from drycleaning facility operations or a wholesale supply company (Chapter 376, Florida Statutes). Drycleaners applied to participate in this program from 1995 to December 31, 1998. All sites have confirmed contamination above Contamination Target Levels and have complied with conditions set in the law. This data is intended to be used for general locational representation and should not be considered appropriate for legal and/or cadastral purposes.

ECIC Engineering and Institutional Control Sites

VERSION DATE: 04/01/14

The Florida Department of Environmental Protection (FDEP) Division of Waste Management maintains this list of sites with institutional and engineering controls listed in the Institutional Controls Registry (ICR). The information in the ICR summarizes certain data about properties where institutional and engineering controls are used to control exposure and is, therefore, an incomplete analysis of the conditions on these properties. The ICR is periodically updated without notice. Additionally, due to data entry limitations, potential unauthorized access to the data or transmission errors, the ICR may contain errors and should not be exclusively relied upon. The department recommends that you contact the appropriate district or Tallahassee program office for more complete information regarding a property and the institutional control(s) that may be in place.

GWCA Ground Water Contamination Areas

VERSION DATE: 01/13/14

This Ground Water Contamination Areas database is provided by the Florida Department of Environmental Protection, showing the boundaries of delineated areas of known groundwater contamination pursuant to Chapter 62-524, F.A.C., New Potable Water Well Permitting In Delineated Areas. 38 Florida counties have been delineated primarily for the agricultural pesticide ethylene dibromide (EDB), and to a much lesser extent, volatile organic and petroleum contaminants. This data is intended to be used by regulatory agencies issuing potable water well construction permits in areas of ground water contamination to protect public health and the ground water resource. This dataset only indicates the presence or absence of specific groundwater contaminants and does not represent all known sources of groundwater contamination in the state of Florida.

HISTCLEANERS Historical Dry Cleaners

VERSION DATE: NR

The Florida Department of Environmental Protection (FDEP) provided this historical database of regulated and non-regulated dry cleaning facilities. These facilities were at one time tracked and registered by the FDEP OCULUS Electronic Document Management System as “drums” in the underground storage tank database. Please refer to the CLEANERS database as source of current data.

IC Institutional Control Sites

VERSION DATE: 01/13/14

The Florida Department of Environmental Protection (FDEP) Division of Waste Management maintains this list of institutional control sites listed in the Institutional Controls Registry (ICR). An institutional control site is a site that has certain restrictions on the property. For example, a site may be cleaned up to satisfy commercial contamination target levels. An institutional control may be placed on that property indicating that it may only be used for commercial levels. If the owner of the property ever wants to use that property for residential purposes, the owner will have to ensure that the contamination meets residential target levels.

LUAST Registered Leaking Storage Tanks

VERSION DATE: 01/13/14

The Petroleum Cleanup Program of the Florida Department of Environmental Protection encompasses the technical oversight, management, and administrative activities necessary to prioritize, assess, and cleanup sites contaminated by discharges of petroleum and petroleum products from stationary petroleum storage systems. These sites include those determined eligible for state funded cleanup using preapproval contractors designated by the property owner or responsible party and state lead contractors under direct contract with the Department, as well as non-program or voluntary cleanup sites that are funded by responsible parties.

NPDES National Pollutant Discharge Elimination System Facilities

VERSION DATE: 02/03/14

This National Pollutant Discharge Elimination System database is provided by the Florida Department of Environmental Protection and includes permitted Domestic, Industrial and Stormwater Facilities. As authorized by the Clean Water Act, the Florida NPDES program controls water pollution by regulating point sources that discharge pollutants into waters of Florida. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

NPL NPL and State Funded Waste Cleanup Sites

VERSION DATE: 01/13/14

The Florida Department of Environmental Protection (FDEP), Division of Waste Management, Bureau of Waste Cleanup provides this listing of National Priorities List and State Funded Waste Cleanup Sites. The State-Funded cleanup program is designed to address sites where there are no viable responsible parties; the site poses an imminent hazard; and, the site does not qualify for Superfund or is a low priority for EPA. Remediation efforts are triggered when a FDEP District Office requests adoption of a site for state-funded cleanup. Funding for these remedial efforts comes from the Water Quality Assurance Trust Fund. Remedial activity may include contamination assessments, risk assessments, feasibility studies, design and construction of treatment systems, operation and maintenance of the installed treatment systems, and removal of contaminated media when necessary.

SPILLS Spills Listing

VERSION DATE: 02/07/14

This listing of hazardous material spills is provided by the Florida Department of Environmental Protection's Law Enforcement Division. Spills reported since 2008 are included in this listing.

SWF Solid Waste Facilities

VERSION DATE: 02/28/14

The Solid Waste Section of the Florida Department of Environmental Protection is responsible for rule development, solid waste policy, financial assurance compliance, and implementing Florida's solid waste management program. Technical assistance is provided to the district offices concerning the permitting, compliance, and enforcement activities associated with solid waste facilities. These facilities can include landfills, material recovery facilities, transfer stations, composting/processing facilities, and waste tire management sites.

UAST Registered Storage Tanks

VERSION DATE: 01/13/14

The Storage Tank Regulation Section is part of the Bureau of Petroleum Storage Systems in the Florida Department of Environmental Protection's (FDEP) Division of Waste Management. This Section maintains all data for storage tank facilities registered with the Department and tracked for active storage tanks, storage tank history, or petroleum cleanup activity.

UIC Underground Injection Control Wells

VERSION DATE: 02/03/14

This Class I Underground Injection Control (UIC) wells database is provided by the in Florida Department of Environmental Protection. These wells are currently or previously active. Class I UIC wells are used to inject nonhazardous waste, hazardous waste (new hazardous waste wells were banned in 1983), or municipal waste below the lowermost underground source of drinking water (USDW). A USDW is defined as an aquifer that contains a total dissolved solids concentration of less than 10,000 milligrams per liter.

VCS Voluntary Cleanup Sites

VERSION DATE: 01/09/14

The Florida Department of Environmental Protection's Waste Cleanup Program provides this list of voluntary cleanup sites. These sites are subject to the FDEP 62-780 Contaminated Site Cleanup Criteria regulations and may be included on this listing if a party wants to conduct voluntary cleanup for a site that is not already under enforcement; or if a property owner did not the cause the contamination, but by ownership is still responsible for the contamination and/or enters the process voluntarily. Tax credits and incentives are only available for those voluntary cleanup sites that are in the Brownfields Program or they meet the requirements for voluntary cleanup in the Drycleaning Program.

Environmental Records Definitions - TRIBAL

INDIANRES Indian Reservations

VERSION DATE: 01/01/00

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

LUSTR04 Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 02/01/14

Leaking underground storage tanks on Tribal lands located in Region 4 include the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

ODINDIAN Open Dump Inventory on Tribal Lands

VERSION DATE: 11/08/06

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

USTR04 Underground Storage Tanks On Tribal Lands

VERSION DATE: 02/01/14

Underground storage tanks on Tribal lands located in Region 4 include the following states: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

Appendix G.
Historical Aerial Photographs

SOURCE: UNIVERSITY OF FLORIDA

1951-52 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
			TIERRA PROJECT NO.: 6511-12-122A

TIERRA, INC.
7351 TEMPLE TERRACE HIGHWAY
TAMPA, FLORIDA 33637
CERTIFICATE OF AUTHORIZATION 6486

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	PINELLAS	424501-1-22-01

I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH
TO NORTH OF 4TH STREET NORTH

SHEET NO.
G-1

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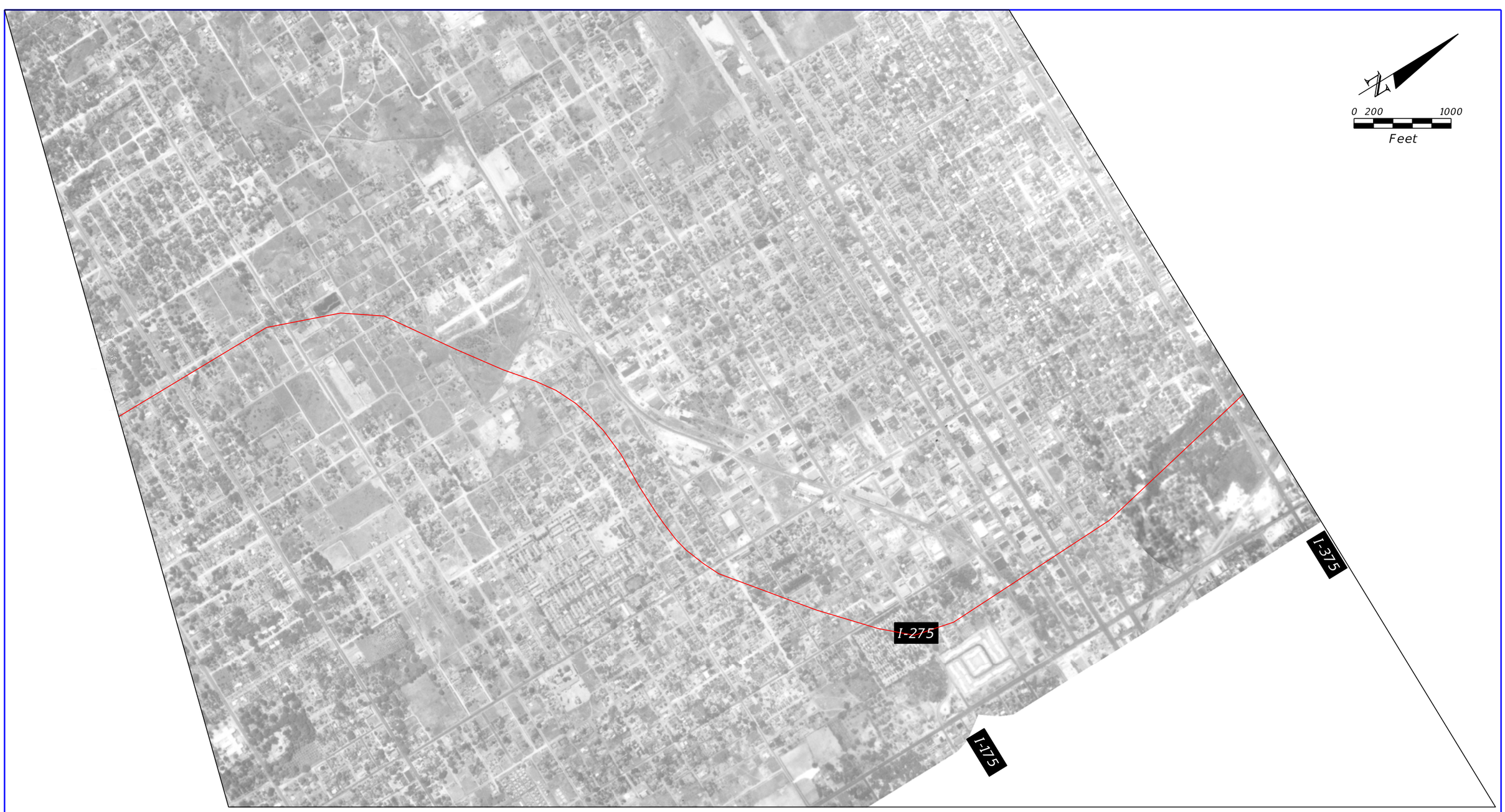

SOURCE: UNIVERSITY OF FLORIDA

1951-52 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		G-2

SOURCE: UNIVERSITY OF FLORIDA

1951-52 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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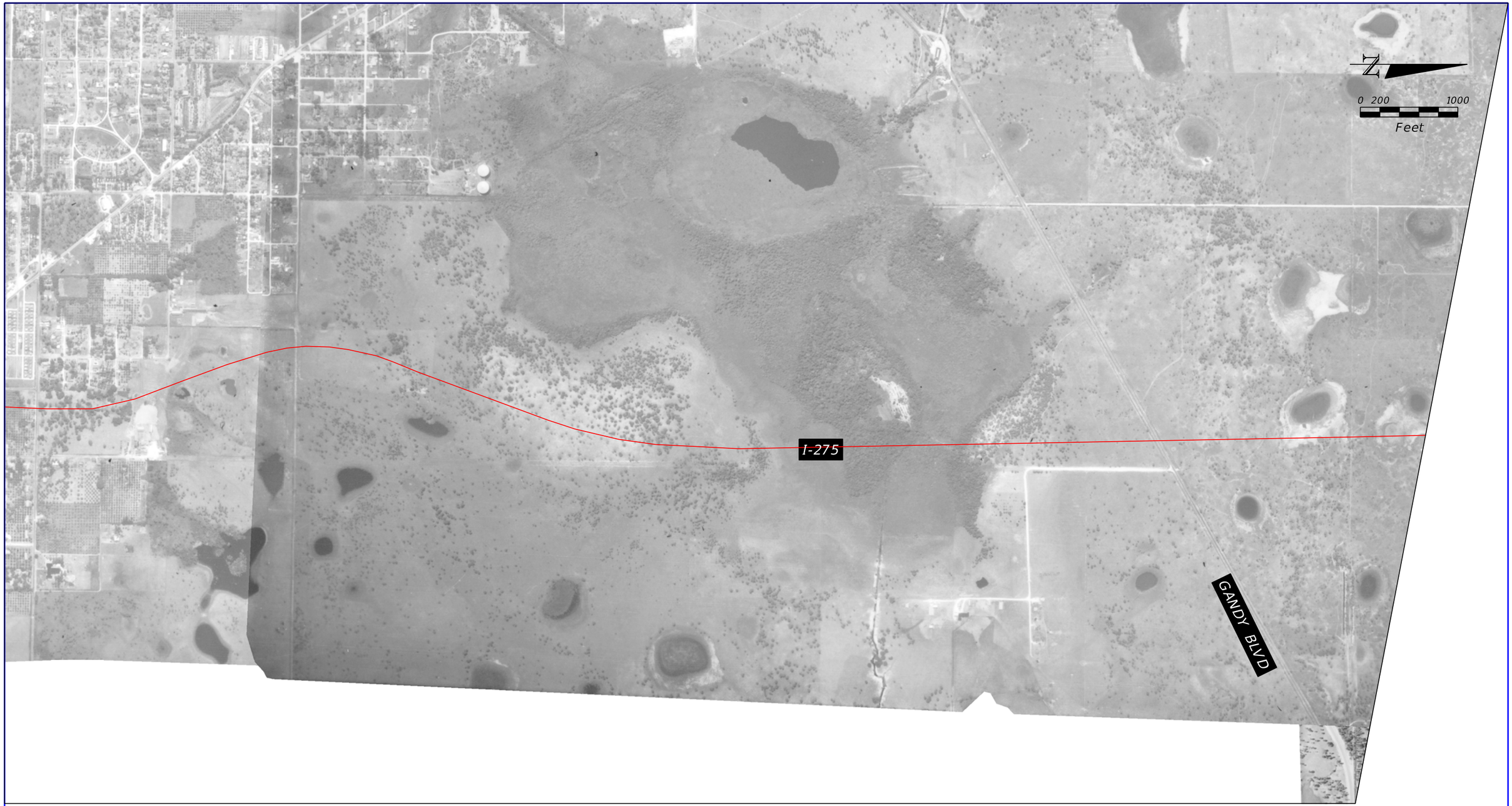

SOURCE: UNIVERSITY OF FLORIDA

1951-52 HISTORICAL AERIAL PHOTOGRAPH

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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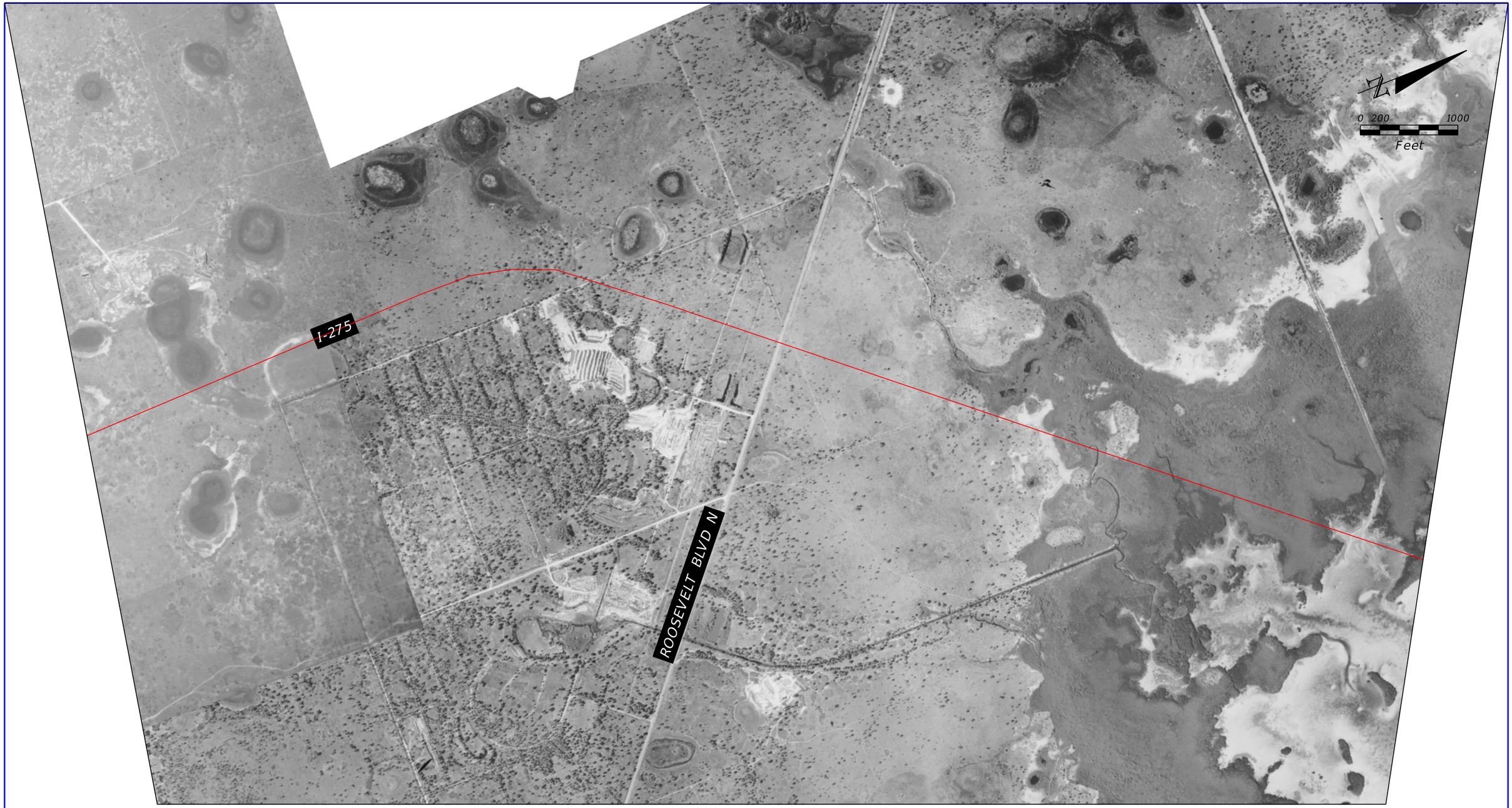

SOURCE: UNIVERSITY OF FLORIDA

1951-52 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS						
DATE	DESCRIPTION	DATE	DESCRIPTION			
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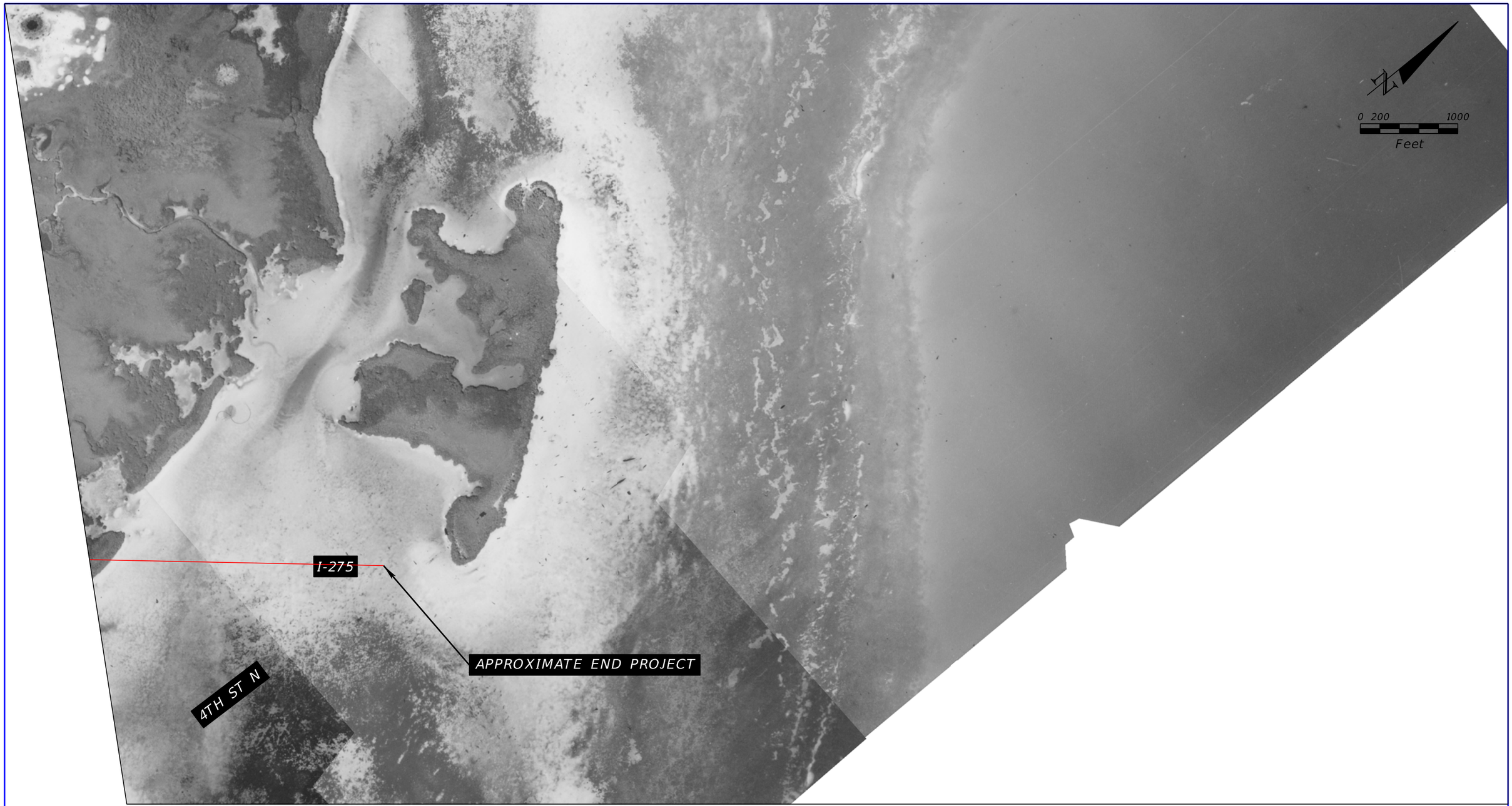
ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SHEET NO.
	PINELLAS	424501-1-22-01	G-5



SOURCE: UNIVERSITY OF FLORIDA

1951-52 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: EARTH RESOURCE OBSERVATION AND SCIENCE (EROS) CENTER

1969 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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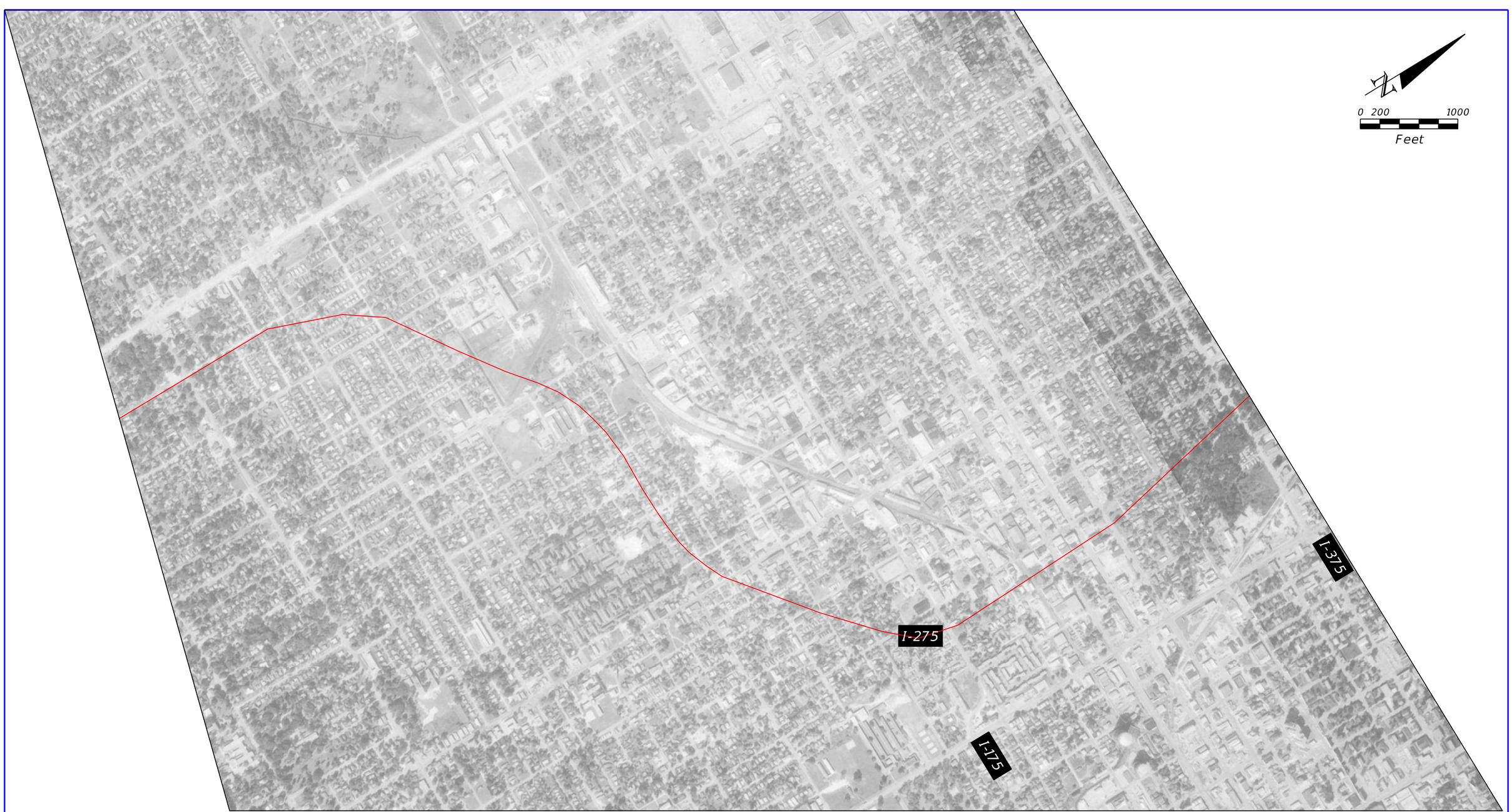

SOURCE: EARTH RESOURCE OBSERVATION AND SCIENCE (EROS) CENTER

1969 HISTORICAL AERIAL PHOTOGRAPH

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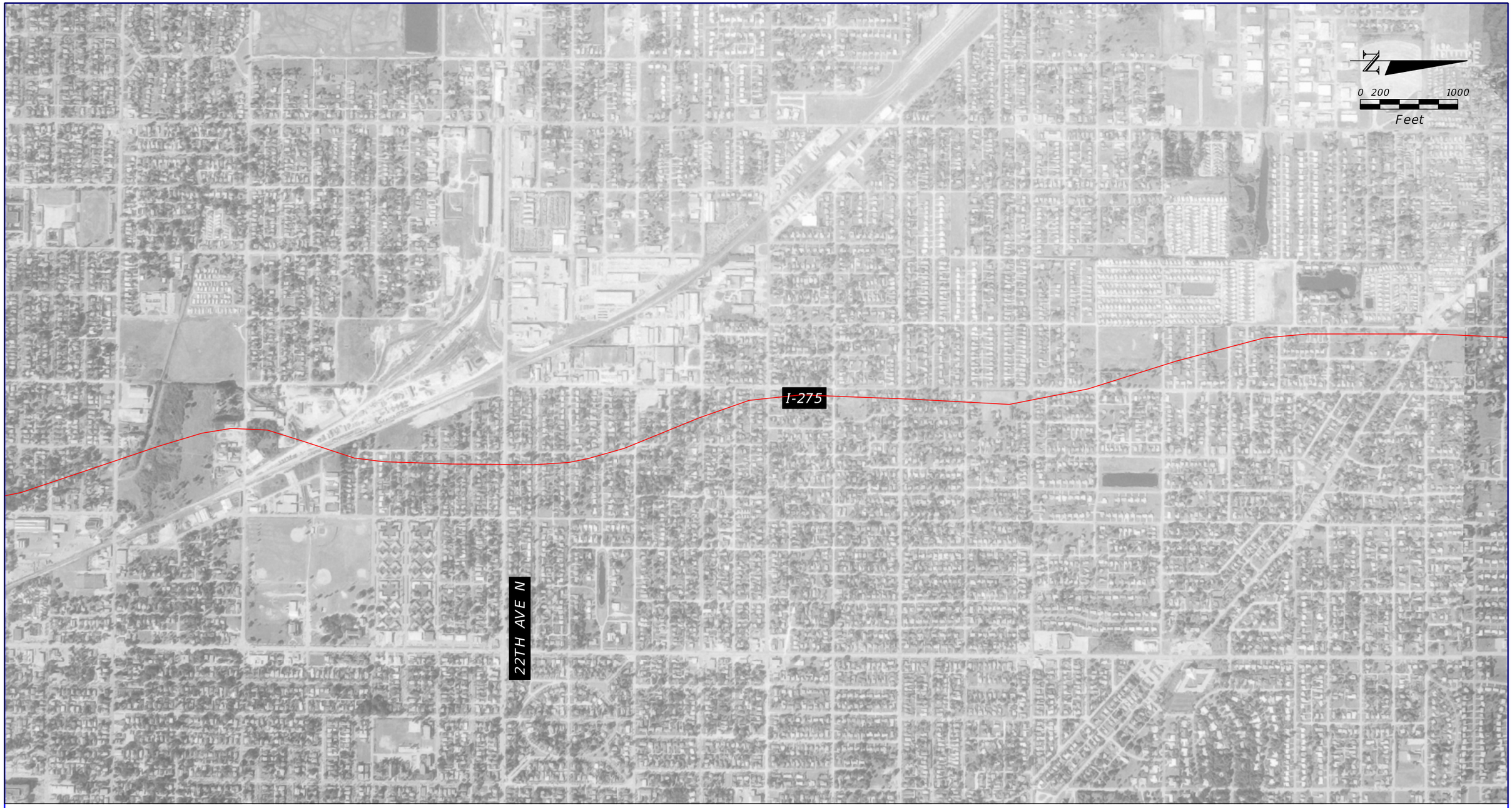

SOURCE: EARTH RESOURCE OBSERVATION AND SCIENCE (EROS) CENTER

1969 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: EARTH RESOURCE OBSERVATION AND SCIENCE (EROS) CENTER

1969 HISTORICAL AERIAL PHOTOGRAPH

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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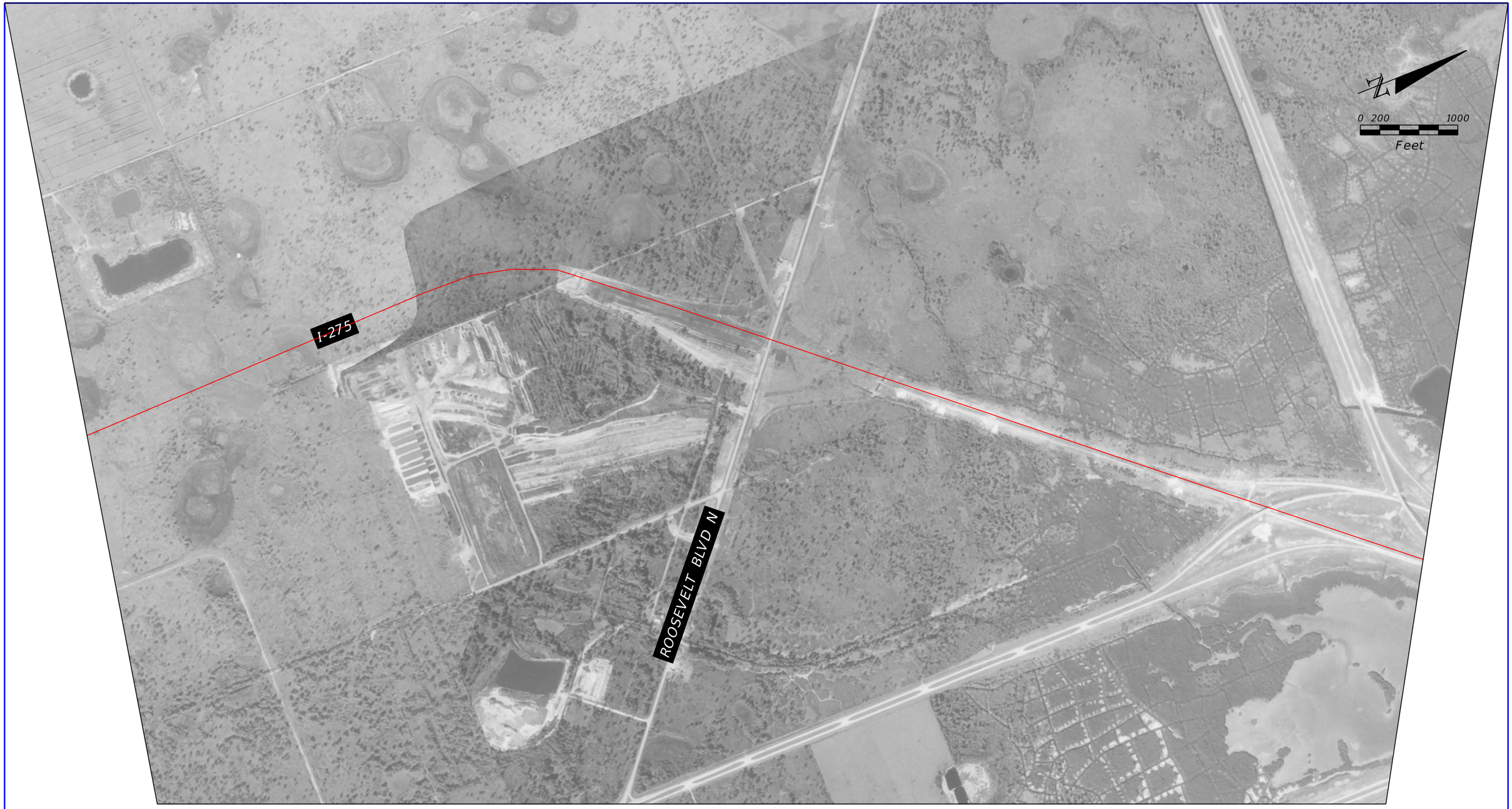

SOURCE: EARTH RESOURCE OBSERVATION AND SCIENCE (EROS) CENTER

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SOURCE: EARTH RESOURCE OBSERVATION AND SCIENCE (EROS) CENTER

1969 HISTORICAL AERIAL PHOTOGRAPH

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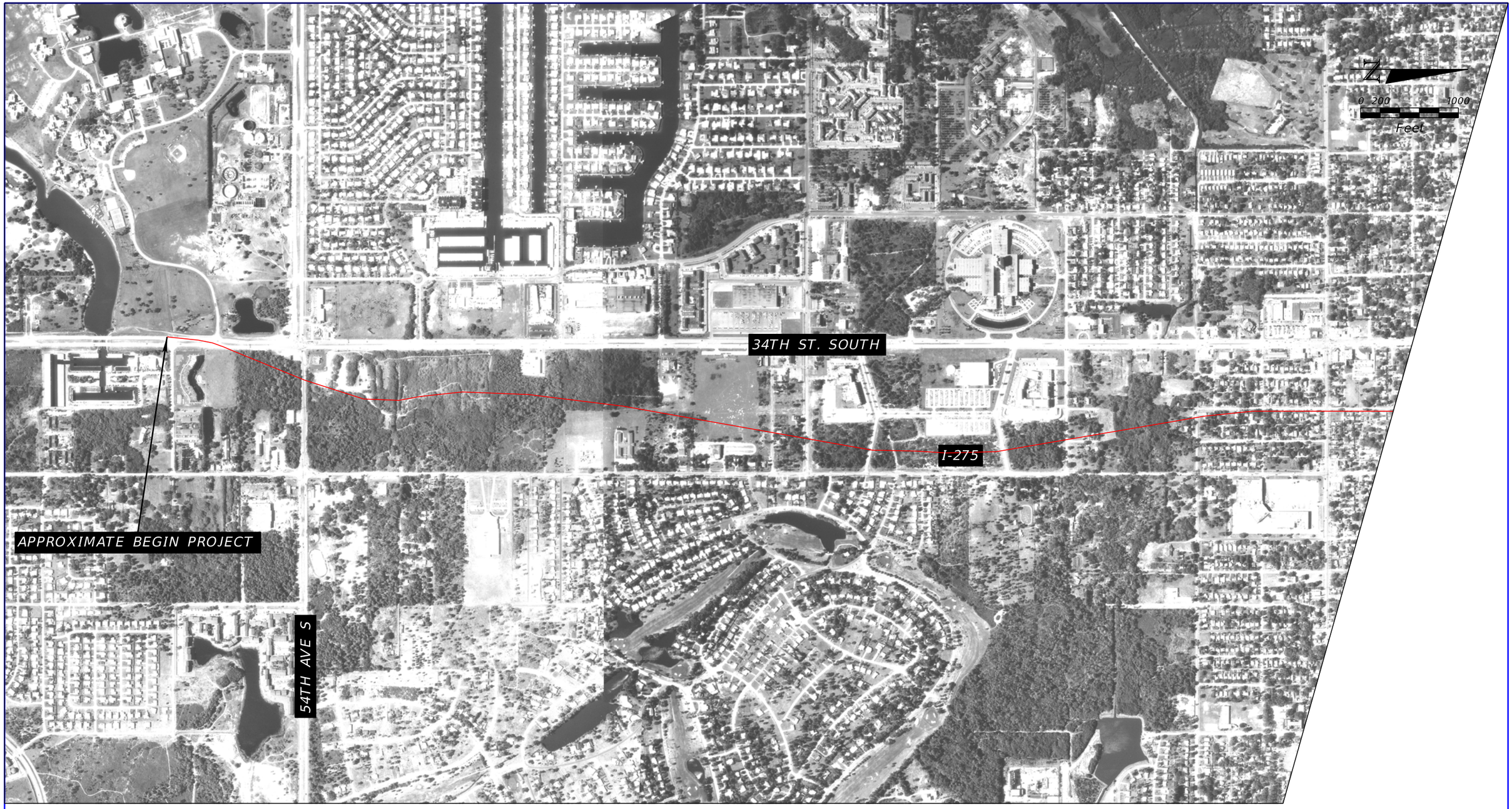

SOURCE: FDOT SURVEY AND MAPPING

1976 HISTORICAL AERIAL PHOTOGRAPH

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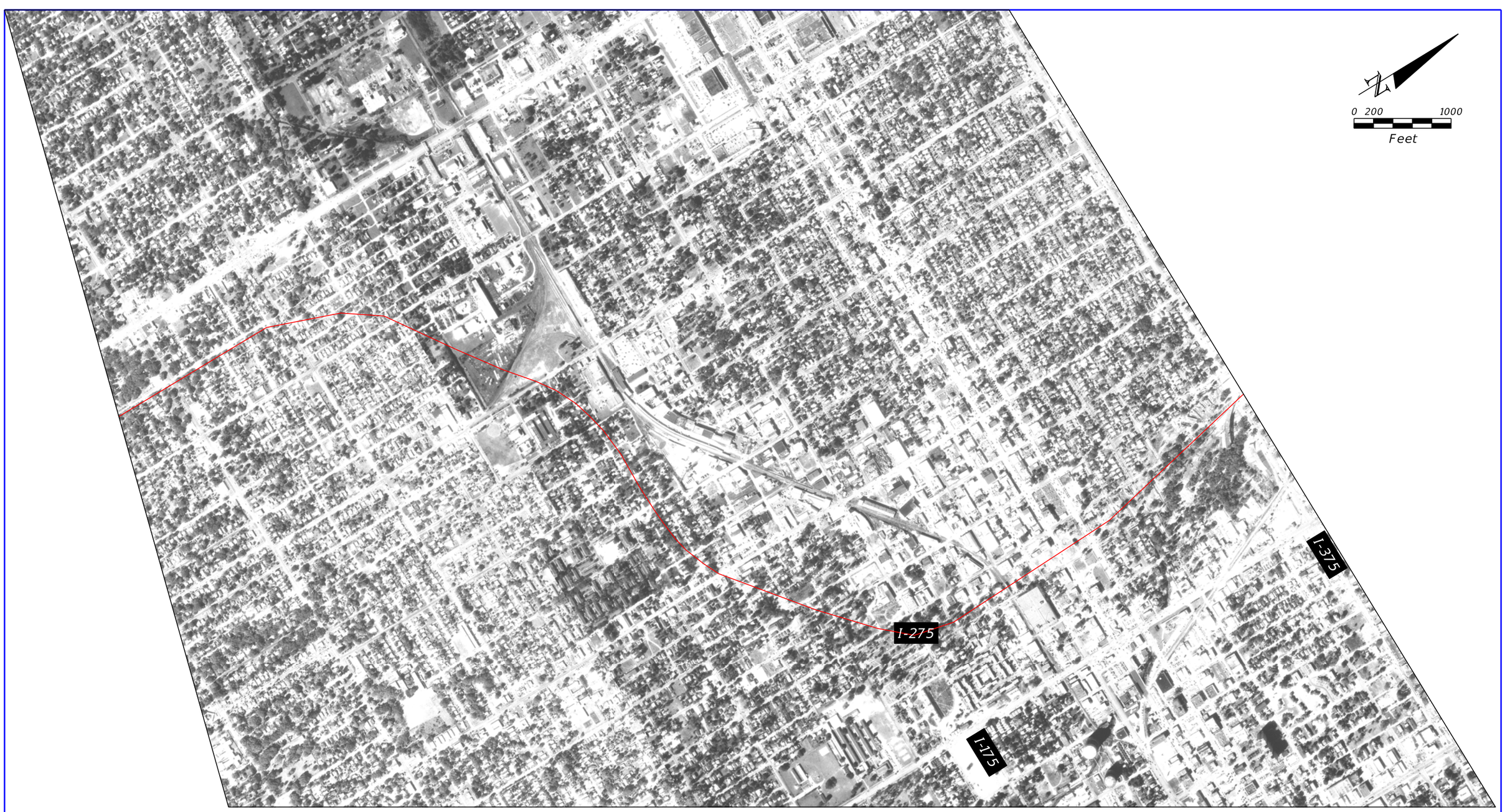

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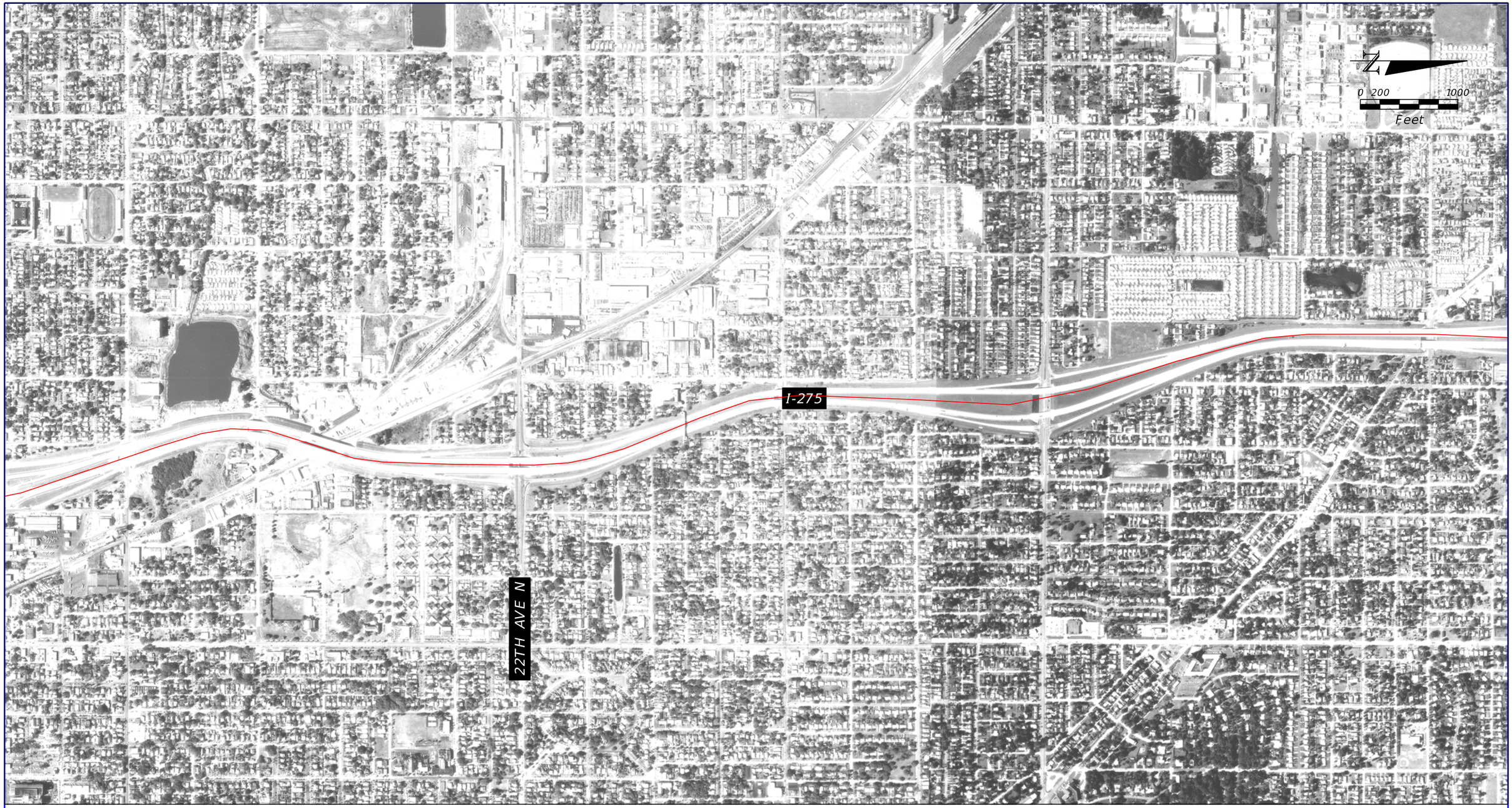

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SOURCE: FDOT SURVEY AND MAPPING

1976 HISTORICAL AERIAL PHOTOGRAPH

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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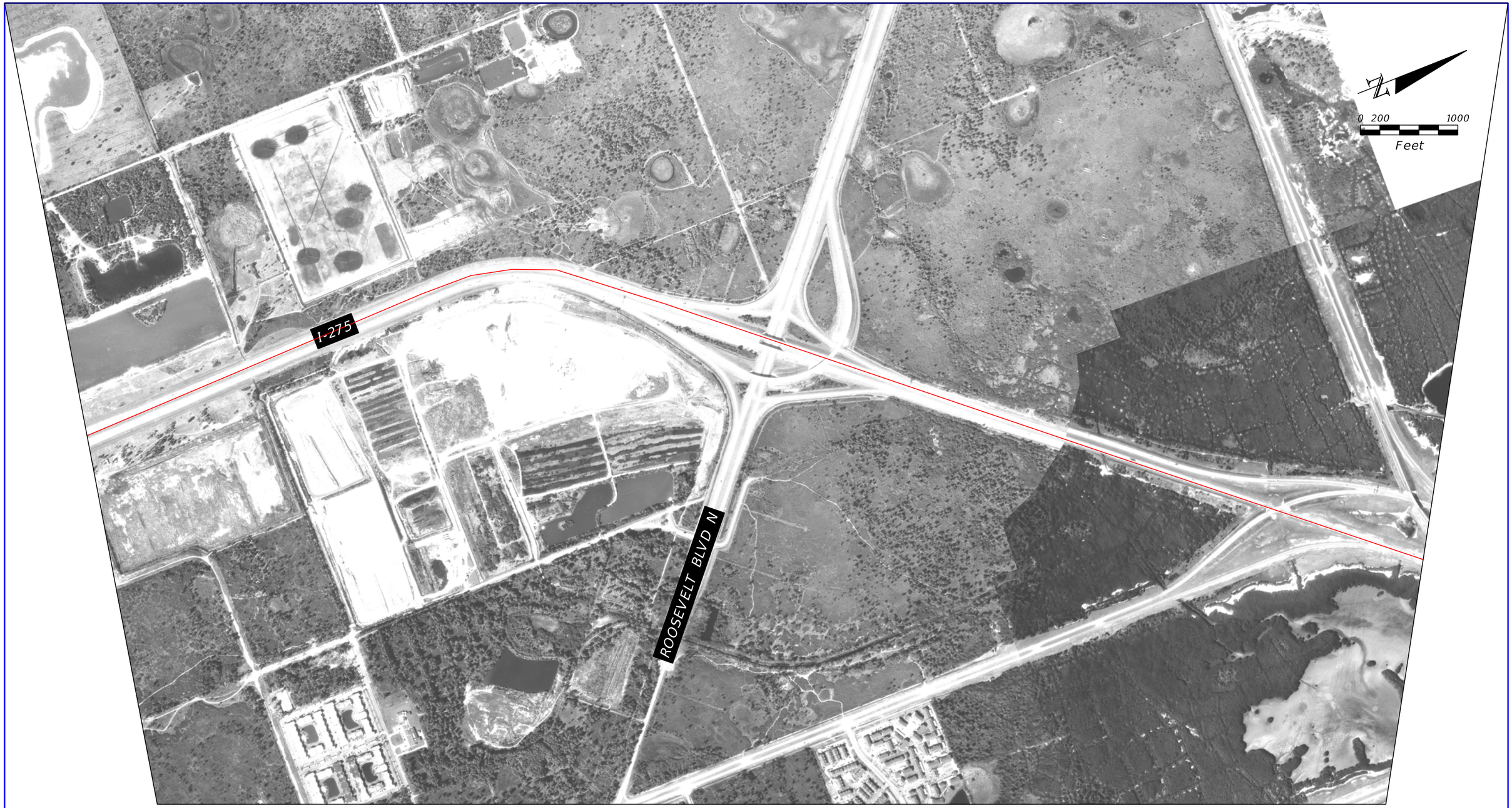

SOURCE: FDOT SURVEY AND MAPPING

1976 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: FDOT SURVEY AND MAPPING

1976 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
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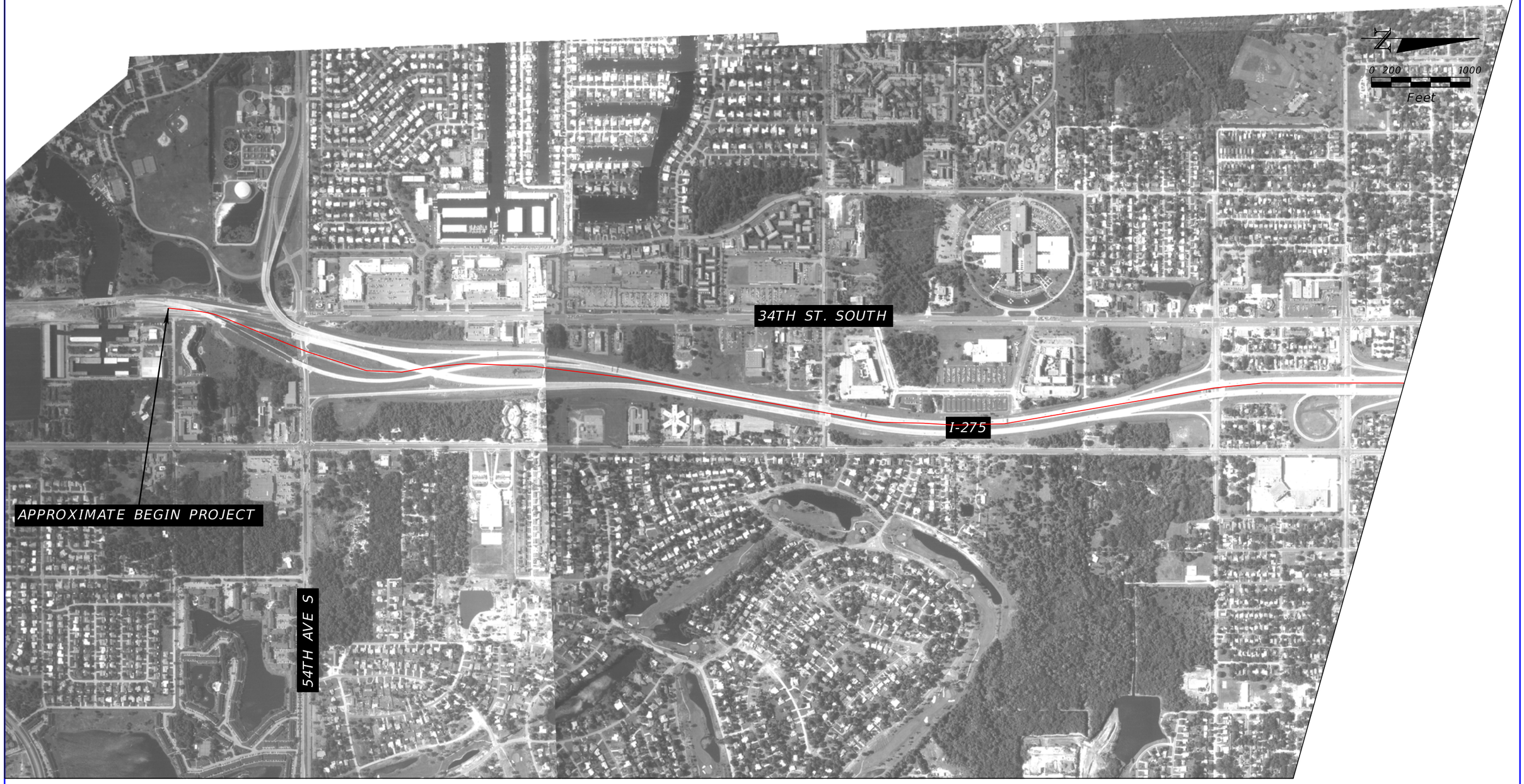

SOURCE: FDOT SURVEY AND MAPPING

1986 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: FDOT SURVEY AND MAPPING

1986 HISTORICAL AERIAL PHOTOGRAPH

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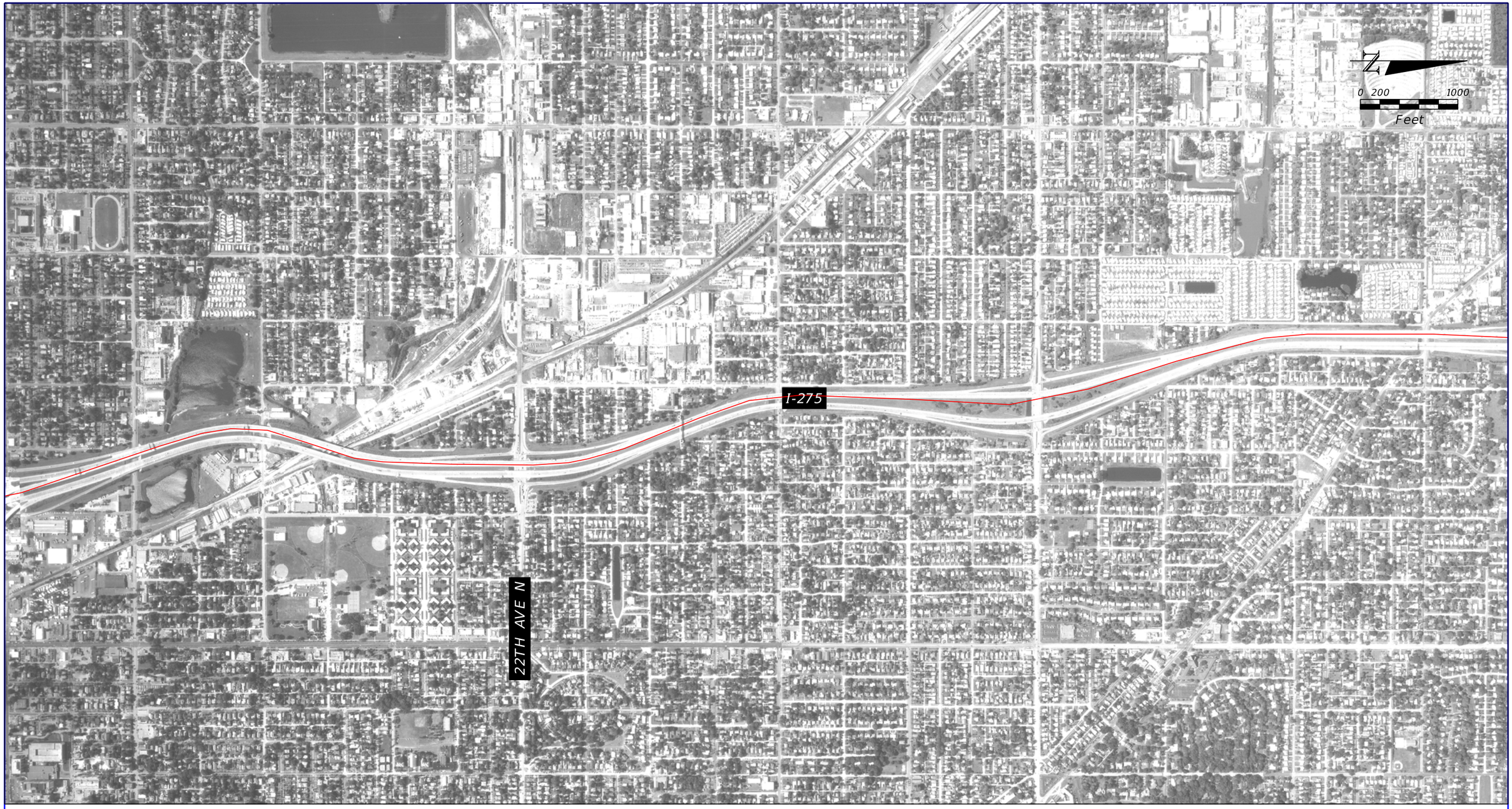

SOURCE: FDOT SURVEY AND MAPPING

1986 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: FDOT SURVEY AND MAPPING

1986 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: FDOT SURVEY AND MAPPING

1986 HISTORICAL AERIAL PHOTOGRAPH

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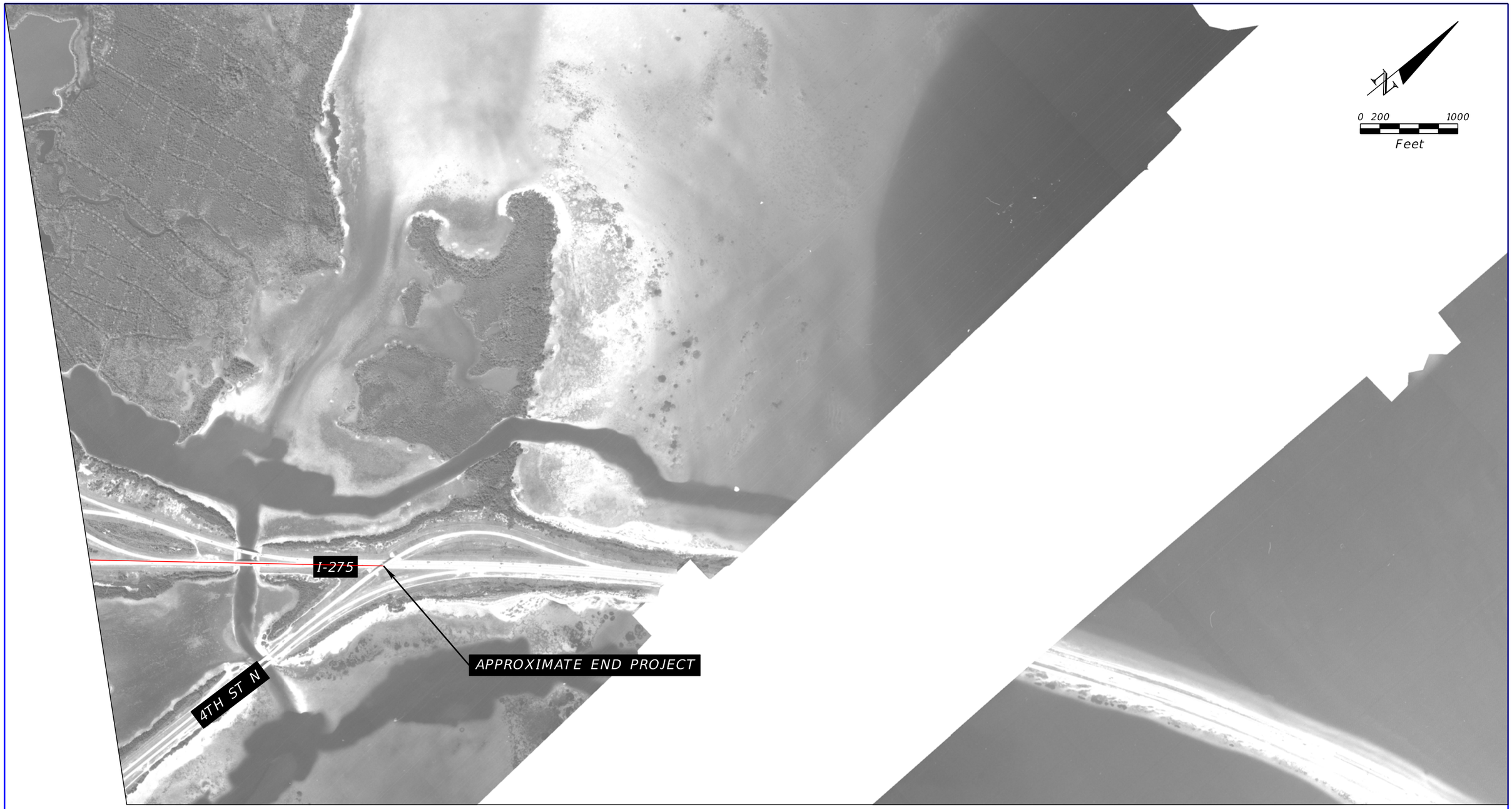
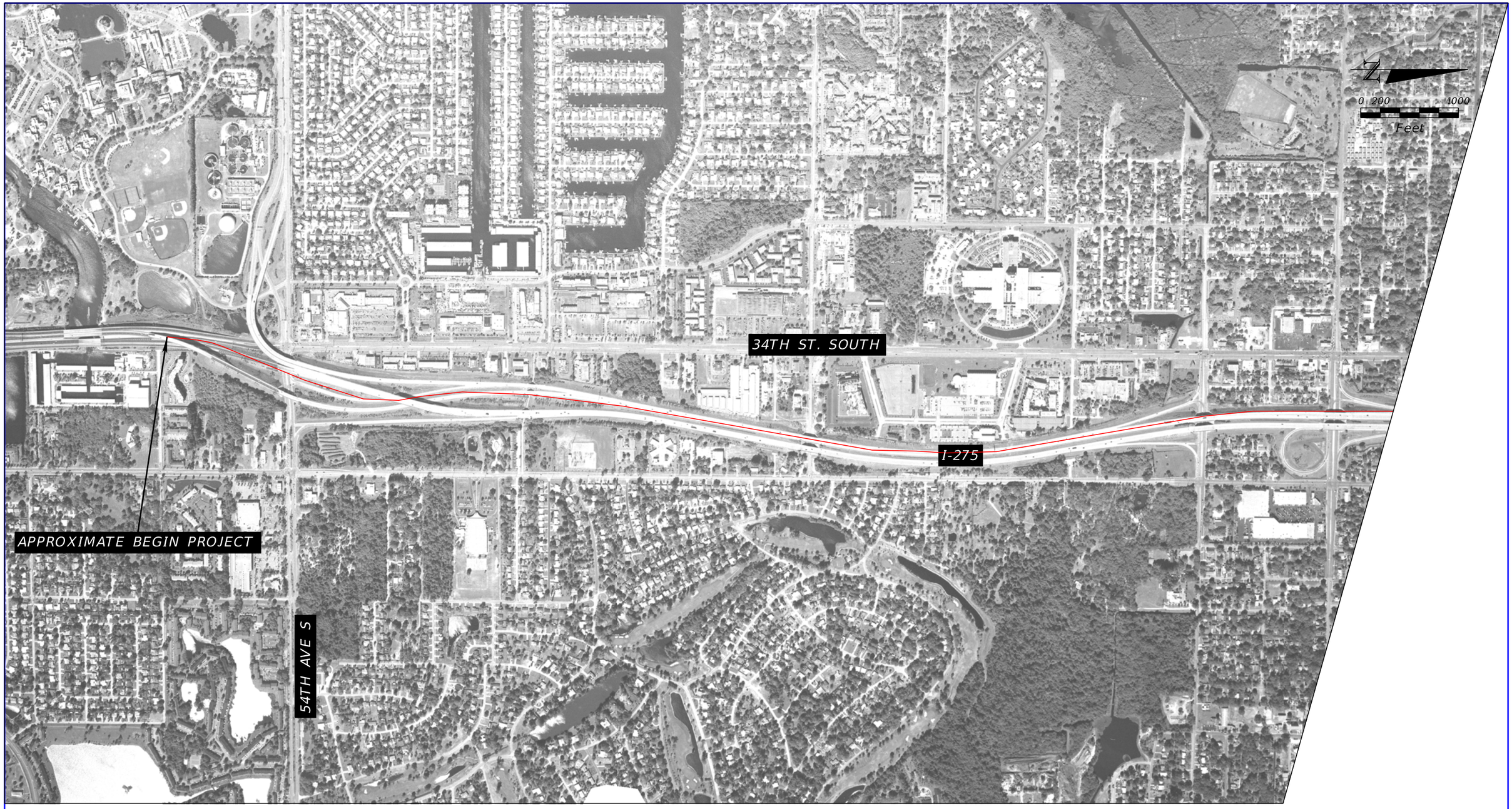


SOURCE: FDOT SURVEY AND MAPPING

1986 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		G-24



SOURCE: FDOT SURVEY AND MAPPING

1997 HISTORICAL AERIAL PHOTOGRAPH

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		G-25

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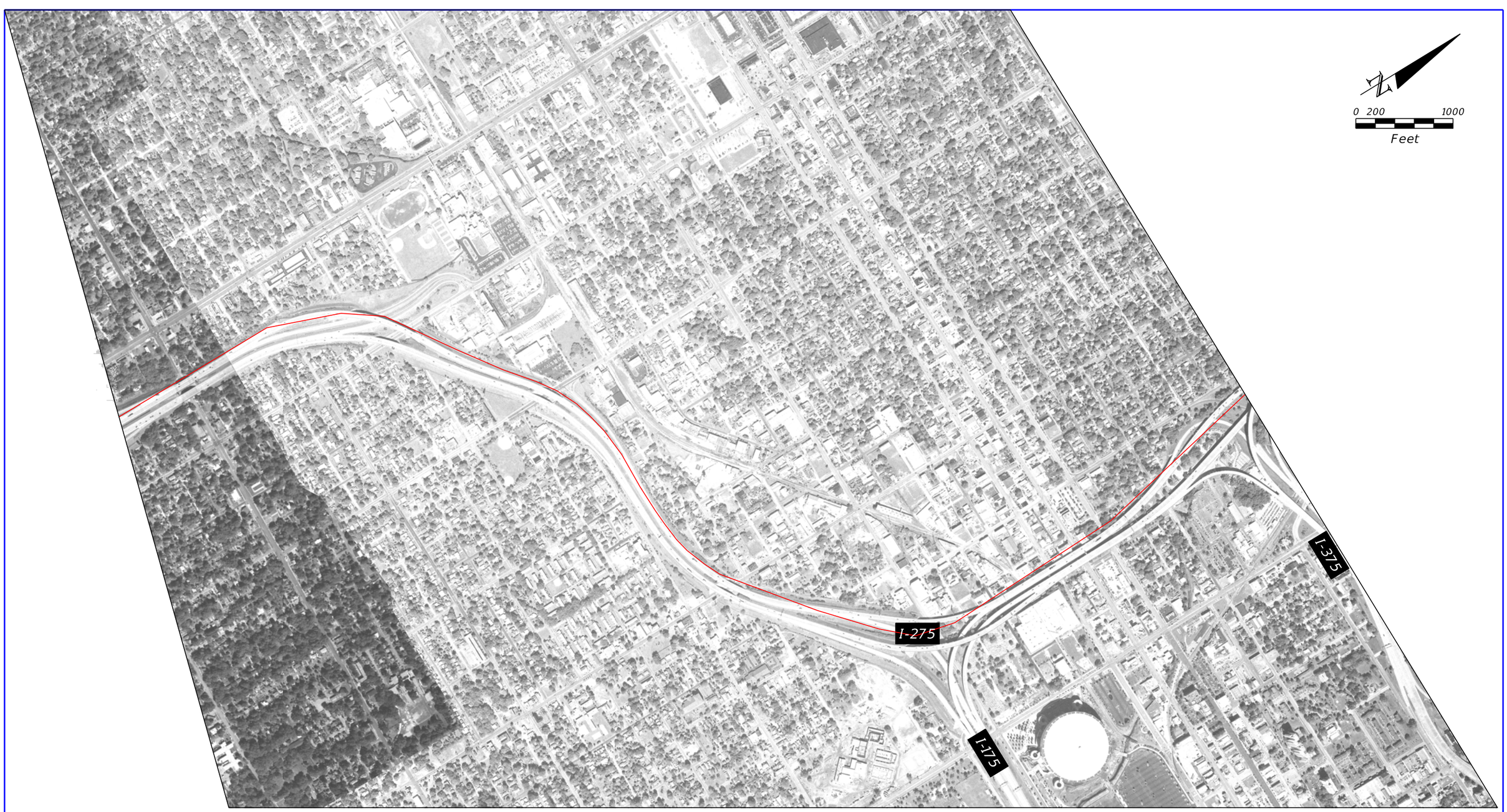

SOURCE: FDOT SURVEY AND MAPPING

1997 HISTORICAL AERIAL PHOTOGRAPH

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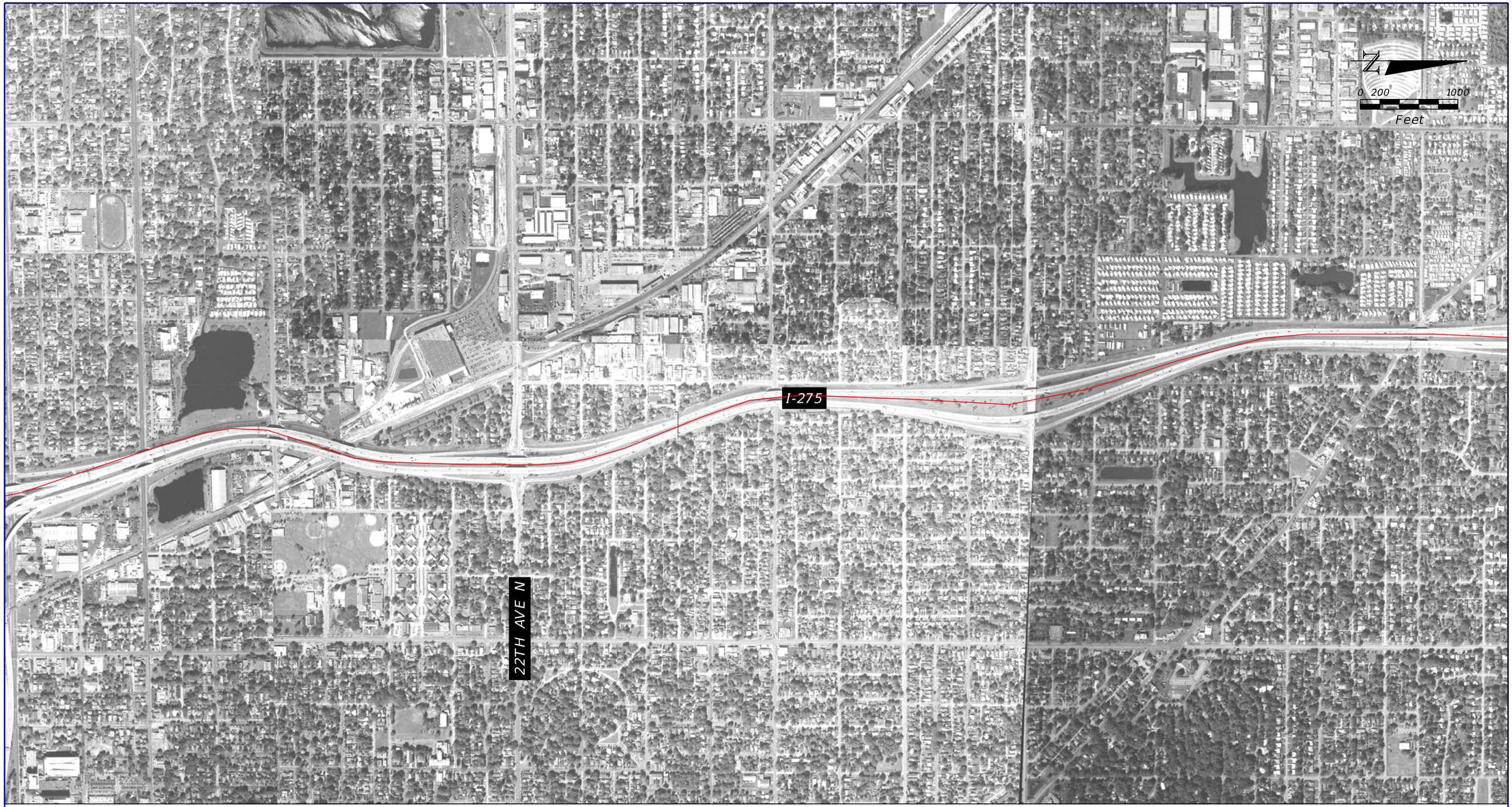

SOURCE: FDOT SURVEY AND MAPPING

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		G-27

SOURCE: FDOT SURVEY AND MAPPING

1997 HISTORICAL AERIAL PHOTOGRAPH

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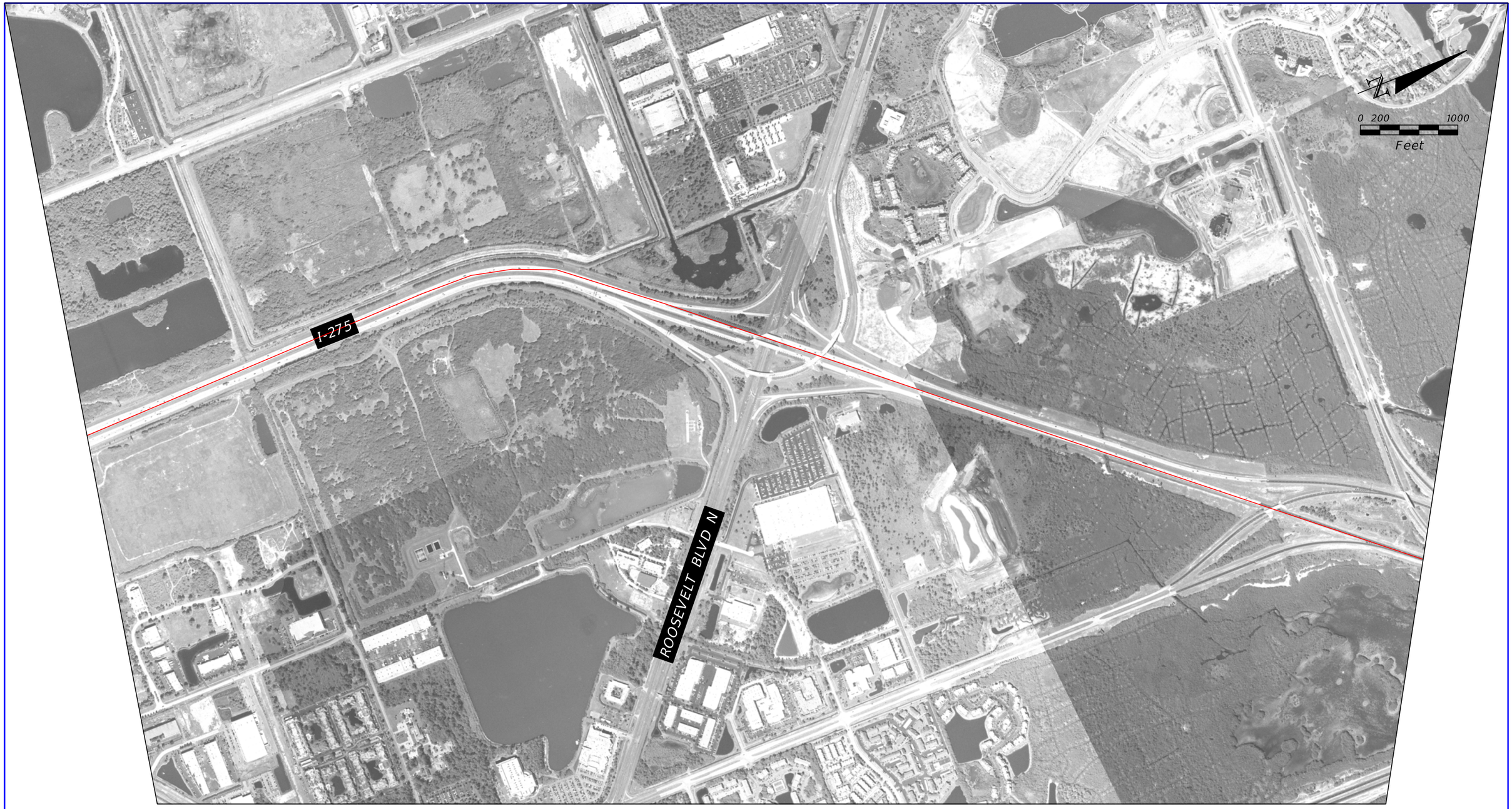

SOURCE: FDOT SURVEY AND MAPPING

1997 HISTORICAL AERIAL PHOTOGRAPH

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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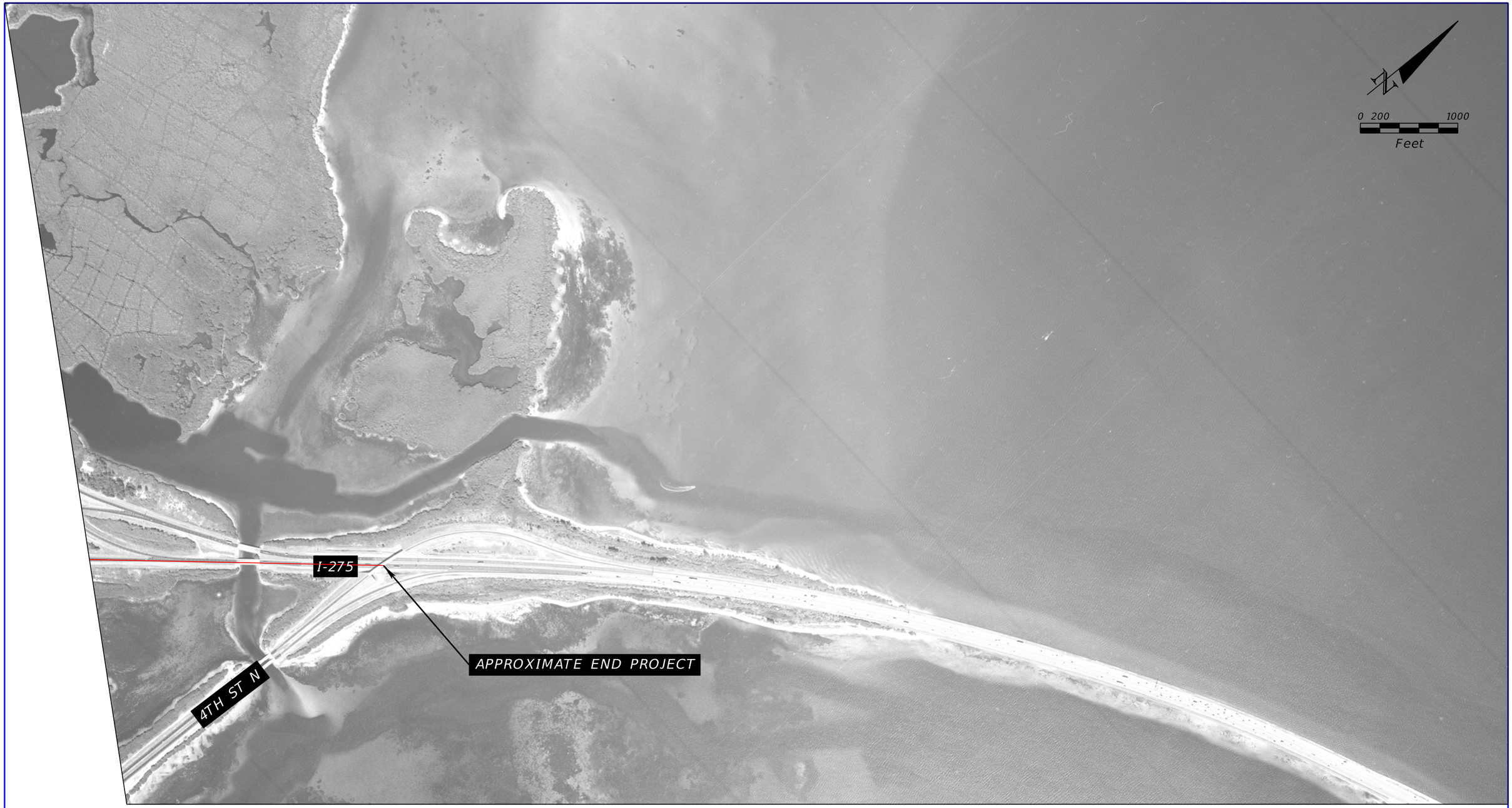

SOURCE: FDOT SURVEY AND MAPPING

1997 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: FDOT SURVEY AND MAPPING

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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SOURCE: FDOT SURVEY AND MAPPING

2006 HISTORICAL AERIAL PHOTOGRAPH

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			TIERRA PROJECT NO.: 6511-12-122A			PINELLAS	424501-1-22-01		G-32

SOURCE: FDOT SURVEY AND MAPPING

2006 HISTORICAL AERIAL PHOTOGRAPH

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SOURCE: FDOT SURVEY AND MAPPING

2006 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
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SOURCE: FDOT SURVEY AND MAPPING

2006 HISTORICAL AERIAL PHOTOGRAPH

REVISIONS				TIERRA, INC. 7351 TEMPLE TERRACE HIGHWAY TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-275 (SR 93) FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH	SHEET NO.
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SOURCE: FDOT SURVEY AND MAPPING

2006 HISTORICAL AERIAL PHOTOGRAPH

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Appendix H.
Site Photographs

PHOTO 1: Site No. 1 – 7-11# 30053, Located at intersection of 54th Avenue South and 34th Street South View to the northwest.

PHOTO 2: Site No. 2 – Sunoco #0613-4415, Located at 5100 34th Street South. View to the north.

PHOTO 3: Site No. 3 – Former Sixty Minute Cleaners (Church of God), Located at 3320 22nd Avenue South. View to the southwest.

PHOTO 4: Site No. 4 – Former CSX (Argos Ready Mix), Located at 1020 31st Street South. View to the southeast.

PHOTO 5: Site No. 5 – Angelo's Recycling
Located at 855 28th Street South. View to the west.

PHOTO 6: Site No. 6 – 1839 Professional Building
Located at 1839 Central Avenue. View to the north.

PHOTO 7: Site No. 7 – Former ACC Recycling (Waste Services of Florida)
Located at 1190 20th Street North. View to the south.

PHOTO 8: Site No. 8 – CSX Railroad crossing
Located 600 feet north of 13th Avenue North. View to the northwest.

PHOTO 9: Site No. 9 – Former Suttle Service Center
Located at 5001 Haines Road North. View to the northeast.

PHOTO 10: Site No. 10 – Landhill, Inc
Located east of I-275 and west of 18th Street. View to the west

PHOTO 11: Site No. 11 – Toy Town Landfill
Located south and east of I-275 and Roosevelt Boulevard and west of 18th Street.
View to the northwest

PHOTO 12: Site No. 12 – Bridgeway Acres Landfill
Located at 10901 28th Street North. View to the south

PHOTO 13: Site No. 13 – Equifax, Inc. (Former Honeywell)
Located at 11601 Roosevelt Boulevard. View to the south.

PHOTO 14: Site No. 14 – GBS Real Estate (Former Sensormatic)
Located at 1615 118th Avenue North. View to the north

PHOTO 15: Site No. 15 – Shell Tanker Accident Site
Located at southbound entrance ramp from I-275 to Gandy Blvd. View to the north

Appendix I.
ETDM Summary Report

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

ETDM Summary Report

Project #12556 - I-275 from South of 54th Avenue S. to North of 4th Street N.

Programming Screen - Published on 07/26/2013

Printed on: 3/11/2015

Table of Contents

Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#12556 I-275 from South of 54th Avenue S. to North of 4th Street N.

District: District 7
County: Pinellas
Planning Organization: FDOT District 7
Plan ID: 12556
Phase: Programming Screen
From: South of 54th Avenue South
To: North of 4th Street North
Financial Management No.: 42450112201
Federal Involvement: Maintain Federal Eligibility Federal Permit Federal Action Federal Funding

Contact Information: Kirk Bogen (813) 975-6448 kirk.bogen@dot.state.fl.us
Project Web Site: https://www.pinellascounty.org/mpo/
Snapshot Data From: Project Re-Published 7/26/2013
Issues and Categories are reflective of what was in place at the time of the screening event.

	Social and Economic							Cultural			Natural					Physical					
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #2 From: South of 54th Avenue South To: North of 4th Street North *Re-Published: 07/26/2013 Reviewed from 04/04/2013 to 05/19/2013)*	1	3	2	0	2	1	1	3	3	3	3	3	3	2	2	3	2	3	2	2	3

Purpose and Need

Purpose and Need

Purpose and Need Statement

The purpose of the project is to provide lane continuity, maximize the corridor's capacity, and improve the overall safety and operating conditions of the facility within the project limits.

Need

A capacity improvement is needed along I-275 from south of 54th Avenue South to north of 4th Street North in order to relieve a current capacity deficiency between 22nd Avenue North and Gandy Boulevard; to ameliorate projected future capacity deficiencies; to accommodate projected population and employment growth; to improve lane continuity; and because the crash rates along this segment of I-275 are higher than the statewide average crash rates. Each of these factors is discussed in more detail below.

Project Status

FDOT District 7 Planning conducted the Interstate 275 (SR 93) Lane Continuity Study which was completed in October 2008. The purpose of the Study was to evaluate and develop operational improvements in lane continuity on I-275 from the Skyway Bridge North Toll Plaza to Gandy Boulevard in Pinellas County. Also, the Study was to document existing and future operational and safety conditions within the corridor and to recommend possible improvements to alleviate any existing deficiencies. The Study addressed both short term traffic operational type improvements and longer term major geometric improvements. As a long range improvement, the Study recommended adding a lane to I-275 in each direction from the 54th Avenue South interchange area to Gandy Boulevard. According to the Study, the estimated cost for improvements is $317 million and will be implemented using Strategic Intermodal System (SIS) funds. This estimate includes Design, Construction, Construction Engineering Inspection (CEI) and 25% Project Unknowns. The current PD&E study will evaluate two alternatives, the addition of one lane in each direction and the addition of managed lanes, and will represent an extension of the studys northern limit from Gandy Boulevard to north of 4th Street North.

Plan Consistency

The addition of special use/managed lanes is included in the FDOT's Approved SIS Highway Component 2035 Cost Feasible Plan, dated December 2009, which indicates PD&E and PE ($5,350,000 and $9,416,000 respectively) are slated for funding eligibility in 2025. The Pinellas Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP) was adopted on December 9, 2009, and amended April 11, 2012. The I-275 PD&E Study from Sunshine Skyway Bridge to SR 694 (Gandy Blvd.) is included in the MPO's list of 2021 - 2025 Cost Feasible Roadway Projects (Table 56. Committed, Cost Feasible and Policy Plan Roadway Project of the LRTP). Project limits, phasing and funding is consistent with FDOT's SIS 2035 Cost Feasible Plan mentioned above. This project is also consistent with the Transportation Element of the Pinellas County Comprehensive Plan adopted March 18, 2008. This project is being conducted in order to be consistent with other managed lane studies being conducted along I-275 and other interstates within the Tampa Bay region. The project is not listed in the 2035 LRTP for right of way or construction. The FDOT will coordinate with Pinellas County MPO to include this project in the Cost Feasible LRTP.

As an FIHS/SIS facility and part of the regional roadway network, I-275 is included in the Regional 2035 Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC) and adopted in January 2010.

Lane Continuity

Currently, I-275 from south of 54th Avenue South to 4th Street North has one continuous lane in the northbound direction and no continuous lanes in the southbound direction. The proposed lane additions to I-275 is anticipated to provide three continuous lanes in the northbound direction and two continuous lanes in southbound direction between 54th Avenue South and 4th Street North; thereby potentially improving the safety of motorists by reducing driving decisions for lane changes.

Regional Connectivity

I-275 is a north-south interstate highway that is a major trade and tourism corridor and provides a loop for I-75 through urbanized areas of the Tampa-St. Petersburg area. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

I-275 connects with multiple other SIS facilities, including Interstate 4 and Interstate 75. Preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

Safety/Crash Rates

Crash data from the Florida Department of Highway Safety and Motor Vehicles indicated there were 2,431 crashes recorded in the project limits during the five year period of 2006 through 2010. There were a total of 1,487 injuries and 23 fatalities. The crash rates were higher than the average statewide crash rate for urban interstates around certain interchanges within the project limits, and along mainline sections between 22nd Avenue and 54th Avenue North. The crash data for the five year period of 2006 through 2010 is presented in **Table A**.

Safety within the project limits will be enhanced due to the additional capacity that will be provided by the additional lanes on I-275. Roadway congestion will be reduced, thereby decreasing potential conflict with other vehicles.

Emergency Evacuation

I-275 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network.

Future Population and Employment Growth in Corridor

The 2006 permanent population of Pinellas County, according to the Pinellas County MPO's 2035 Long Range Transportation Plan (LRTP), adopted on December 9, 2009 was 944,605 and was anticipated to increase by 12% to 1,060,260 by 2035. This reflected an average annual increase of 3,988 persons, or about 0.4 percent per year from the 2006 estimate. The University of Floridas Bureau of Economic and Business Research estimated the April 1, 2011, population of Pinellas County as 918,496, and projects the 2035 population to be between 746,400 (this is the low projection, which represents a decrease of 19% from the 2011 population) to 1,074,100 (the high projection, which is an increase of 17%).
Based on the Pinellas County MPOs 2035 LRTP, employment in 2006 was 565,400 and is projected to be 671,000 in 2035, an increase of 18.7%. This reflects an average annual increase of 3,641 employees, or about 0.6 percent per year from the 2006 estimate. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.
Due to the fact that Pinellas County is so densely populated, and there are very few large areas of developable land remaining, large scale development projects cannot be easily accommodated. Much of the future growth in the County will be provided by aggressive redevelopment programs and infill potential. Pinellas County has a healthy and diverse economic base which includes a concentration in the manufacturing industry. I-275 is an important link for travelers in the Tampa Bay area as it provides regional accessibility to area tourist and recreational destinations, major employment/activity centers, and is a popular and convenient route for commuters and other work-related travel both north and south of the area. Normal traffic growth associated with increasing population in the Tampa Bay region, as well as traffic growth from increased development activity in downtown St. Petersburg further reinforce the need for improvements in the I-275 corridor.

Current and Future Traffic

In 2010, I-275 from south of 54th Avenue South to 4th Street North in Pinellas County carried 50,500 - 151,500 Average Annual Daily Traffic (AADT) with 5% of the traffic being trucks. By 2035, I-275 within these limits is projected to reach volumes of approximately 93,200 - 214,300 AADT. The existing volume ranges on I-275 (2010 AADT) within the limits stated above were taken directly from the 2010 Florida Traffic Information (FTI) DVD, which was developed by the FDOT Transportation Statistics Office. The future year (2035) projections within the same limits were derived from the current Tampa Bay Regional Planning Model (TBRPM), utilizing a 0.95 MOCF on TBRPM Volumes. The truck percentage of 5% was derived by taking an average of truck percentages from all of the count stations along the corridor. Based on the Generalized Annual Average Daily Volumes for a six-lane freeway from the FDOT 2009 Quality/Level of Service (LOS) Handbook, the existing LOS is "D" or better, with the segment between 22nd Avenue North and Gandy Boulevard operating at an unacceptable LOS, currently LOS F. Without the proposed improvement, the operating conditions will continue to deteriorate and will operate at LOS "F". The accepted LOS standard for I-275 in this area is "D". The 2010 and 2035 AADT and LOS information is presented in **Table B**.

Multi-Modal Service

Existing transit service in Pinellas County within the project limits is operated by Pinellas Suncoast Transit Authority (PSTA). A review of the Geographic Information System analysis data from the ETDM Planning Screen indicates that there are 20 bus transit routes located within the 500-foot buffer distance. One bus route (300X) runs along I-275 from Hillsborough County and exits at Dr. Martin Luther King Jr. Blvd. Future transit service within and/or adjacent to the project limits is planned as defined in the Pinellas County MPO's 2035 Long Range Transportation Plan, the PSTA Transit Development Plan (FY2011 FY2020), and the Pinellas County Alternative Analysis. In addition to these plans, the Howard Frankland Bridge PD&E and Regional Transit Corridor Evaluation Study is considering a Managed Lanes Alternative that would connect to the project limits.

Access to Intermodal Facilities and Freight Activity Centers

The Pinellas County MPO - Goods Movement Study, December 2008, identifies the interstate system represented by I-275, I-175 and I-375 as a regional freight mobility corridor and indicates that it is essential to maintain adequate capacity and efficient operations within these corridors.
I-275 is part of the highway network that provides access to regional intermodal facilities/freight activity centers such as the Dome Industrial Center, South Central CSXT Corridor, Saint Petersburg Seaport, Port of Tampa, Gateway Triangle, Tampa International Airport and Saint Petersburg-Clearwater International Airport. Improvements to I-275 within the project limits will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

Purpose and Need Reviews

FL Department of Economic Opportunity

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/24/2013	Jeannette Hallock-Solomon (jeannette.hallock-solomon@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	05/17/2013	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgement	Date Reviewed	Reviewer	Comments

Understood	05/09/2013	Alyssa McManus (ammcmanus@dos.state.fl.us)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	05/10/2013	Bonita Gorham (bonita.gorham@myfwc.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgement	Date Reviewed	Reviewer	Comments
Accepted	05/17/2013	Linda Anderson (linda.anderson@dot.gov)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	05/13/2013	David Rydene (David.Rydene@noaa.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/09/2013	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	05/06/2013	Garett Lips (Garett.G.Lips@usace.army.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/23/2013	Madolyn Sanchez (sanchez.madolyn@epa.gov)	No Purpose and Need comments found.

US Fish and Wildlife Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/23/2013	Jane Monaghan (Jane_Monaghan@fws.gov)	No Purpose and Need comments found.

Project Description Data

Project Description

Project Description Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the need for capacity and operational improvements along I-275 from south of 54th Avenue South to north of 4th Street North in Pinellas County. A capacity project is proposed to improve the operation of I-275. The project length is approximately 16.3 miles. I-275, as it currently exists, is a limited access urban interstate highway with a four-lane divided typical section to the south of 54th Avenue South. Between 54th Avenue South and north of 4th Street North, I-275 fluctuates between four and ten lanes, but is typically a six-lane divided limited access urban interstate highway. The existing roadway has 12-foot lanes, 12-foot inside and outside shoulders (10-foot paved) and generally open drainage with a median width that varies from 40 to 65 feet. This PD&E study will evaluate ways to improve capacity, lane continuity and safety along I-275. The addition of general purpose travel lanes and interchange

improvements will be evaluated in order to improve lane continuity and address capacity needs within the corridor. The addition of managed lanes to improve capacity along the corridor and meet future traffic demands will also be evaluated. The addition of general purpose lanes, interchange improvements, and addition of managed lanes will be evaluated to increase safety along the I-275 corridor. To the maximum extent possible, roadway improvements will be constructed within the existing right of way. Additional right of way is anticipated only for offsite stormwater treatment facilities and interchange improvements.

A Planning Screen Summary Report was published for this project on March 22, 2011. Please note the limits of the Planning Screen were only from south of 54th Avenue South to Gandy Boulevard. The limits of this project were expanded to provide continuity with the managed lanes study being considered across the Howard Frankland Bridge.

Summary of Public Comments

From Planning Screen:
For the 2035 LRTP update, MPO staff has utilized a variety of tools to inform the public about the topics and issues addressed in the Plan. These include the MPO website, distribution of brochures and other printed materials, staff participation in public workshops addressing transportation issues, appearances on local radio and television stations, public speaking engagements and LRTP and related exhibits set up at local public events and festivals.

The attached PDF titled "PinellasPublicOutreach" includes survey results from 2008 and 2009, including questions on the proposed I-275 project. Additionally, a list of public involvement activities the MPO has been involved with is included.

Programming Screen:
No current public comments to date. A Public Involvement Plan will be produced in PD&E and a Public Hearing will be held to gather public input.

Planning Consistency Status

Planning Consistency Status	
Are the limits consistent with the plans?	Yes

Federal Consistency Determination

Date: 05/22/2013
Determination: CONSISTENT with Coastal Zone Management Program.

Lead Agency

Federal Highway Administration

Participating and Cooperating Agencies

No Cooperating Agencies have been identified.
No Participating Agencies have been identified.

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	04/13/2011
US Forest Service	There are no USFS resources in the area	10/19/2009
US Coast Guard	The are no navigable waterways	10/05/2010

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

Census Places Within 500 Feet

- Lealman
- Pinellas Park
- St. Petersburg

Alternative #2

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative was not named.	South of 54th Avenue South	North of 4th Street North	Widening	ETAT Review Complete	16.29 mi.	$332,000,000.00	Roadway	Y

Segment Description(s)

Location and Length

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Unnamed Segment	Unnamed Segment	South of 54th Avenue South	North of 4th Street North	16.29			

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
Unnamed Segment	FDOT	In	URBAN: Principal Arterial - Interstate

Base Conditions

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment	2010	151500	6	Lanes Freeway

Interim Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment				

Needs Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment	2035	214300	8	Lanes Freeway

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment	2035			

Funding Sources

Segment No.	FEDERAL	Unknown
$332,000,000.00		

Project Effects Overview for Alternative #2

Issue	Degree of Effect	Organization	Date Reviewed
Social and Economic			
Land Use Changes	0 None	FL Department of Economic Opportunity	04/24/2013
Land Use Changes	1 Enhanced	FDOT District 7	05/01/2013
Social	3 Moderate	Federal Highway Administration	05/17/2013
Social	2 Minimal	FDOT District 7	05/01/2013
Social	3 Moderate	US Environmental Protection Agency	05/18/2013
Relocation Potential	2 Minimal	FDOT District 7	05/01/2013
Relocation Potential	2 Minimal	Federal Highway Administration	05/17/2013
Farmlands	0 None	Natural Resources Conservation Service	04/09/2013
Aesthetic Effects	2 Minimal	FDOT District 7	05/01/2013
Economic	0 None	FL Department of Economic Opportunity	04/24/2013

Economic	1 Enhanced	FDOT District 7	05/01/2013
Mobility	1 Enhanced	FDOT District 7	05/01/2013
Cultural			
Section 4(f) Potential	3 Moderate	Federal Highway Administration	05/17/2013
Historic and Archaeological Sites	3 Moderate	Seminole Tribe of Florida	05/09/2013
Historic and Archaeological Sites	2 Minimal	Southwest Florida Water Management District	05/17/2013
Historic and Archaeological Sites	3 Moderate	Federal Highway Administration	05/17/2013
Historic and Archaeological Sites	3 Moderate	FL Department of State	05/09/2013
Recreation Areas	3 Moderate	Federal Highway Administration	05/17/2013
Recreation Areas	3 Moderate	FL Department of Environmental Protection	05/17/2013
Recreation Areas	2 Minimal	Southwest Florida Water Management District	05/17/2013
Recreation Areas	2 Minimal	US Environmental Protection Agency	05/17/2013
Natural			
Wetlands	2 Minimal	US Fish and Wildlife Service	05/15/2013
Wetlands	3 Moderate	Southwest Florida Water Management District	05/17/2013
Wetlands	2 Minimal	National Marine Fisheries Service	05/13/2013
Wetlands	3 Moderate	US Environmental Protection Agency	05/18/2013
Wetlands	3 Moderate	FL Department of Environmental Protection	05/17/2013
Wetlands	3 Moderate	US Army Corps of Engineers	05/06/2013
Water Quality and Quantity	3 Moderate	Southwest Florida Water Management District	05/17/2013
Water Quality and Quantity	3 Moderate	US Environmental Protection Agency	05/18/2013
Water Quality and Quantity	3 Moderate	FL Department of Environmental Protection	05/17/2013
Floodplains	3 Moderate	US Environmental Protection Agency	05/17/2013
Floodplains	3 Moderate	Southwest Florida Water Management District	05/17/2013
Wildlife and Habitat	2 Minimal	Southwest Florida Water Management District	05/17/2013
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	05/10/2013
Wildlife and Habitat	2 Minimal	US Fish and Wildlife Service	05/15/2013
Coastal and Marine	2 Minimal	Southwest Florida Water Management District	05/17/2013
Coastal and Marine	2 Minimal	National Marine Fisheries Service	05/13/2013
Physical			
Noise	3 Moderate	Federal Highway Administration	05/17/2013
Air Quality	2 Minimal	US Environmental Protection Agency	05/07/2013

Contamination	3 Moderate	Southwest Florida Water Management District	05/17/2013
Contamination	3 Moderate	US Environmental Protection Agency	05/17/2013
Contamination	3 Moderate	FL Department of Environmental Protection	05/17/2013
Infrastructure	2 Minimal	Southwest Florida Water Management District	05/17/2013
Navigation	2 Minimal	US Army Corps of Engineers	05/06/2013

Special Designations

Special Designations	3 Moderate	US Environmental Protection Agency	05/18/2013
Special Designations	3 Moderate	Southwest Florida Water Management District	07/10/2013
Special Designations	3 Moderate	FL Department of Environmental Protection	05/17/2013

ETAT Reviews and Coordinator Summary: Social and Economic

Land Use Changes

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 07/15/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and Florida Department of Economic Opportunity (DEO) and recommends a Degree of Effect of Enhanced.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified transportation, high density residential, commercial and services, and utilities as the four major existing land uses within the 500-foot buffer distance. The Pinellas Planning Council Countywide Future Land Use Plan (amended Oct. 16, 2012) identified planned redevelopment mixed-use, industrial, transportation/utility, medium residential, recreation/open space, and preservation as the future land uses along the project corridor.

The FDOT recommended a Degree of Effect of Enhanced because this project supports the future land use designations by providing access and connectivity to the areas that are designated as residential, neighborhood activity centers, employment centers, and commercial areas. The project is anticipated to accommodate increased travel demand resulting from area population and employment growth. The FDOT CLC recommends coordination with the County in Project Development to make sure the project is consistent with the LRTP and Comprehensive Plans.

The DEO stated the proposed project is compatible with both local governments' development plans and comprehensive plans. FDOT should reach out to local homeowners associations along the proposed project during the PD&E phase. The proposed project is on the Countys and Citys Future Transportation Map. The following land use categories surround the project: Pinellas County- preservation, recreation/open space, residential low, residential urban, commercial general, and institutional. St. Petersburg- mixed-use, preservation, transportation/utility, residential low, residential medium, institutional, commercial, activity center, residential urban, recreation/open space, residential/office general, and residential. The proposed projects impacts may affect the Sawgrass Lake Park. If the proposed project moves forward, the impacts to this potential 4(f) resource should be analyzed. Parts of the project are in the Coastal High Hazard Area, however, since this proposed project (I-275) is on a Hurricane Evacuation Route, DEO recommends the project is compatible with the local governments comprehensive plans. The project is not near a military base and is not in an area of critical state concern.

The FDOT will evaluate potential land use changes during the PD&E study.

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

Degree of Effect: 0 *None* assigned 04/24/2013 by Jeannette Hallock-Solomon, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The following comprehensive plans were used in this review:

Pinellas County- Pinellas County Comprehensive Plan, amended March 27, 2012

City of St. Petersburg- City of St. Petersburg Comprehensive Plan, Revised June 2, 2011

Comments on Effects to Resources:

The proposed project is compatible with both local governments' development plans and comprehensive plans. Pinellas County did comment that FDOT should reach out to local homeowners associations along the proposed project during the PD&E phase.

Future Transportation Map
Pinellas County and the City of St. Petersburg- Yes, the proposed project is on the County s and City s Future Transportation Map.

Future Land Use Map Categories

The following land use categories surround the project:
Pinellas County: The Future Land Use Map categories that surround the proposed project include: preservation, recreation/open space, residential low, residential urban, commercial general, and institutional.

St. Petersburg: The Future Land Use Map categories that surround the proposed project include: mixed-use, preservation, transportation/utility, residential low, residential medium, institutional, commercial, activity center, residential urban, recreation/open space, residential/office general, and residential.

Local Park
The proposed project s impacts may affect the Sawgrass Lake Park. If the proposed project moves forward, the impacts to this potential 4(f) resource should be analyzed.

Coastal High Hazard Area
Parts of the project are in the Coastal High Hazard Area, however, since this proposed project (I-275) is on a Hurricane Evacuation Route, DEO recommends the project is compatible with the local governments comprehensive plans.

Miscellaneous
The proposed project is not near a military base and is not in an Area of Critical State Concern.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 1 *Enhanced* assigned 05/01/2013 by Wendy Lasher, FDOT District 7

Coordination Document: No Involvement

Direct Effects
Identified Resources and Level of Importance:
Identified Resources:
Pinellas County Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP)
City of St. Petersburg 2020 Future Land Use Map

100-foot Project Buffer Area
Gateway Areawide Development of Regional Impact (DRI)
Calais Village Planned Unit Development (PUD)
Chateaux Versailles PUD

200-foot Project Buffer Area
Gateway Centre DRI

500-foot Project Buffer Area
North Lake Village DRI
Barkwood Square PUD
Fairview Estates PUD

Comments on Effects to Resources:
Comments on Effects to Resources:
Existing Land Uses within the 200-foot project buffer area include:

Description Acres Percentage
Transportation 590.3 76.85%
Residential High Density 40.8 5.31%
Utilities 27.8 3.62%
Commercial and Services 19.9 2.59%
Open Land 15.4 2.01%
Industrial 14.7 1.91%
Mangrove Swamps 13.8 1.80%

Bays and Estuaries 11.5 1.5%
Hardwood Conifer Mixed, Saltwater Marshes, Institutional, Wet Prairies, Recreational, and Wetland Forested Mixed are the majority of the remaining land uses.
Source: 2009 SWFWMD Florida Land Use and Land Cover

The City of St. Petersburg 2020 Future Land Use Map from the Future Land Use Element dated September 2010 shows future land use including Commercial, Mixed Use, and Residential Planned Redevelopment, Transportation/Utility, Recreation/Open Space,

Preservation, Residential Medium, Industrial General, Institutional, Activity Center, Central Business District, and Community Redevelopment District Special Designations, Residential Urban, Residential/Office General, Residential Medium, and Industrial Limited.

The addition of managed lanes/express lanes is included in the FDOT's Approved Strategic Intermodal System (SIS) Highway Component 2035 Cost Feasible Plan, dated December 2009, which indicates PD&E and PE ($5,350,000 and $9,416,000 respectively) are slated for funding eligibility in 2025. The Pinellas MPO's 2035 LRTP was adopted on December 9, 2009, and amended April 11, 2012. The I-275 PD&E Study from Sunshine Skyway Bridge to SR 694 (Gandy Boulevard) is included in the MPO's list of 2021 - 2025 Cost Feasible Roadway Projects (Table 56. Committed, Cost Feasible and Policy Plan Roadway Projects of the LRTP). Project limits, phasing and funding is consistent with FDOT's SIS 2035 Cost Feasible Plan mentioned above. This project is also consistent with the Transportation Element of the Pinellas County Comprehensive Plan adopted March 18, 2008. This project is being conducted in order to be consistent with other managed lane studies being conducted along I-275 and other interstates within the Tampa Bay region. The project is not listed in the 2035 LRTP for right of way or construction. The FDOT will coordinate with Pinellas County MPO to include this project in the Cost Feasible LRTP.

As a Florida Intrastate Highway System/SIS facility and part of the regional roadway network, I-275 is included in the Regional 2035 Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee and adopted in January 2010.

A Degree of Effect of Enhanced was selected because this project supports the future land use designations by providing access and connectivity to the areas that are designated as residential, neighborhood activity centers, employment centers, and commercial areas. The project is anticipated to accommodate increased travel demand resulting from area population and employment growth.

Additional Comments (optional):

CLC Commitments and Recommendations:

Social

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

Comments:
The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC), the US Environmental Protection Agency (USEPA), and the Federal Highway Administration (FHWA), and recommends a Degree of Effect of Moderate.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified several Census Blockgroups that have a median family income below $25,000 and several Census Blockgroups that have a minority population over 40% within the 500-foot buffer distance. The EST GIS also identified one Front Porch Community within the 100-foot buffer distance, one assisted housing center and two social service facilities within the 200-foot buffer distance, and two community centers, two cultural centers, four additional social service facilities, eight religious centers, and two Mobile Home and RV Parks within the 500-foot buffer distance.

The FDOT CLC stated impacts to social cohesion and community character are anticipated to be minimal since the I-275 corridor already exists and no splitting of neighborhoods or isolated areas is expected to occur as a result of this project and the project will be constructed primarily within the right-of-way. The facility will improve accessibility to residential, employment, and other regional activity centers and tourist destinations in Pinellas County and eastward to the Tampa metropolitan area. Based on 2010 American Community Survey data, written translation obligations under safe harbor are not expected for this project since the eligible Limited English Proficiency (LEP) language group is 3.02% and does not meet/exceed the threshold (constitute 5 percent or 1,000 persons or more in a project area speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4). There are numerous low income, LEP language groups and minority populations that need to be considered and included in the public involvement process. The FDOT CLC recommends the project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers.

The USEPA state that the proposed project is expected to result in moderate involvement with social resources. The social impacts listed above must be considered during the PD&E study. In addition, a noise analysis study should be conducted if the project is expected to impact any sensitive receptors. It is recommended that public involvement be a key component of project development. The PD&E study should include a sociocultural effects analysis study which considers all potential social issues and facilities that may be affected by the project. Impact to residents and the local and business community should be avoided or minimized to the best extent practicable.

The FHWA stated that the southern two-thirds of the APE is heavily developed. Also, 45 acres of St. Petersburg Enterprise Zone, median family incomes ranging from $16,250 to $88,625, many families living under the poverty level and receiving public income, the minority population exceeding 40% in 50-100% of the census blocks overlapping this buffer, two mobile home or RV parks are within the 500-foot buffer. Federal law prohibits the disproportionate impacting of individuals of low income or minority status by federally funded transportation projects. The factors cited above suggest that the population living along the APE may be of low income or minority status, and that there may be environmental justice issues. A socio-cultural effects analysis needs to be done for this project.

A Public Involvement Plan will be produced as part of the PD&E study. The FDOT will conduct public outreach to residents and businesses in the area to solicit input. If needed the public involvement efforts will include information in Spanish and consider populations that are possibly illiterate. An Environmental Justice analysis including LEP will also be further analyzed in Project Development.

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Linda Anderson, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

The southern two-thirds of the APE is heavily developed. Within the 500' buffer is found:

1.450 acres of St. Petersberg Enterprise Zone.
2. Median family incomes ranging from $16,250 to $88,625.
3. Depending on the location, many families living under the poverty level and receiving public income.
4. The minority population exceeding 40% in 50-100% of the census blocks overlapping this buffer.
5. 2 mobile home or RV parks.

Comments on Effects to Resources:

Federal law prohibits the disproportionate impacting of individuals of low income or minority status by Federally funded transportation projects. The factors cited in Direct Effects above suggest that the population living along the APE may be of low income or minority status, and that there may be environmental justice issues.

A socio-cultural effects analysis needs to be done for this project.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/01/2013 by Wendy Lasher, FDOT District 7

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Identified Resources:

100-foot Project Buffer Area
Gateway Areawide Development of Regional Impact (DRI)
Pinellas Trail
Greater South Central Neighborhood Front Porch Community
Kenwood Historic District
Office of Greenways and Trails (OGT) Low Multi-Use Trail Priorities (1)
OGT Medium Multi-Use Trail Priorities (2)
OGT Medium Paddling Trail Priorities (1)
Calais Village Planned Unit Development (PUD)
Chateaux Versailles PUD

200-foot Project Buffer Area
Gateway Centre DRI
Jordan Park Assisted Housing
Country Learning Academy
Edward White Hospital Rehabilitation Institute
Headstart Jordan Park
World of Life Fellowship Church
Pinellas County Headstart
Sawgrass Lake Park
Weedon Island Preserve
Mount Moriah Church

Eckerd College

500-foot Project Buffer Area
North Lake Village DRI
Sawgrass Lake Park Trail
St. Petersburg Masonic Lodge Number 109
St. Petersburg WOTM 871
St. Petersburg Little Theatre
Dr. Carter G. Woodson African American History Museum
Maximo Community Playground
Palmetto Park
Pinellas Community Church
Church of God St. Petersburg
Soka Gokkai International USA
People of Christ Church
Jehovah's Witnesses Church
New Mt Sinai Missionary Baptist Church
New Pleasant Grove Baptist Church
New Faith Free Methodist Church
Norwood Secondary School
Imagine Charter School
Imagination Station Kingz Care
The Hurricane Stops Here
Farmers Retirement Center
Westcare Foundation Inc.
Wildwood Community Center
Yes I Can Christian Academy
Norwood Discipline
Assisted Living of Pinellas II
North Ridge MHP
Southernaire Mobile Home Resort
Barkwood Square PUD
Fairview Estates PUD
Boyd Hill Nature Park
Souls Harvest Fellowship
Second Chance Life Skills
Friendship Missionary Baptist Church
Suncoast Cathedral First Assembly
Wheeler Temple Church of God
Order of Sons of Italy in America
Positive Impact Worldwide

Comments on Effects to Resources:
Comments on Effects to Resources:

It should be noted that the Geographic Information System analysis indicates 25 Census Block Groups with a large group of households each with public assistance income, 27 Census Block Groups with a median family income less than $25,000, 30 Census Block Groups with a minority population greater than 40%, and a population that speaks English "Not Well" or "Not at All" within the 100-foot project buffer area.

The tables below present the demographic in the 500-foot project buffer area and for Pinellas County. According to the EST GIS analysis results, the racial and ethnic characteristics are slightly different in the project area than Pinellas County as a whole. The project area contains a higher percentage of the African-American and Other and a lower percentage White populations with the Hispanic ethnic group being the same.

There are some households that have fallen below poverty level within the past 12 months and/or have public assistance income.

Demographic/500-foot Buffer Area/ Pinellas County
White (Race)/ 68% / 82%
African-American (Race) / 22% / 10%
"Other"** (Race) / 7% / 5%
Hispanic (Ethnic Group) / 7.9% / 8%
Source: US Census Bureau (2010 US Census)
*"Other" includes Asian, Native American, Native Hawaiian & Other Pacific Islander Alone & Other Race.

Income/500-foot Buffer Area
Median Family Income / $19,779 - $88,625
Households in the past 12 months below poverty level / 3390
Households with Public Assistance Income / 612
Source: US Census Bureau (2010 ACS)

Minority Population Greater than 40%:

There are ninety census blocks with 4,827 people within the 500-foot buffer area that contain a minority population greater than 40%. These census blocks are located throughout the entire length of the project.

Limited English Proficiency (LEP) Accommodations:
Based on 2010 American Community Survey data, within the project area (500-foot buffer area) there are 1,334 people (2.44 percent) who speak English "not well" and 319 people (less than 1 percent) that speak English "not at all." Therefore, written translation obligations under "safe harbor" are not expected for this project since the eligible Limited English Proficiency (LEP) language group is 3.02% and does not meet/exceed the threshold (constitute 5 percent or 1,000 persons or more in a project area speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4).

Impacts to social cohesion and community character are anticipated to be minimal since the I-275 corridor already exists and no splitting of neighborhoods or isolated areas is expected to occur as a result of this project and the project will be constructed primarily within the right-of-way.. The facility will improve accessibility to residential, employment, and other regional activity centers and tourist destinations in Pinellas County and eastward to the Tampa metropolitan area. There are numerous low income, LEP language groups and minority populations that need to be considered and included in the public involvement process.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/18/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Social impacts such as residential populations, commuter populations, residential communities, minority or low-income populations, disadvantaged populations, archeological and historic areas or structures, etc.

Level of Importance: These resources are of a high level of importance. Impacts to these types of resources, both positive and negative, should be evaluated and documented in the PD&E phase of the project. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM#12556, I-275 from South of 54th Avenue S. to North of 4th Avenue N.).

Comments on Effects to Resources:

The preliminary environmental discussion comments state that the EST GIS analysis identified several Census Blockgroups that have a median family income below $25,000 and several Census Blockgroups that have a minority population over 40% within the 500-foot buffer distance. The EST GIS also identified one Front Porch Community within the 100-foot buffer distance, one assisted housing and two social service facilities within the 200-foot buffer distance, and two community centers, two cultural centers, four additional social service facilities, eight religious centers, and two Mobile Home and RV Parks within the 500-foot buffer distance. While additional right-of-way may be required depending on the typical section proposed, the project will be designed to avoid/minimize potential impacts to the community fabric/social cohesion to the greatest extent practicable. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The proposed project is expected to result in moderate involvement with social resources.

EPA provides the following social comments based upon its review of the project at the programming screen phase: The social impacts listed about must be considered during the PD&E study. In addition, a noise analysis study should be conducted if the project is expected to impact any sensitive receptors. It is recommended that public involvement be a key component of project development. A public involvement plan should be developed and implemented. The PD&E study should include a sociocultural effects analysis study which considers all potential social issues and facilities that may be affected by the project. Impact to residents and the local and business community should be avoided or minimized to the best extent practicable.

Additional Comments (optional):

CLC Commitments and Recommendations:

Relocation Potential

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/15/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA), and the FDOT

Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Minimal.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified transportation, high density residential, commercial and services, and utilities as the four major land uses within the 500-foot buffer distance.

The FHWA identified 0.09 acre of residential development within the 100-foot buffer. Forty-two acres of residential development and six schools were identified within the 200-foot buffer. Impacts from addition of lanes is likely minimal. Because location of interchange improvements and ponds is unknown, potential impact to residential and commercial establishments is unknown.

The FDOT CLC stated that residential, commercial, and business relocations are expected to be minimal since the majority of the project will use the existing ROW. The FDOT recommends relocation effects should be further analyzed as more detailed project information and ROW needs become available. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

Additional right-of-way is anticipated only for offsite stormwater treatment facilities and interchange improvements. The project will be designed, however, to avoid/minimize potential relocation impacts to the greatest extent practicable. Impacts to these land uses will be considered and alternatives will be developed to avoid or minimize relocations during project development. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

The FDOT will develop a Conceptual Stage Relocation Plan (CSRP) as part of the PD&E study provided that any potential right-of-way acquisition outcome results in relocation needs. The FDOT will conduct public outreach to residents and businesses in the corridor area to solicit input on the project.

Degree of Effect: 2 *Minimal* assigned 05/01/2013 by Wendy Lasher, FDOT District 7

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:
Identified Resources:

100-foot Project Buffer Area
Residential Land Uses:
Residential High Density - 0.1 acres

Commercial and Services Land Use - 0.4 acres

200-foot Project Buffer Area
Residential Land Uses:
Residential Low Density - 1.0 acres
Residential High Density - 40.8 acres

Commercial and Services Land Use - 19.9 acres

500-foot Project Buffer Area
Residential Land Uses:
Residential Low Density - 16.1 acres
Residential High Density - 368.9 acres

Commercial and Services Land Use - 133.4 acres

Comments on Effects to Resources:
Comments on Effects to Resources:
Existing Land Uses within the 200-foot project buffer area include:

Description Acres Percentage
Transportation 590.3 76.85%
Residential High Density 40.8 5.31%
Utilities 27.8 3.62%
Commercial and Services 19.9 2.59%
Open Land 15.4 2.01%
Industrial 14.7 1.91%
Mangrove Swamps 13.8 1.80%
Bays and Estuaries 11.5 1.5%
Hardwood Conifer Mixed, Saltwater Marshes, Institutional, Wet Prairies, Recreational, and Wetland Forested Mixed are the majority of the remaining land uses.
Source: 2009 SWFWMD Florida Land Use and Land Cover

The project is an interstate corridor and will utilize the existing right-of-way (ROW), but additional ROW is anticipated for off-site ponds.

A Degree of Effect of Minimal has been assigned because residential, commercial, and business relocations are expected to be minimal since the majority of the project will use the existing ROW.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/17/2013 by Linda Anderson, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Within 100' buffer:

Per SWFWMD Residential Areas 2009, .09 acres residential development, but probably more by 2013.

Within 200' buffer:

1. Per SWFWMD Residential Areas 2009, 42 acresresidential development
2. 6 schools

Comments on Effects to Resources:

Impacts from addition of lanes is likely minimal. Because location of interchange improvements and ponds is unknown, so is their impact to residential and commercial establishments.

Additional Comments (optional):

CLC Commitments and Recommendations:

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 07/15/2013 by FDOT District 7

Comments:

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified no prime or unique farmlands within the 5,280-foot buffer distance.

The USDA-NRCS indicated there are no Prime, Unique, or locally Important Farmland soils within any buffer widths within the project area, and therefore, no degree of effect to agricultural resources.

The project is located in an urbanized area with mostly commercial and residential land uses adjacent to the project corridor. No impacts to farmlands are anticipated.

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

Degree of Effect: 0 *None* assigned 04/09/2013 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

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

Comments on Effects to Resources:
Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using existing 2009 SWWMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

Additional Comments (optional):

CLC Commitments and Recommendations:

Aesthetic Effects

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/15/2013 by FDOT District 7

Comments:
The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Minimal.

The EST GIS data identified the St. Petersburg Enterprise Zone, one noise barrier, and one residential area. There are 18 residential areas and 20 residential areas within the 200-foot and 500-foot buffers, respectively.

The FDOT CLC stated the project will utilize the existing ROW, but additional ROW is anticipated for offsite ponds. Within the 500-foot project buffer area the existing land use is primarily transportation (39%) and residential (20%), with commercial and services (7%), utilities (6%), bays and estuaries (5%) and industrial (5%). Residential areas may be affected by traffic noise. The FDOT will consider incorporating aesthetic enhancements such as landscaping or bridge embellishments, into the project plans. The FDOT will also conduct public outreach to solicit opinions and preferences from residents and businesses on potential project effects and general design concepts related to aesthetics.

The FDOT will evaluate potential aesthetic impacts as part of the PD&E study. The FDOT will consider incorporating aesthetic enhancements. A traffic noise evaluation will also be conducted as part of the PD&E study that will assess potential noise barriers along the corridor.

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

Degree of Effect: 2 *Minimal* assigned 05/01/2013 by Wendy Lasher, FDOT District 7

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:
Identified Resources:

100-foot Project Buffer Area
St. Petersburg Enterprise Zone
Noise Barrier (1)
Residential Area (1)

200-foot Project Buffer Area
Residential Areas (18)

200-foot Project Buffer Area
Residential Areas (20)

Comments on Effects to Resources:
Comments on Effects to Resources:

The project corridor is an interstate corridor and will utilize the existing right-of-way (ROW), but additional ROW is anticipated for off site ponds. Within the 500-foot project buffer area the existing land use is primarily transportation (39%) and residential (20%), with commercial and services (7%), utilities (6%), bays and estuaries (5%) and industrial (5%) land uses completing the majority of the classifications present.

Existing Residential Land Uses within the 500-foot Project Buffer Area (source: 2009 SWFWMD Florida Land Use and Land Cover):

Description Acres Percent
Transportation 749.9 39.33%

Residential High Density 368.9 19.35%
Residential Low Density 16.1 0.84%

Residential Total 385.0 20.19%

Commercial and Services 133.40 6.99%
Utilities 115.80 6.07%
Bays and Estuaries 98.50 5.17%
Industrial 91.40 4.79%

Residential areas in the project area may be affected by traffic noise.

A Degree of Effect of Minimal has been assigned because there are no established aesthetic features in the project area.

Additional Comments (optional):

CLC Commitments and Recommendations:

Economic

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 07/15/2013 by FDOT District 7

Comments:
The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and Florida Department of Economic Opportunity (DEO) and recommends a Degree of Effect of Enhanced.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified several Census Blockgroups that have a median family income below $25,000 and several Census Blockgroups that have a minority population over 40% within the 500-foot buffer distance. One Enterprise Zone, one Development of Regional Impact (DRI) and two Planned Unit Developments (PUDs) are located within the 100-foot buffer distance, one additional DRI is located within the 200-foot buffer distance, and one additional DRI and two additional PUDs are located within the 500-foot buffer distance.

The FDOT CLC stated that Gateway areawide development of regional impact (DRI), Calais Village planned unit development (PUD), Chateaux Versailles PUD, Greater South Central Neighborhood Front Porch Community, and St. Petersburg Enterprise zone were all identified within the 100-foot buffer. The 2006 permanent population of Pinellas County, according to the Pinellas County Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan (LRTP), was anticipated to increase by 12% to by 2035, an average annual increase of about 0.4 percent per year. The University of Florida's Bureau of Economic and Business Research estimated the April 1, 2011 population of Pinellas County as 918,496, and projects the 2035 population to be between 746,400 (this is the low projection) to 1,074,100 (the high projection). Based on the Pinellas County MPO's 2035 LRTP, employment from 2006 was projected to be increased by 18.7%, an average annual increase of about 0.6 percent per year. The project is expected to enhance economic activity within Pinellas County and support the future land uses identified. The FDOT CLC recommends during project development, the FDOT will conduct public outreach to solicit community opinions and preferences, including the transportation disadvantaged population, regarding this project.

The DEO states that the proposed project is not in a Rural Area of Critical Economic Concern. The project has the potential to attract new development and generate jobs since it will relieve roadway congestion. Also the projects will make the facility safer, encouraging more people to be comfortable traveling the corridor, thus allowing for more customers to come to the area.

During Project Development, the FDOT will conduct public outreach to solicit community opinions and preferences, including the transportation disadvantaged population regarding this project.

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

Degree of Effect: 0 *None* assigned 04/24/2013 by Jeannette Hallock-Solomon, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:
The following comprehensive plans were used in this review:
Pinellas County- Pinellas County Comprehensive Plan, amended March 27, 2012
City of St. Petersburg- City of St. Petersburg Comprehensive Plan, Revised June 2, 2011

Comments on Effects to Resources:

The proposed project is not in a Rural Area of Critical Economic Concern.

The proposed project has the potential to attract new development and generate jobs because the project will relieve congestion. Also, the proposed project will make the facility safer, which will allow people to feel more comfortable to travel the corridor. I-275 runs through the middle of St. Petersburg, which is an urban area, so the additional capacity will allow for more customers to come to the City.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 1 *Enhanced* assigned 05/01/2013 by Wendy Lasher, FDOT District 7

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:
Identified Resources:

100-foot Project Buffer Area
Gateway Areawide Development of Regional Impact (DRI)
Calais Village Planned Unit Development (PUD)
Chateaux Versailles PUD
Greater South Central Neighborhood Front Porch Community
St. Petersburg Enterprise Zone

Comments on Effects to Resources:
Comments on Effects to Resources:

The 2006 permanent population of Pinellas County, according to the Pinellas County Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan (LRTP), adopted on December 9, 2009 was 944,605 and was anticipated to increase by 12% to 1,060,260 by 2035. This reflected an average annual increase of 3,988 persons, or about 0.4 percent per year from the 2006 estimate. The University of Florida's Bureau of Economic and Business Research estimated the April 1, 2011 population of Pinellas County as 918,496, and projects the 2035 population to be between 746,400 (this is the low projection, which represents a decrease of 19% from the 2011 population) to 1,074,100 (the high projection, which is an increase of 17%).

Based on the Pinellas County MPO's 2035 LRTP, employment in 2006 was 565,400 and is projected to be 671,000 in 2035, an increase of 18.7%. This reflects an average annual increase of 3,641 employees, or about 0.6 percent per year from the 2006 estimate. These socioeconomic projections are used in the Tampa Bay Regional Planning Model to estimate travel demand in the future.

Due to the fact that Pinellas County is so densely populated, and there are very few large areas of developable land remaining, large scale development projects cannot be easily accommodated. Much of the future growth in the County will be provided by aggressive redevelopment programs and infill potential. Pinellas County has a healthy and diverse economic base which includes a concentration in the manufacturing industry. I-275 is an important link for travelers in the Tampa Bay area as it provides regional accessibility to area tourist and recreational destinations, major employment/activity centers, and is a popular and convenient route for commuters and other work-related travel both north and south of the area. Normal traffic growth associated with increasing population in the Tampa Bay region, as well as traffic growth from increased development activity in downtown St. Petersburg further reinforce the need for improvements in the I-275 corridor.

I-275 is a north-south interstate highway that is a major trade and tourism corridor and provides a loop for I-75 through urbanized areas of the Tampa-St. Petersburg area. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

I-275 connects with multiple other SIS facilities, including Interstate 4 and Interstate 75. Preserving the operational integrity and regional functionality of I -275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

The Geographic Information System analysis identified several populations, properties, and resources within the 100-foot project buffer area including Gateway Areawide DRI, Calais Village and Chateaux Versailles PUDs, and the Greater South Central Neighborhood Front Porch Community.

Overall, the project is expected to enhance economic activity within Pinellas County and support the future land uses identified.

Additional Comments (optional):

CLC Commitments and Recommendations:

Mobility

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 07/15/2013 by FDOT District 7

Comments:
The Florida Department of Transportation (FDOT) has reviewed comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Enhanced.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified several Bus Transit Routes, railroad, railroad siding, and one Transportation Disadvantaged Service Provider Area within the 100-foot buffer distance.

The FDOT CLC stated that improvements to I-275 will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region. I-275 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network. The St. Petersburg Enterprise Zone is within the project area with the southern limits of the enterprise zone along I-275 at 38th Avenue South and the northern limits at 22nd Avenue north. Improvements to I-275 will enhance access to the businesses and provide enhanced mobility to residents in this area. The project should not affect any of the various planned and existing recreational trails within the project area. If it is determined in Project Development that there are any potential impacts, the FDOT will coordinate with the overseeing resource agency. A Degree of Effect of Enhanced has been assigned because the proposed improvement would improve mobility to the area and region. The FDOT CLC recommends that coordination with PSTA occur during all project phases.

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

Degree of Effect: 1 *Enhanced* assigned 05/01/2013 by Wendy Lasher, FDOT District 7

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:
Identified Resources:
100-foot Project Buffer Area
St. Petersburg Enterprise Zone
Office of Greenways and Trails (OGT) Medium Ranking Paddling Trails Priorities (1)
OGT Low Ranking Multi-Use Trails Priorities (2)
OGT Medium Ranking Multi-Use Trails Priorities (3)
Existing Recreational Trails (1)
PSTA bus routes (22)
Railways (4)

500-foot Project Buffer Area
PSTA bus routes (24)
Railways (8)
Existing Recreational Trails (5)

Comments on Effects to Resources:

Comments on Effects to Resources:
Existing transit service in Pinellas County within the project limits is operated by Pinellas Suncoast Transit Authority (PSTA). A review of the Geographic Information System analysis data from the ETDM Planning Screen indicates that there are 24 bus transit routes located within the 500-foot buffer distance. One bus route (300X) runs along I-275 from Hillsborough County and exits at Dr. Martin Luther King Jr. Blvd. Future transit service within and/or adjacent to the project limits is planned as defined in the Pinellas County MPO's 2035 Long Range Transportation Plan, the PSTA Transit Development Plan (FY2011 - FY2020), and the Pinellas County Alternative Analysis. In addition to these plans, the Howard Frankland Bridge PD&E and Regional Transit Corridor Evaluation Study is considering a Managed Lanes Alternative that would connect to the project limits.

The Pinellas County MPO - Goods Movement Study, December 2008, identifies the interstate system represented by I-275, I-175 and I-375 as a regional freight mobility corridor and indicates that it is essential to maintain adequate capacity and efficient operations within these corridors.

I-275 is part of the highway network that provides access to regional intermodal facilities/freight activity centers such as the Dome Industrial Center, South Central CSXT Corridor, Saint Petersburg Seaport, Port of Tampa, Gateway Triangle, Tampa International Airport and Saint Petersburg-Clearwater International Airport. Improvements to I-275 within the project limits will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

I-275 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network.
The St. Petersburg Enterprise Zone is within the project area with the southern limits of the enterprise zone along I-275 at 38th Avenue South and the northern limits at 22nd Avenue north. Improvements to I-275 will enhance access to the businesses and provide enhanced mobility to residents in this area.

There are various planned and existing recreational trails within the project area. This project should not affect any of these trails. If it is determined in Project Development that there are any potential impacts, the FDOT will coordinate with the overseeing resource agency.

A Degree of Effect of Enhanced has been assigned because the proposed improvement would improve mobility to the area and region.

Additional Comments (optional):

CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Cultural

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified one existing recreational trail, three Office of Greenways and Trails (OGT) multi-use trails priorities, and one OGT paddling trails priorities within the 100-foot buffer. One existing recreational trail, three OGT multi-use trails priorities, and one OGT paddling trails priorities are within the 200-foot buffer. Five existing recreational trails, two national park projects, three OGT multi use trails priorities, and one OGT paddling trails priorities are within the 500-foot buffer.

The FHWA stated that within the 200-foot buffer are many areas that are publicly accessible, and have a recreational function; Sawgrass Lake Park, Weeden Island Preserve, Pinellas County Aquatic Preserve, several hiking trails, and public schools with playgrounds. There are also many acres of Ecological Greenways Critical Linkages, Florida Managed Areas, Greenways Ecological Priority Linkages, Multi-Use Trials Priorities and Paddling Trails Priorities. There are historic standing structures and archaeological sites not yet evaluated by SHPO as well as NRHP-eligible Kenwood Historic District and Jordan Park Elementary within the 200-foot buffer. There are additional archaeological sites and historic standing structures not yet evaluated by SHPO, as well as NRHP-eligible site PI00287 within the 500-foot buffer. Impacts to publicly owned parks, recreation areas, wildlife and waterfowl refuges, recreational facilities of public schools whose playgrounds are open to the public for recreation, and NRHP-eligible resources may be Section 4(f) impacts. Ecological Greenways Critical Linkages, Florida Managed Areas, Greenways Ecological Priority Linkages, Multi-Use Trails Priorities, and Paddling Trails Priorities, land that is publicly owned and designated in the master plan of a city or county as a future park, recreation area, or wildlife and waterfowl area, may be a Section 4(f) resource. All measures will be taken to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable. The proposed project could result in moderate involvement with recreational areas.

The FDOT will identify potential impacts to Section 4(f) resources during the PD&E study.

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Linda Anderson, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:
Within the 200' buffer are many areas that are publicly owned, publicly accessible, and have a recreational function. These include:
Sawgrass Lake Park, Weeden Island Preserve, Pinellas County Aquatic Preserve, several hiking trails, and and public schools with playgrounds. In addition, there are many acres of Ecological Greenways Critical Linkages, Florida Managed Areas, Greenways Ecological Priority Linkages, Multi-Use Trails Priorities, and Paddling Trails Priorities.

Also within the 200' buffer are historic standing structure and archaeological sites not yet evaluated by SHPO, as well as NRHP-eligible Kenwood Historic District and Jordan Park Elementary.

Within the 500' buffer are additional archaeological sites and historic standing structures not yet evaluated by SHPO, as well as NRHP-eligible site PI00287, Liquor Store.

Comments on Effects to Resources:
Impacts to publicly owned parks, recreation areas, and wildlife and waterfowl refuges may be Section 4(f) impacts.

Impacts to the recreational facilities of public schools whose playgrounds, etc., are open to the public for recreation may be Section 4(f) impacts.

Regarding Ecological Greenways Critical Linkages, Florida Managed Areas, Greenways Ecological Priority Linkages, Multi-Use Trails Priorities, and Paddling Trails Priorities, land that is publicly owned and designated in the master plan of a city or county as a future park, recreation area, or wildlife

and waterfowl area, may be a Section 4(f) resource.

Impacts to NRHP-eligible resources may be Section 4(f) impacts.

Additional Comments (optional):

CLC Commitments and Recommendations:

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified one Florida Master Site File (FMSF) Cemetery, two FMSF Historic Bridges, 76 FMSF Historic Standing Structures, five FMSF Archaeological or Historic Sites, and one NRHP-listed district (Kenwood Historic District) within the 500-foot buffer distance.

The SWFWMD stated that the SWFWMD-owned land known as Sawgrass Lake Park extends into the 200-foot buffer on the west side of the road. If historical or archeological artifacts are discovered at any time on the parcel owned by the SWFWMD, the FDOT shall immediately notify the SWFWMD and the Florida Department of State Division of Historic Resources. There is a possibility the SWFWMD owned land may be impacted by the construction of the roadway. Establishing the limits of the SWFWMD-owned Sawgrass Lake Park prior to pond siting will help reduce or eliminate potential for impacts within this parcel.

The FHWA stated the NRHP-eligible Kenwood Historic District, 2 historic standing structures not evaluated by SHPO and 3 archaeological sites not evaluated by SHPO are within the 100-foot buffer. The Aquaplex Resource Group (not NRHP-eligible), 8 historic standing structures (6 of which have not been evaluated by SHPO), 4 archaeological sites not evaluated by SHPO and Jordan Park Elementary School (NRHP-eligible) were identified within the 200-foot buffer. Five archaeological sites not evaluated by SHPO, 76 historic standing structures, and Site PI00287 (NRHP-eligible) were identified within the 500-foot buffer. Effects to historic resources from additional lanes are probably minor as there appears to be sufficient median to add two lanes within ROW. A systematic Cultural Resource Assessment Survey (CRAS) of the project area of potential effect (APE) should be performed.

The Seminole Tribe of Florida stated that due to the presence of multiple sites near the project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites within the project's APE. The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

SHPO stated that there is a high concentration of historic structures within the area of potential effect. Many are listed or eligible for listing on the National Register of Historic Places. Further consultation with SHPO may be needed after the review of the CRAS.

Several Cultural Resource Assessment Surveys (CRAS) have been prepared which overlap and are adjacent to this project corridor. When the CRAS is prepared, it will reflect the results of performing a systematic archaeological field survey and a historic structures survey for the projects APE which includes the bridges, project corridor, and stromwater management facilities. If applicable, Section 106 Consultation would be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP.

Degree of Effect: 3 *Moderate* assigned 05/09/2013 by Alison Swing, Seminole Tribe of Florida

Coordination Document: To Be Determined: Further Coordination Required
Coordination Document Comments: The STOF-THPO would like to be informed if cultural resources that are potentially ancestral or historically relevant to the Seminole Tribe of Florida are inadvertently discovered during the construction process.

Direct Effects

Identified Resources and Level of Importance:
Due to the presence of multiple sites near the project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites within the project's APE.
Comments on Effects to Resources:
The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.
Additional Comments (optional):
The STOF-THPO would like to be informed if cultural resources that are potentially ancestral or historically relevant to the Seminole Tribe of Florida are

inadvertently discovered during the construction process.
CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required
Coordination Document Comments:
It is SWFWMD s understanding that FDOT requests comments from SWFWMD on historical or archaeological resources through the ETDM process only when those resources are located on lands owned by SWFWMD. Thus, the Degree of Effect of minimal is based solely on the potential need for increased coordination or effort associated with the SWFWMD s proprietary interests and obligations. Additional coordination and evaluation of potential impacts to historical and archeological resources, regardless of land ownership, will occur as part of the environmental resource permitting process.

Pursuant to Rule 40D-4.302, F.A.C. (Additional Conditions for Issuance of Permits), applicants must provide reasonable assurance that proposed activities will not be contrary to the public interest, or if such an activity significantly degrades or is within an Outstanding Florida Water, that the activity will be clearly in the public interest. One of the factors considered in this determination is whether the activity will adversely affect or will enhance significant historical and archaeological resources under the provisions of Section 267.061, F.S.

Pursuant to Section 3.2.7.c of the District s ERP Basis of Review (available at http://www/permits/rules/); the District will review proposed secondary impacts to historical and archeological resources as part of an ERP application by the FDOT. All reasonable effort should be made to avoid impacts to significant historical and archaeological resources.

Direct Effects
Identified Resources and Level of Importance:
SWFWMD s responsibility in the ETDM review process is to identify only those historical and archeological sites located on District owned/controlled lands. Review of the District s ArcMap GIS indicates that a portion of the District Owned Land known as Sawgrass Lake Park extends into the 200 foot buffer on the west side of the road.

Comments on Effects to Resources:
If historical or archeological artifacts are discovered at any time on the parcel owned by the SWFWMD, the FDOT shall immediately notify the District and the Florida Department of State Division of Historic Resources Reference: Rule 40D-4.381(1)(w) F.A.C

Additional Comments (optional):
It is SWFWMD s understanding that FDOT requests comments from SWFWMD on historical or archaeological resources through the ETDM process only when those resources are located on lands owned by SWFWMD. Thus, the Degree of Effect of minimal is based solely on the potential need for increased coordination or effort associated with the SWFWMD s proprietary interests and obligations. Additional coordination and evaluation of potential impacts to historical and archeological resources, regardless of land ownership, will occur as part of the environmental resource permitting process.

Pursuant to Rule 40D-4.302, F.A.C. (Additional Conditions for Issuance of Permits), applicants must provide reasonable assurance that proposed activities will not be contrary to the public interest, or if such an activity significantly degrades or is within an Outstanding Florida Water, that the activity will be clearly in the public interest. One of the factors considered in this determination is whether the activity will adversely affect or will enhance significant historical and archaeological resources under the provisions of Section 267.061, F.S.

Pursuant to Section 3.2.7.c of the District s ERP Basis of Review (available at http://www/permits/rules/); the District will review proposed secondary impacts to historical and archeological resources as part of an ERP application by the FDOT. All reasonable effort should be made to avoid impacts to significant historical and archaeological resources.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Linda Anderson, Federal Highway Administration

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

Direct Effects
Identified Resources and Level of Importance:
Within 100' buffer:

1. NRHP-eligible Kenwood Historic District
2. 2 historic standing structures not evaluated by SHPO
3. 3 archaeological sites not evaluated by SHPO

Within 200' buffer:

1. Aquaplex Resource Group - not NRHP-eligible
2. 8 historic standing structures, 6 of which have not been evaluated by SHPO
3. 4 archaeological sites not evaluated by SHPO
4. Jordan Park Elementary School (NRHP-eligible)

Within 500' buffer:

1. 5 archaeological sites not evaluated by SHPO
2. 76 historic standing structures, most of which have not been evaluated by SHPO
3. Site PI00287, Liquor Store (NRHP-eligible)

Comments on Effects to Resources:
Effects to historic resources from addition of lanes is probably minor as there appears to be sufficient median to add two lanes within ROW. Effects from interchange improvements and ponds is unknown, as locations are unknown, so I am assigning a DOE of "Moderate."

A systematic CRAS of the project APE should be performed.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/09/2013 by Alyssa McManus, FL Department of State

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
THERE IS A HIGH CONCENTRATION OF HISTORIC STRUCTURES WITHIN THE AREA OF POTENTIAL EFFECT FOR THIS PROJECT. MANY ARE LISTED OR ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER OF HISTORIC PLACES.
Comments on Effects to Resources:
EFFECTS WILL DEPENDON THE RESULTS OF THE FORTHCOMING CULTURAL RESOURCES ASSEMENT SURVEY, BUT COULD RANGE FROM MINIMAL TO SUBSTANTIAL ADVERSE EFFECTS. FURTHER CONSULTATION WITH THIS OFFICE AFTER THE REVIEW OF THE CRAS WILL BE LIKELY.
Additional Comments (optional):

CLC Commitments and Recommendations:

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified Submerged Lands Act, one Low Greenways Ecological Priority Linkage, two Medium and one Low Office of Greenways and Trails (OGT) multi-use trails priorities, one Medium OGT paddling trails priority, and Pinellas Trail within the 100-foot buffer distance and two National Park Projects, Maximo Community Playground, Palmetto Park, Norwood Secondary School, Imagine Charter School, and Sawgrass Lake Park Trail within the 500-foot buffer distance.

The SWFWMD stated that they own the 333 +/- Acre Sawgrass Lake Park, located within the 200-foot buffer. It does not appear that existing recreational uses will be impacted within this parcel. However, impacts to all recreational areas shall be considered in evaluation of the application for an environmental resource permit. Establishing the limits of Sawgrass Lake Park prior to pond siting will help reduce or eliminate potential for impacts within this parcel.

The USEPA identified resources from the EST GIS analysis. They noted that additional ROW is anticipated only for offsite stormwater treatment facilities and interchange improvements. It is also anticipated that Section 4(f) resources will be avoided. There are some sensitive environmental and natural resource areas located near the project that should be avoided or minimized. FDOT should evaluate direct, indirect, and cumulative impacts to recreation areas features such as the ones listed and any other public or private parks within the vicinity. The PD&E study should include a survey of

the area to identify if any recreation areas which would require a Section 4(f) review are present in the project area.

The FDEP stated that Weedon Island Preserve, Sawgrass Lake Park, Boyd Hill Nature Park and Pinellas Trail are located within the 500-foot buffer zone of the proposed project. These lands contain significant natural communities and numerous element occurrences of listed species. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of highway/bridge expansion on the above public lands and any proposed acquisition sites.

The FHWA stated also identified the recreational resource from the EST GIS analysis and assigned a Moderate DOE since locations of ponds and interchange improvements are unknown.

The FDOT will evaluate potential impacts to recreational resources along the project corridor during the PD&E study.

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Linda Anderson, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Within 100' buffer:

1. 38 acres of Pinellas County Aquatic Preserve
2. 1 recreation trail
3. 392 acres of Ecological Greenways Critical Linkages
4. 66.5 acres Greenways Ecological Priority Linkages
5. 294 acres Multi-Use Trails Priorities
6. 62.5 acres paddling Trails Priorities

Within 200' buffer:

1.72 acres of Pinellas County Aquatic Preserve
2.2 recreation trails
3.768 acres of Ecological Greenways Critical Linkages
4.135 acres Greenways Ecological Priority Linkages
5.573 acres Multi-Use Trails Priorities
6.125 acres paddling Trails Priorities
7. Sawgrass Lake Park
8. Weeden Island Preserve

Comments on Effects to Resources:

Probably minor but because locations of ponds and interchange improvements are unknown, I am assigning a DOE of "moderate."

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The Weedon Island Preserve, Sawgrass Lake Park, Boyd Hill Nature Park and Pinellas Trail are located within the 500-ft. buffer zone of the proposed project.

Comments on Effects to Resources:

These lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of highway/bridge expansion on the above public lands and any proposed acquisition sites.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required
Coordination Document Comments:
It is SWFWMD s understanding that FDOT requests comments from SWFWMD on potential recreational impacts only when those activities are located on lands owned by SWFWMD. Thus, the Degree of Effect of minimal is based solely on the potential need for increased coordination or effort associated with the SWFWMD s proprietary interests and obligations. Additional coordination and evaluation of potential impacts to recreational areas, regardless of land ownership, will occur as part of the environmental resource permitting process.

Pursuant to Rule 40D-4.302, F.A.C. (Additional Conditions for Issuance of Permits), applicants must provide reasonable assurance that proposed activities will not be contrary to the public interest, or if such an activity significantly degrades or is within an Outstanding Florida Water, that the activity will be clearly in the public interest. FDOT must provide reasonable assurance that the project will not be contrary to the public interest considering its effects on fishing or recreational values (Reference: Rule 40D-4.302(1)(a) F.A.C. and Section 3.2.3 of the District s ERP Basis of Review available at http://www/permits/rules/).

For the I-275 from S. of 54th Ave S to N of 4th St N project, design accommodations should be included to eliminate or reduce potential impacts to public lands and recreational areas. FDOT is encouraged to contact the District Land Management Department (in Brooksville) regarding any District-owned or managed lands that may incur actual or potential impacts resulting from a project. If necessary, final design accommodations should be included to eliminate or reduce potential impacts to public lands and recreational areas.

Direct Effects
Identified Resources and Level of Importance:
SWFWMD s responsibility in the ETDM review process is to identify only those recreation sites located on District owned/controlled lands. From the SWFWMD s Geographic Information System (GIS), the District owns the following land within the 200 foot buffer:

- The 333 +/- Acre Sawgrass Lake Park, located immediately adjacent to the west side of CR 769 (Kings Highway).

Upon analysis of the I-275 from S. of 54th Ave S to N. of 4th St N (under the EST s Recreation Areas map); it does not appear that existing recreational uses will be impacted within this parcel owned by the SWFWMD. It should be noted, however, that impacts to all recreational areas shall be considered in evaluation of the application for an environmental resource permit (refer to the Additional Comments section below).

Comments on Effects to Resources:
The District purchases and manages land in order to protect water resources. As a result, the potential exists for future recreational opportunities on the Sawgrass Lake Park. Wildlife, including Listed Species, which live on these lands, is also protected / managed.

Additional Comments (optional):
It is SWFWMD s understanding that FDOT requests comments from SWFWMD on potential recreational impacts only when those activities are located on lands owned by SWFWMD. Thus, the Degree of Effect of minimal is based solely on the potential need for increased coordination or effort associated with the SWFWMD s proprietary interests and obligations. Additional coordination and evaluation of potential impacts to recreational areas, regardless of land ownership, will occur as part of the environmental resource permitting process.

Pursuant to Rule 40D-4.302, F.A.C. (Additional Conditions for Issuance of Permits), applicants must provide reasonable assurance that proposed activities will not be contrary to the public interest, or if such an activity significantly degrades or is within an Outstanding Florida Water, that the activity will be clearly in the public interest. FDOT must provide reasonable assurance that the project will not be contrary to the public interest considering its effects on fishing or recreational values (Reference: Rule 40D-4.302(1)(a) F.A.C. and Section 3.2.3 of the District s ERP Basis of Review available at http://www/permits/rules/).

For the I-275 from S. of 54th Ave S to N of 4th St N project, design accommodations should be included to eliminate or reduce potential impacts to public lands and recreational areas. FDOT is encouraged to contact the District Land Management Department (in Brooksville) regarding any District-owned or managed lands that may incur actual or potential impacts resulting from a project. If necessary, final design accommodations should be included to eliminate or reduce potential impacts to public lands and recreational areas.

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/17/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
Resources: Recreation Areas - recreational trails, conservation lands, Florida Managed Areas, Parks, National Park Projects, and public or privately owned parks, etc.

Level of Importance: These recreational areas are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to this issue for the proposed project (ETDM #12556, I-275 from South of 54th Avenue S. to North of 4th Street N.).

Comments on Effects to Resources:
The preliminary environmental discussion comments state that the EST GIS analysis identified Submerged Lands Act, one Low Greenways Ecological Priority Linkage, two Medium and one Low Office of Greenways and Trails (OGT) multi-use trails priorities, one Medium OGT paddling trails priority, and Pinellas Trail within the 100-foot buffer distance and two National Park Projects, Maximo Community Playground, Palmetto Park, Norwood Secondary School, Imagine Charter School, and Sawgrass Lake Park Trail within the 500-foot buffer distance. All measures will be taken to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable. The proposed project could result in moderate involvement with recreational areas.

***Section 4(f) Potential**:* Additional right-of-way (ROW) is anticipated only for offsite stormwater treatment facilities and interchange improvements. It is anticipated that Section 4(f) resources will be avoided, but coordination will occur with the Federal Highway Administration (FHWA) during Project Development as additional ROW location needs are determined.

EPA provides the following recreation area comments based upon its review of the project at the programming screen phase: The following recreation areas are within close proximity to the proposed project and could be directly and indirectly impacted by the interstate widening project:

Recreational Trails:
Sawgrass Lake Park Trail (500 ft)
Pinellas Trail (100 ft)

Florida Managed Areas:
Sawgrass Lake Park (200 ft)
Weedon Island Preserve (200 ft)
Boyd Hill Nature Park (500 ft)

Parks:
Maximo Community Playground (500 ft)
Palmetto Park (500 ft)

National Park Projects:
Lake Maggiore Park (500 ft)
Wildwood Park (500 ft)

There are also other recreational areas such as city-owned or privately-owned parkslisted as being within proximity of the project.

EPA is assigning a minimal degree of effect to this issue. There are some sensitive environmental and natural resource areas located near the project that should be avoided or minimized. FDOT should evaluate direct, indirect, and cumulative impacts to recreation areas features such as the ones listed and any other public or private parks within the vicinity. The PD&E study should include a survey of the area to identify if any recreation areas which would require a Section 4(f) review are present in the project area. Opportunities to avoid and or minimize impacts and fragmentation to recreational resources should be evaluated and considered to the greatest extent practicable.

Additional Comments (optional):

CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Natural

Wetlands

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

Comments:
The Florida Department of Transportation (FDOT) has evaluated comments from the US Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), US Environmental Protection Agency (USEPA), Florida Department of Environmental Protection (FDEP), Southwest Florida Water

Management District (SWFWMD), and the US Army Corps of Engineers (USACE), and recommends a Degree of Effect of Moderate.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) analysis National Wetlands Inventory (NWI) identified 0.0 acre, 0.0 acre and 2.0 acres of Lacustrine wetlands, 7.7 acres, 26.0 acres and 154.8 acres of Estuarine wetlands, and 1.0 acre, 10.1 acres and 78.4 acres of Palustrine within the 100-foot, 200-foot and 500-foot buffers, respectively.

The USFWS stated that the project area supports high quality wetland ecosystems that provide many economic benefits and ecological functions across the landscape. The Pinellas County Aquatic Preserve is within 100 feet and Boca Ciega Bay Aquatic Preserve is within 500 feet of I-275; the Weedon Island Preserve, Boyd Hill Nature Park, Sawgrass Lake Park and Pinellas NWR (approximately one mile south of project) are also adjacent to I-275. All conservation areas could be impacted indirectly by increased stormwater runoff, sedimentation and contamination from oil, grease, gas, trash, etc. that could drain into the aquatic preserve areas. The project should include drainage improvements to reduce the amount of contaminants entering Tampa Bay. All equipment staging areas should be in previously disturbed areas and well outside of any wetland buffers to prevent contamination from spills. If additional travel lanes are constructed within the existing travelway, direct impacts should be minimal. However, if additional lanes are added to the outside of the existing highway and construction involves any of the nearshore areas, direct impacts could be substantial and informal consultation should be initiated with USFWS for Florida manatees.

The NMFS stated that Resources include Riviera Bay and Tampa Bay, which contain estuarine habitats used by federally-managed fish species and their prey. NMFS staff conducted a site inspection of the project area on May 9, 2013, to assess potential concerns related to living marine resources within Riviera Bay and Tampa Bay. The lands adjacent to the proposed project are principally urban commercial and residential properties with occasional disturbed palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the projects southern terminus lies within 220 feet of boat slips at Loggerhead Marina and within 380 feet of Maximo Channel, which are both connected to Tampa Bay. The road crosses over a drainage canal connected with Sawgrass Lake. The projects northern terminus includes a portion of causeway shorelines, which contain some mangrove habitat and seagrass beds that lie adjacent to the shoreline on both sides. Increased use of the road could result in an increase in the amount of sediment, oil, and grease, metals and other pollutants reaching estuarine habitats. NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching these estuarine habitats. Best management practices should be employed during road construction to control erosion and prevent siltation of estuarine habitats, especially seagrasses.

The USEPA stated that the proposed project may result in potential involvement with wetland resources, including wetlands associated with the Pinellas County Aquatic Preserve and the Boca Ciega Aquatic Preserve, both of which are Outstanding Florida Waters. Increased stormwater runoff and the increase of pollutants into surface waters and wetlands are also a concern. Stormwater treatment areas/ponds should be designed to protect the function of surrounding wetlands, floodplains, and surface water features. It is recommended that the environmental phase (PD&E) of the project include delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; a review of surface water crossings to determine their impact on wetlands and floodplains; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

The FDEP identified 154.8 acres of estuarine, 78.4 acres of palustrine and 2 acres of lacustrine wetlands within the 500-foot project buffer zone. The GIS also identified 65.0 acres of mangroves, 29.8 acres of continuous seagrass beds and 30.1 acres of discontinuous seagrass beds within the 500-foot buffer. The project will require an environmental resource permit (ERP) from the Southwest Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of highway/bridge construction to the greatest extent practicable. Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits. Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems and seagrass beds, which are difficult to mitigate. The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

The SWFWMD stated that seagrasses are located in close proximity to the causeways and the most concentrated areas appear to be directly adjacent to these causeways with the seagrasses transitioning into tidal flats as they head further waterward of the bridge. The northern terminus of the proposed route sits on man-made causeways with mangrove swamps and vegetated shoreline, with vegetation indicative of the tidal nature of the system. Wetland/open water impacts can occur as a result of the placement of new pilings, as well as from the potential shading impacts associated with the replacement bridge over Big Island Gap. The SWFWMD owned recreation area, Sawgrass Lake Park, is on the west side of I-275. The 333-acre parks wetland diversity includes, but is not limited to, streams and lake swamps (FLUCCS 615), wetland forested mixed (FLUCCS 630), lakes (FLUCCS 520), and emergent aquatic vegetation (FLUCCS 644). If the proposed roadway widening occurs within the limits of the existing FDOT Right-of-Way, the area of Sawgrass Lake Park will avoid wetland impacts. A Submerged Aquatic Vegetation (SAV) Survey will need to be conducted between the months of April and November as part of the permit application process. As a general guideline, the SAV Survey should be no older than 2 years due to the dynamic nature of seagrasses. Any seagrass impacts would be in the form of direct impacts and also shading impacts. Direct impacts would occur from the installation of the new pilings for the alteration of the existing bridge and shading impacts could possibly occur based upon the height of the new bridge. The main areas for the potential for wetland impacts are to the wetlands and restoration areas associated with Big Island Gap. Expansion of the roadway outside of the existing ROW has a high potential for wetland impacts. Wetland impacts can be reduced by the following:

adjustment of the alignment to avoid direct impacts to the emergent and submerged wetland areas, implementation of strict controls over sediment transport off site during construction, restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging, implementing effective mitigation measures to compensate for wetland impacts, and selection of treatment pond sites away from existing wetlands.

The USACE stated the EST GIS analysis National Wetlands Inventory identified 2.0 acres (0.11%) of Lacustrine, 154.8 acres (8.12%) of Estuarine, and 78.4 acres (4.11%) of Palustrine within the 500-foot buffer distance. A Wetland Evaluation/Biological Assessment Report (WEBAR) will be prepared for this project. However, the corridor is highly urbanized and disturbed. Tidal wetlands and other palustrine wetlands and open waters are also present. The USACE recommends that project alternatives should be designed with avoidance and minimization in mind in order to reduce the amount of fill proposed in wetlands or waters, including options where no fill or other related impact on aquatic resources impacts will occur. The USACE will only authorize a project that is supported by evidence that the preferred alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA). The PD&E team should review the 404(B)(1) Guidelines to ensure the appropriate factors are considered so that the USACE may utilize the results of the alternatives analysis during any future permit application review and evaluation. The FDOT should provide a summary, in acres, and method of impact avoidance or minimization. If unavoidable wetland impacts are anticipated, then the current preference for compensatory mitigation is purchasing mitigation bank credits from a federally approved mitigation bank. If permitted responsible mitigation is proposed, then the site proposed to offset any impacts should be identified and all measures undertaken to ensure the mitigation project complies with the requirements of the 2008 Mitigation Rule as stated in 33 CFR 332. If any new outfalls, structures, scour counter measures, temporary work platforms or other in-water work is proposed in areas that are accessible to listed (or candidate) species, the FDOT should consult with NMFS or FWS to obtain written concurrence or a biological opinion to avoid delays during the permitting phase of the project. The project team should evaluate all USACE authorizations within the area be reviewed to ensure that any proposed alternative would not impact a previously authorized USACE compensatory mitigation site.

The FDOT will prepare a WEBAR as part of the PD&E study. The WEBAR will assess locations and function of existing wetlands and the potential for impacts to these resources. As part of the WEBAR, FDOT shall research existing permits for all parcels directly adjacent to the existing and proposed right-of-way for conservation easements (perpetual or temporary), municipal consents, mitigation, or other restrictions that may exist on the adjacent parcels. Conservation easements may include, but not be limited to, easements in favor of the USACE, USFWS, FDEP, FFWCC, and SWFWMD. The FDOT research methods may include, but should not be limited to, review of permit files at the regulatory agencies, review of on-line databases, review of GIS data and shape files, review of local government land use and zoning data, contacting local governments as necessary and review of county property appraisers records. Permitting will be conducted with the appropriate regulatory agencies during any future design and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands, existing conservation easements, mitigation areas or other environmentally sensitive areas.

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

Degree of Effect: 2 *Minimal* assigned 05/15/2013 by Jane Monaghan, US Fish and Wildlife Service

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

Direct Effects

Identified Resources and Level of Importance:

This area supports high quality wetland ecosystems that provide food, water and cover for fish and wildlife, including important stopover sites for migratory birds and foraging areas for manatees.

The project description indicates that no in-water work around bridges, involving seagrass beds will be needed. Therefore, USFWS believes the direct impacts to wetlands will be minimal. These wetlands provide many economic benefits and ecological functions across the landscape, such as filtration of sediments and contaminants, protection from flooding and habitat for fish and wildlife, including migratory birds. The Pinellas County Aquatic Preserve is within 100ft and Boca Ciega Bay Aquatic Preserve is within 500ft of I-275. The Weedon Island Preserve, Boyd Hill Nature Park, Sawgrass Lake Park and Pinellas NWR (approximately one mile south of project) are also adjacent to the I-275 corridor and all conservation areas could be impacted indirectly by increased stormwater runoff, sedimentation and contamination from oil, grease, gas, trash,etc that could drain into the aquatic preserve areas. The project should include drainage improvements to reduce the amount of contaminants entering Tampa Bay. All equipment staging areas should be in previously disturbed areas and well outside of any wetland buffers to prevent contamination from spills.

Comments on Effects to Resources:

If the additional travel lanes are constructed within the existing travelway, the direct impacts could be minimal. If additional lanes are added to the outside of the existing highway and construction involves any of the nearshore areas, the direct impacts could be substantial and informal consultation should be initiated with USFWS for Florida manatees.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: Permit Required
Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this project, a DOE of moderate was assigned to this issue due to the fact the wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the permit review. Additional coordination with other departments within the District (Land Bureau and SWIM) and with FDEP (proprietary authorization) may increase the length of time required to issue the permit. Wetland mitigation will be required to offset the potential impacts to the wetlands located within the proposed ROW.

The District will require a delineation of the landward extent of wetland and surface water features by a qualified environmental scientist, pursuant to Chapter 62-340, F.A.C. The District recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal. For the wetland impacts and the impacts to the creeks and analysis utilizing the Uniform Mitigation Assessment Method (UMAM) to determine the wetland mitigation required to offset the wetland impacts. The proposed road project is located within the service area for Tampa Bay Mitigation Bank [ERP 43020546.000] so coordination with this mitigation bank may be needed during the permit application process if the proper type of mitigation credits is available. If not, other mitigation options will need to be assessed to properly offset the impacts.

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

For ERP permitting purposes, the project area is located in the Tampa Bay Watershed. The SWFWMD has assigned a pre-application file (PA# 8974) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD s Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:
The bridge near the northern terminus extends over Big Island Gap which is tidally influenced, open water associated with Old Tampa Bay. The average depth of the water below the bridge is 1-2 feet deep with the deepest channel located near the center of the bridge (reference - NOAA Nautical Chart 11416). Due to the bathymetry of the water surrounding the bridge, seagrasses are located in close proximity to the causeways. Based on the data collected by the SWFWMD Surface Water Improvement and Management (SWIM) section, it appears the most concentrated areas of seagrasses are directly adjacent to these causeways with the seagrasses transitioning into tidal flats as they head further waterward of the bridge and causeways, in Pinellas County. The *Tampa Bay Surface Water Improvement and Management (SWIM) Plan* (February 8, 1999) indicates there are three (3) types of seagrasses located within Tampa Bay. The Tampa Bay Estuary Program (TBEP), utilizing SWFWMD data, estimates Old Tampa Bay saw an 11% increase in seagrass coverage in the last 2 years with approximately 6, 977-acres of seagrasses in the estuary.

The northern terminus of the proposed route is situated on man-made causeways with mangrove swamps (FLUCCs 612) and vegetated shoreline (FLUCCs 652). These areas are vegetated with several species, such as seagrape (*Coccoloba uvifera)*, buttonwood (*Conocarpus erectus),* all 3 types of mangroves, shoreline seapurslane (*Sesuviium portulacastrum),* and seaside oxeye (*Borrichia frutescens*), which are indicative of the tidal nature of the system. There have been several restoration projects completed in these areas, conducted by SWIM or in cooperation with TBEP or other stakeholders. Some of these projects extend south along the propose project area towards the Roosevelt Avenue intersection.

North of 62nd Avenue North on the west side of I-275 is the District owned recreation area, Sawgrass Lake Park. This 333-acre park has had several permits to restore the area and to enhance the stormwater runoff associated with the surrounding area. The wetland diversity throughout this park includes, but are not limited to, streams and lake swamps (FLUCCS 615), wetland forested mixed (FLUCCS 630), lakes (FLUCCS 520), and emergent aquatic vegetation (FLUCCS 644).

Comments on Effects to Resources:
Wetland / open water impacts can occur resulting from the placement of the new pilings and from the potential shading impacts associated with the replacement bridge extending over Big Island Gap. Review of the Pinellas County parcels indicates that if the proposed roadway widening occurs within the limits of the existing FDOT Right-of-Way (ROW) in the area of Sawgrass Lake Park will avoid wetland impacts.

There is a possibility of seagrass impacts if the existing bridge crossing over Big Island Gap. A comparison of the 2010 seagrass survey and the 2008 seagrass survey showed an 11% increase in the seagrass coverage for Tampa Bay (*SWFWMD Seagrass 2010 Seagrass Distribution from Tarpon Springs to Boca Grande)*; therefore, it is likely the increasing coverage will continue prior to the commencement of construction. A Submerged Aquatic Vegetation (SAV) Survey will need to be conducted between the months of April and November. The SAV Survey will be reviewed as part of the permit application process. As a general guideline, the SAV Survey should be no older than 2 years due to the dynamic nature of seagrasses.

Seagrass impacts would be in the form of direct impacts and also shading impacts. The direct impacts would occur from the installation of the new pilings for the alteration of the existing bridge over Big Island Gap. Depending on the height of the replacement bridge, shading impacts to the seagrass beds are possible. In the past, the District has accepted Contingency Plans associated with the potential shading impacts since they are difficult to

predict prior to the construction of the actual structures. An example of an acceptable Contingency Plan would consist of restoration of nearby seagrass beds with prop damage using the transplanted seagrasses removed from the piling impacted areas.

Seagrass and wetland impacts would be evaluated utilizing the Uniform Mitigation Assessment (UMAM); however, the mitigation offsetting the seagrass impacts would require preservation, restoration or creation of seagrass beds. The Tampa Bay Estuary Program and SWIM are currently working on several restorations and enhancement projects located near Tampa Bay. Since Public Interest Criteria may need to be addressed as part of the review for the Sovereign Submerged Lands (SSL), it may behoove the FDOT to contact these programs to enquire about future restoration efforts for the Tampa Bay area.

While soft coral and sponges are classified as fauna, the substrate supporting their habitat would fall within the limits of the wetland / open water environment. The potential destruction of the existing habitat and colonies would require mitigation to offset the impact. Most of the conditions conducive to these environments are located outside of the shipping canals, due to water depths, so the relocation of the embedded rocks and colonies may be sufficient to offset the impacts. In addition, a matting material can be installed which may encourage an expansion of the existing colonies or habitats outside the project area. These areas should be identified and/or surveyed during the SAV survey to assist in the permit application review and assessment of total wetland / open water impacts.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this project, a DOE of moderate was assigned to this issue due to the fact the wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the permit review. Additional coordination with other departments within the District (Land Bureau and SWIM) and with FDEP (proprietary authorization) may increase the length of time required to issue the permit. Wetland mitigation will be required to offset the potential impacts to the wetlands located within the proposed ROW.

The District will require a delineation of the landward extent of wetland and surface water features by a qualified environmental scientist, pursuant to Chapter 62-340, F.A.C. The District recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal. For the wetland impacts and the impacts to the creeks and analysis utilizing the Uniform Mitigation Assessment Method (UMAM) to determine the wetland mitigation required to offset the wetland impacts. The proposed road project is located within the service area for Tampa Bay Mitigation Bank [ERP 43020546.000] so coordination with this mitigation bank may be needed during the permit application process if the proper type of mitigation credits is available. If not, other mitigation options will need to be assessed to properly offset the impacts.

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

For ERP permitting purposes, the project area is located in the Tampa Bay Watershed. The SWFWMD has assigned a pre-application file (PA# 8974) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD s Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/13/2013 by David A. Rydene, National Marine Fisheries Service

Coordination Document: PD&E Support Document As Per PD&E Manual
Coordination Document Comments:NMFS would like to review the Wetland Evaluation/Biological Assessment Report that FDOT has already committed to producing (see Preliminary Environmental Discussion - Wetlands).

Direct Effects

Identified Resources and Level of Importance:
Resources include Riviera Bay and Tampa Bay, which contain estuarine habitats used by federally-managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 12556. The Florida Department of Transportation District Seven proposes widening I-275 from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida. FDOT s PD&E study will evaluate the addition of either general purpose or managed lanes, and interchange improvements as ways to improve capacity, lane continuity, and safety.

NMFS staff conducted a site inspection of the project area on May 9, 2013, to assess potential concerns related to living marine resources within Riviera Bay and Tampa Bay. The lands adjacent to the proposed project are principally urban commercial and residential properties with occasional disturbed palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the project s southern terminus (as shown in the project s EST map) lies within 220 feet of boat slips at Loggerhead Marina and within 380 feet of Maximo Channel. Both are connected to Tampa Bay. The road also crosses over a drainage canal connected with Sawgrass Lake to the west, and draining to Riviera Bay and Tampa Bay to the

east. The project s northern terminus (as shown in the project s EST map) includes a portion of the Howard Frankland Bridge Causeway (Pinellas County side). The causeway s shorelines contain some mangrove habitat and seagrass beds lie adjacent to the shorelines on both sides of the causeway. Tampa Bay contains estuarine habitats (e.g. seagrass, salt marsh, mangrove) used by federally-managed fish species and their prey. Increased use of the road could result in an increase in the amount of sediment, oil and grease, metals, and other pollutants reaching estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching these estuarine habitats. In addition, best management practices should be employed during road construction to control erosion and prevent siltation of estuarine habitats, especially seagrasses.

Additional Comments (optional):
NMFS would like to review the Wetland Evaluation/Biological Assessment Report that FDOT has already committed to producing (see Preliminary Environmental Discussion - Wetlands).
CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/18/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:
Resources: Wetlands, wetlands habitat

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project area. A moderate degree of efffect is being assigned to this issue for the proposed project (ETDM#12556, I-275 from South of 54th Avenue S. to North of 4th Avenue N.).

Comments on Effects to Resources:
The preliminary environmental discussion comments state that the EST GIS analysis National Wetlands Inventory identified 2.0 acres (0.11%) of Lacustrine, 154.8 acres (8.12%) of Estuarine, and 78.4 acres (4.11%) of Palustrine within the 500-foot buffer distance. A Wetland Evaluation / Biological Assessment Report (WEBAR) will be prepared for this project. The proposed project is expected to result in minimal involvement with wetland resources.

EPA provides the following wetlands comments based upon its review of the project at the programming screen phase: The GIS analysis data (National Wetlands Inventory) in the EST for wetlands indicates that there are wetlands present along the roadway corridor within the 100, 200, and 500 foot buffer distances.

100 foot buffer distance:
Estuarine 7.7 acres
Palustrine 1.0 acres

200 foot buffer distance:
Estuarine 26.0 acres
Palustrine 10.1 acres

500 foot buffer distance:
Lacustrine 2.0 acres
Estuarine 154.8 acres
Palustrine 78.4 acres

The project will have potential impacts on wetland resources, including wetlands associated with the Pinellas County Aquatic Preserve and the Boca Ciega Aquatic Preserve, both of which are also Outstanding Florida Waters.

Other issues of concern include increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the roadway and other point and nonpoint sources. Every effort should be made to maximize the treatment of stormwater. Stormwater treatment areas/ponds should be designed to protect the function of surrounding wetlands, floodplains, and surface water features.

It is recommended that the environmental phase (PD&E) of the project include delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; a review of surface water crossings (such as bridges) to determine their impact on wetlands and floodplains; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:
The National Wetlands Inventory GIS report indicates that there are 154.8 acres of estuarine, 78.4 acres of palustrine and 2 acres of lacustrine wetlands within the 500-ft. project buffer zone. The proposed project will impact the Boca Ciega Bay and Pinellas County Aquatic Preserves and Gateway Outstanding Florida Waters (OFW). The designations thus reflected in Chapters 253, 258, and 373, Florida Statutes, afford the highest level of state protection to the subject resources. Additionally, the GIS report indicates that there are 65.0 acres of mangroves, 29.8 acres of continuous seagrass beds and 30.1 acres of discontinuous seagrass beds within the 500-ft. buffer of the proposed project.

Comments on Effects to Resources:
If new construction is proposed, the project will require an environmental resource permit (ERP) from the Southwest Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of highway/bridge construction to the greatest extent practicable:
- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems and seagrass beds, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/06/2013 by Garett Lips, US Army Corps of Engineers

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:
The EST GIS analysis National Wetlands Inventory identified 2.0 acres (0.11%) of Lacustrine, 154.8 acres (8.12%) of Estuarine, and 78.4 acres (4.11%) of Palustrine within the 500-foot buffer distance. A Wetland Evaluation / Biological Assessment Report (WEBAR) will be prepared for this project. However, the corridor is high urbanized and disturbed. Tidal wetlands and other palustrine wetlands and open waters are also present.

Comments on Effects to Resources:
The project alternatives should bedesigned with avoidanceand minimizationin mind to reduce, to the extent practical, the amount of fill proposed in wetlands or waters.

Additional Comments (optional):

CLC Commitments and Recommendations:

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data indicates that there are 164.4 acres, 330.12 acres and 839.1 acres of 303(d) 1998 Impaired Waters within the 100-foot, 200-foot and 500-foot buffer, respectively. There are 26 USEPA Water Quality Data Monitoring Stations within the 500-foot buffer distance. There is one principal aquifer of the State of Florida and three recharge areas of the Floridan Aquifer within the 100-500 foot buffers. Watershed Conditions 305(B) are classified as 62.6% Fair, 18.27% Good, and 19.13% Poor within the 100-foot buffer distance.

The USEPA states that the following water bodies are listed on the Clean Water Act 303(d) list of impaired waters: Clam Bayou Drain (WBID#1716), Big Bayou (WBID#1709) , St. Joe Creek (WBID#1668A), Direct Runoff to Bay (WBID#1624), Old Tampa Bay (WBID#155G), Old Tampa Bay (WBID#1558H). The following Outstanding Florida Waters (OFWs) are also located within close proximity to the project area: Pinellas County Aquatic Preserve (100-foot buffer), Gateway (200-foot) and Boca Ciega Aquatic Preserve (500-foot). Potential impacts to water quality include stormwater runoff from urban sources, including roadways, carry pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and

pesticides/herbicides, into nearby surface water bodies. The PD&E study should include a review of water quality standards in the 303(d) listed water bodies, sources of water quality impairments, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the FDEP water quality program on this issue. FDOT should coordinate and consult with FDEP requiring specific permitting requirements relating to this OFW. Additional stormwater retention and treatment requirements may be required.

The FDEP stated that the proposed project will impact the Boca Ciega Bay and Pinellas County Aquatic Preserves and Gateway Outstanding Florida Waters (OFW). The watershed conditions within the project area are presently considered fair. The FDEP recommends that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications. Under section 373.414(1), F.S., direct impacts to these waterbodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the ERP permitting process.

The SWFWMD stated the northern portion of the project lies within the Pinellas County Aquatic Reserve, which is designated as an Outstanding Florida Water. The proposed project has the potential to result in water quality impacts to the OFWs. Untreated or under-treated runoff generated by the project could impact the eleven watersheds identified in the project area. As of April 2013 two of these watersheds are not currently classified as Verified impaired by the FDEP for nutrient related pollutants. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities. The SWFWMD recommends that FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP. The SWFWMD will require that stormwater management systems that discharge directly or indirectly into waters not meeting standards, including impaired waters, provide a net improvement condition in the water body in terms of the pollutants that contribute to the water bodys impairment. A higher level of treatment may be necessary. Stormwater management systems that discharge directly into OFWs are required provide treatment for a volume 50 percent more than required for this projects selected treatment systems. Of particular interest will be the proposed sediment & erosion control plans for the entire project. If applicable, reductions in pollutant loading from stormwater runoff via stormwater treatment facilities or other BMPs will be required to implement future TMDLs and BMAPs should they be finalized and adopted. If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following: The alternate, contributing areas are hydrologically equivalent to the new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system; the pollution source and loading characteristics are reasonably equivalent, and the treatment benefits occur in the same receiving waters and in the same general locality as the existing point(s) of discharge from the new project area. It is recommended that the FDOT consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the stormwater water management, components of this project.

The project will be designed to meet state water quality and quantity requirements. The FDOT will create a stormwater pollution prevention plan (SWPPP) and erosion and sediment control plan during any future design phase of this project. Proper best management practices (BMPs) will be used during construction. The FDOT will coordinate with SWFWMD for water quality and will adhere to state water quality standards during permitting of the proposed project. The FDOT will prepare a Pond Siting Report and an ERP permit will be obtained from SWFWMD during any future design of this project and prior to construction.

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

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: Permit Required
Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For the I-275 Improvement project, a DOE of Moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:
- Potential impacts to existing Zone A & AE floodplains within the proposed project area.
- Potential impacts to verified impaired waters within nine (9) of the eleven (11) WBIDs noted previously.
However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD s regulatory staff.

Specific studies that contain useful water quality and hydrologic information have been done by FDEP, the SWFWMD and the USGS. These reports can be accessed through the District s Library at http://www15.swfwmd.state.fl.us/dbtw-wpd/mywebqbe/librarybasic.htm. Type in the water body of interest, click on Submit query then click on the pull-down menu in the upper left and select Record Display Web. As of April, 2013, seven (7) reports were available dealing with Old Tampa Bay.

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and stormwater treatment. Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically).

As of April, 2013, the EST indicated eighty-nine (89) ERP s, three (3) Dredge and Fill Permits and one (1) Storm Water Permit have been applied for within 200 feet of this project. Similar information can be obtained from the SWFWMD s Permits Map Viewer and Environmental Resource Permit Search web sites as follows:
http://www8.swfwmd.state.fl.us/ExternalPermitting/
http://www18.swfwmd.state.fl.us/erp/erp/search/ERPSearch.aspx

Previous ERP s within the existing right of way of I-275 that may be of interest to FDOT in the future PD&E and design phases are as follows:

1034.000 - DOT-I-275/4TH ST.TO KENNEDY BLVD.
1034.001 - DOT-HOWARD FRANKLIN BRIDGE
1034.002 DOT I-275, 4TH STREET SECTION
1034.004 DOT I-275 RESURFACING #15190-3909
1034.005 DOT-I-275/9TH/BIG ISL. GAP #15190-3910
1034.007 DOT I-275 & CR 687 LODESTAR TOWER 7005
1034.008 DOT SR 93 I-275 VECP
1034.009 DOT SR 93 I-275 CITY RAMPS
2721.000 CITY OF ST PETE AIP #32
5110.000 - ST. PETERSBURG PRINTING CO.
15855.001 DOT-SR93 I-275 GANDY TO ROOSEVELT BLVD
17434.000 ST. PETERSBURG, CITY OF FIELD PARKING I-1
17434.001 ST. PETERSBURG, CITY OF TROPICANNA I-2
18980.000 DOT 118TH AVE(CR 296)EXT/I-275 CONNECTOR
18980.001 DOT CR 296 CONNECTOR STAGE 2 SEGMENT 2
18980.002 - PINE CO SR 686 RAMP P-NB I-275/WB SR686
18980.003 FDOT SR 686 RAMP P FROM NB I-275-WBV 686
24324.001 FDOT GANDY BLVD WIDENING 28TH TO MLK
18390.000 30TH AVE S FROM 31ST ST TO 34TH ST
32811.000 PINELLAS TRAIL EXTENSION NO. 06103-1

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the District s Basis of Review. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 4.8 of the District s Basis of Review, available at http://www.swfwmd.state.fl.us/permits/rules/).

The District s Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management systems will meet the conditions for issuance of an Environmental Resource Permit (ERP). Parameters frequently over or under estimated include: seasonal high water levels, seasonal high groundwater table elevations, soil vertical & horizontal hydraulic conductivity, depth to the soil confining units, historic basin storage, floodplain storage, conveyance way hydraulic capacity, peak discharge rates and timing, tailwater conditions in the receiving system, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to book values.

The District recommends that the FDOT consider providing a pond siting report that addresses the above referenced design approaches and criteria. For those improvements that may affect existing cross drainage facilities, an updated bridge hydraulics report(s) should be prepared and submitted with the ERP application.

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

For ETDM #12556, the District has assigned a pre-application file **(PA #8974)** for the purpose of tracking its participation in the ETDM review of this project. File **PA #8974** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:
As noted previously in the Special Designations section of the EST, the northern portion of the I-275 improvement project lies within the Pinellas County Aquatic Preserve, which is designated as Outstanding Florida Water.

During April, 2013, the following information was obtained from the FDEP regarding Verified Impaired Waters along this project s alignment:

1. Old Tampa Bay, Assessment Category 5, (WBID 1558G) Verified impairments (as of 05/29/08) include Bacteria (in shellfish) and Mercury (in fish tissue). A TMDL was not available. However, the FDEP is working on a Reasonable Assurance Plan with the Tampa Bay Estuary Program and the Tampa Bay Nitrogen Consortium. Additional information can be found on FDEP s Basin Management Action Plan (BMAP) web site at: http://www.dep.state.fl.us/water/watersheds/bmap.htm

2. Old Tampa Bay, Assessment Category 5, (WBID 1558H) Verified impairments (as of 05/29/08) include Bacteria (in shellfish), Fecal Coliform and Mercury (in fish tissue). WBID 1558H (Old Tampa Bay) is also on the Verified List for Nutrients (Chlorophyll-a) with an Assessment Category of 4b. A TMDL was not available. However, the FDEP is working on a Reasonable Assurance Plan with the Tampa Bay Estuary Program and the Tampa Bay Nitrogen Consortium. Additional information can be found on FDEP s Basin Management Action Plan (BMAP) web site at: http://www.dep.state.fl.us/water/watersheds/bmap.htm

3. Roosevelt Basin (Channel 2 Subbasin), Assessment Category 5, (WBID 1624) Verified impairments (as of 05/29/08) include Dissolved Oxygen, Fecal Coliform, Nutrients (Chlorophyll-a) and Nutrients (Historic Chlorophyll-a). Two (2) TMDL documents are available at the following FDEP web site:
http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=tmdlPermitDetailsAction&srcWbid=1624
The first (03/31/05) EPA Established document is entitled *Total Maximum Daily Load (TMDL) for Fecal Coliform in Roosevelt Basin: Channel 2 (WBID 1624)*
The second (03/01/2005) EPA Established documentis entitled *Total Maximum Daily Load (TMDL) for Fecal Coliform in Brooker Creek and Total Coliform in Roosevelt Basin: Channel 2*
A BMAP was not available from the FDEP web site.

4. Roosevelt Basin (Freshwater Segment), Assessment Category 5, (WBID 1624A) Verified impairments (as of 05/29/08) include Fecal Coliform. A TMDL and BMAP were not available from the FDEP web site.

5. St. Joe Creek (Fresh Segment), Assessment Category 5, (WBID 1668A) Verified impairments (as of 02/07/12) include Dissolved Oxygen and Nutrients (Historic Chlorophyll-a). Two (2) TMDL documents are available at the following FDEP web site:
http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=tmdlPermitDetailsAction&srcWbid=1668A
The first (09/10/08) DEP Adopted EPA Approved document is entitled *Fecal Coliform TMDL for Saint Joes Creek WBID 1668A*
The second (06/06/2008) DEP Draft documentis entitled *Dissolved Oxygen and Nutrient TMDLs for Saint Joes Creek (WBID 1668A) and Pinellas Park Ditch No. 5 (WBID 1668B)*
A BMAP was not available from the FDEP web site.

6. Booker Creek, Assessment Category 5, (WBID 1696) Verified impairments (as of 05/29/08) include Fecal Coliform and Nutrients (Chlorophyll-a). A TMDL and BMAP were not available from the FDEP web site.

7. 34th Street Basin, Assessment Category 5, (WBID 1716A) Verified impairments (as of 02/07/12) include Fecal Coliform. One (1) TMDL document is available at the following FDEP web site:
http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=tmdlPermitDetailsAction&srcWbid=1716A
This (11/14/12) DEP Adopted EPA Approved document is entitled *Fecal Coliform TMDLs for 34th Street Basin (WBID 1716A), Clam Bayou Drain (WBID 1716B), Clam Bayou (East Drainage) (WBID 1716C), and Clam Bayou Drain (Tidal) (WBID 1716D)*
A BMAP was not available from the FDEP web site.

8. Clam Bayou (East Drainage), Assessment Category 5, (WBID 1716C) Verified impairments (as of 02/07/12) include Dissolved Oxygen (Nutrients), Fecal Coliform, Mercury (in fish tissue) and Nutrients (Chlorophyll-a). One (1) TMDL document is available at the following FDEP web site:
http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=tmdlPermitDetailsAction&srcWbid=1716C
This (11/14/12) DEP Adopted EPA Approved document is entitled *Fecal Coliform TMDLs for 34th Street Basin (WBID 1716A), Clam Bayou Drain (WBID 1716B), Clam Bayou (East Drainage) (WBID 1716C), and Clam Bayou Drain (Tidal) (WBID 1716D)*
A BMAP was not available from the FDEP web site.

9. Frenchmans Creek Basin U, Assessment Category 5, (WBID 1709F) Verified impairments (as of 02/22/08) include Dissolved Oxygen, Mercury (in fish tissue) and Nutrients (Chlorophyll-a). A TMDL and BMAP were not available from the FDEP web site.

The above impaired waters information was obtained from the Permits tab of the FDEP s TMDL Tracker, accessible at:
http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=dashboard#

Comments on Effects to Resources:
The proposed I-275 improvement project has the potential to result in water quality impacts to Outstanding Florida Waters. Also, untreated or under-treated runoff generated by the I-275 Improvement project could impact the eleven (11) watersheds (WBIDs) identified in the previous section. As of April, 2013, two (2) of these watersheds are not currently classified as Verified impaired (Assessment Category 5) by the FDEP for nutrient related

pollutants. However, this could change in the future as development activities increase within these respective WBIDs. The SWFWMD recommends that FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP.

Potential impacts from the I-275 Improvement project will depend upon the required filling, encroachment or alteration of existing Zone A & AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For the I-275 Improvement project, a DOE of Moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:
- Potential impacts to existing Zone A & AE floodplains within the proposed project area.
- Potential impacts to verified impaired waters within nine (9) of the eleven (11) WBIDs noted previously.
However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD s regulatory staff.

Specific studies that contain useful water quality and hydrologic information have been done by FDEP, the SWFWMD and the USGS. These reports can be accessed through the District s Library at http://www15.swfwmd.state.fl.us/dbtw-wpd/mywebqbe/librarybasic.htm. Type in the water body of interest, click on Submit query then click on the pull-down menu in the upper left and select Record Display Web. As of April, 2013, seven (7) reports were available dealing with Old Tampa Bay.

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and stormwater treatment. Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically).

As of April, 2013, the EST indicated eighty-nine (89) ERP s, three (3) Dredge and Fill Permits and one (1) Storm Water Permit have been applied for within 200 feet of this project. Similar information can be obtained from the SWFWMD s Permits Map Viewer and Environmental Resource Permit Search web sites as follows:
http://www8.swfwmd.state.fl.us/ExternalPermitting/
http://www18.swfwmd.state.fl.us/erp/erp/search/ERPSearch.aspx

Previous ERP s within the existing right of way of I-275 that may be of interest to FDOT in the future PD&E and design phases are as follows:

1034.000 - DOT-I-275/4TH ST.TO KENNEDY BLVD.
1034.001 - DOT-HOWARD FRANKLIN BRIDGE
1034.002 DOT I-275, 4TH STREET SECTION
1034.004 DOT I-275 RESURFACING #15190-3909
1034.005 DOT-I-275/9TH/BIG ISL. GAP #15190-3910
1034.007 DOT I-275 & CR 687 LODESTAR TOWER 7005
1034.008 DOT SR 93 I-275 VECP
1034.009 DOT SR 93 I-275 CITY RAMPS
2721.000 CITY OF ST PETE AIP #32
5110.000 - ST. PETERSBURG PRINTING CO.
15855.001 DOT-SR93 I-275 GANDY TO ROOSEVELT BLVD
17434.000 ST. PETERSBURG, CITY OF FIELD PARKING I-1
17434.001 ST. PETERSBURG, CITY OF TROPICANNA I-2
18980.000 DOT 118TH AVE(CR 296)EXT/I-275 CONNECTOR
18980.001 DOT CR 296 CONNECTOR STAGE 2 SEGMENT 2
18980.002 - PINE CO SR 686 RAMP P-NB I-275/WB SR686
18980.003 FDOT SR 686 RAMP P FROM NB I-275-WBV 686
24324.001 FDOT GANDY BLVD WIDENING 28TH TO MLK
18390.000 30TH AVE S FROM 31ST ST TO 34TH ST
32811.000 PINELLAS TRAIL EXTENSION NO. 06103-1

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the District s Basis of Review. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 4.8 of the District s Basis of Review, available at http://www.swfwmd.state.fl.us/permits/rules/).

The District s Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management systems will meet the conditions for issuance of an Environmental Resource Permit (ERP). Parameters frequently over or under estimated include: seasonal high water levels, seasonal high groundwater table elevations, soil vertical & horizontal hydraulic conductivity, depth to the soil confining units, historic basin storage, floodplain storage, conveyance way hydraulic capacity, peak discharge rates and timing, tailwater conditions in the receiving system, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to book values.

The District recommends that the FDOT consider providing a pond siting report that addresses the above referenced design approaches and criteria. For those improvements that may affect existing cross drainage facilities, an updated bridge hydraulics report(s) should be prepared and submitted with the ERP application.

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

For ETDM #12556, the District has assigned a pre-application file **(PA #8974)** for the purpose of tracking its participation in the ETDM review of this project. File **PA #8974** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/18/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Water Quality

Level of Importance: This resource is of a high level of importance in the State of Florida and in the project area. A moderate degree of effect is being assigned to the water quality issue for the proposed project (ETDM #12556, I-275 from South of 54th Avenue S. to North of 4th Street N.).

Comments on Effects to Resources:

The preliminary environmental discussion comments state that the EST GIS analysis identified six 303(D) 1998 Impaired Waters within the 100-foot buffer distance and 26 USEPA Water Quality Data Monitoring Stations within the 500-foot buffer distance. Principal Aquifers of the State of Florida described as Other Rocks is 354 acres (90.37%) within the 100-foot buffer distance. The Recharge Areas of the Floridan Aquifer shows a Discharge of 1 to 5 as 28.54%, Discharge of Less Than 1 as 38.06%, and Recharge of 1 to 10 as 33.41% within the 100-foot buffer distance. Watershed Conditions 305(B) Fair is 62.6%, Good is 18.27%, and Poor is 19.13% within the 100-foot buffer distance. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. The proposed project is expected to result in moderate involvement with water quality and quantity resources.

EPA provides the following water quality comments based upon its review of the project at the programming screen phase:

The following water bodies are listed on the Clean Water Act 303(d) list of impaired waters:

Clam Bayou Drain, WBID#1716, Impaired for dissolved oxygen, nutrients, coliforms
Big Bayou, WBID#1709, Impaired for dissolved oxygen, coliforms, nutrients
St. Joe Creek, WBID#1668A, Impaired for dissolved oxygen, coliforms, nutrients, total suspended solids
Direct Runoff to Bay, WBID#1624, Impaired for dissolved oxygen, coliforms, un-ionized ammonia
Old Tampa Bay, WBID#155G, Impaired for coliforms, mercury (fish consumption)
Old Tampa Bay, WBID#1558H, Impaired for coliforms, nutrients, mercury (fish consumption)

Total Maximum Daily Loads (TMDLs) have been proposed or developed for several of these water quality standard impairments. The PD&E study should include a review of water quality standards in the 303(d) listed water bodies, sources of water quality impairments, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the Florida Department of Environmental Protection water quality program on this issue.

The following Outstanding Florida Waters (OFWs) are also located within close proximity to the project area:
Pinellas County Aquatic Preserve (100 ft buffer)
Gateway (200 ft)
Boca Ciega Aquatic Preserve (500 ft)

OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited

except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. FDOT should coordinate and consult with FDEP requiring specific permitting requirements relating to this OFW. Additional stormwater retention and treatment requirements may be required.

Potential impacts to water quality include stormwater runoff into nearby surface water bodies. Stormwater runoff from urban sources, including roadways, carry pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:
The proposed project will impact the Boca Ciega Bay and Pinellas County Aquatic Preserves and Gateway Outstanding Florida Waters (OFW), which are regulated under section 62-302.700(9), Florida Administrative Code (F.A.C.), and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. The watershed conditions within the project area are presently considered fair.

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

Additional Comments (optional):

CLC Commitments and Recommendations:

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified 83.5 acres (21.34%) of Zone AE and 27.7 acres (7.07%) of Zone VE within the 100-foot buffer distance, 2.9 acres (0.38%) of Zone A, 199.2 acres (25.93%) of Zone AE and 56.2 acres (7.32%) of Zone VE within the 200-foot buffer distance, and 27.7 acres (1.45%) of Zone A, 559.3 acres (29.33%) of Zone AE and 136.9 acres (7.18%) of Zone VE within the 500-foot buffer distance.

The SWFWMD stated that potential impacts for the project will depend upon the required filling, encroachment or alteration of existing (or future) Zone A and AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways. The SWFWMD will require compensation for fill (or other encroachments) into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands. The FDOT may reduce the degree of effect for flooding by restricting the filling/encroachment into floodplain, constructing stormwater treatment ponds outside floodplain, and providing equivalent compensation for lost floodplain.

The USEPA states that development within the 100-year floodplain is of a high level of importance. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadways discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. Any development within the 100 -year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent, as well as reducing vegetated buffers that protect water quality. A Location Hydraulics Report (LHR), as well as an evaluation of floodplain impacts and alternatives will be prepared as part of Project Development. Efforts should be made to avoid or minimize impacts to flood plain resources and function. The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The FDOT will evaluate floodplain impacts and evaluate compensation opportunities for any floodplain encroachment and lost floodplain storage. Compensatory mitigation will be provided if mitigation is deemed necessary by regulatory agencies. A Location Hydraulics Report (LHR) will be prepared in Project Development. An evaluation of floodplain impacts and alternatives to avoid adverse effects and incompatible development in the floodplains will also be undertaken. Effort will be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures will be intended such that stormwater transport, flow and discharge meet or exceed flood control requirements. The proposed project is expected to result in moderate involvement with floodplain resources.

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

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadway?s discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A moderate degree of effect is being assigned for the proposed project (ETDM #12556, I-275 from South of 54th Avenue S. to North of 4th Street N.).

Comments on Effects to Resources:

The preliminary environmental discussion comments state that the GIS analysis Special Flood Hazard Areas identified 85.7 acres (21.9%) of Zone AE and 26.1 acres (6.67%) of Zone VE within the 100-foot buffer distance, 202.6 acres (26.38%) of Zone AE and 52.5 acres (6.83%) of Zone VE within the 200-foot buffer distance, and 564.6 acres (29.61%) of Zone AE and 123.0 acres (6.45%) of Zone VE within the 500-foot buffer distance. A Location Hydraulics Report (LHR) will be prepared in Project Development. An evaluation of floodplain impacts and alternatives to avoid adverse effects and incompatible development in the floodplains will also be undertaken. Efforts will be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures will be intended such that stormwater transport, flow, and discharge meet or exceed flood control requirements. The proposed project is expected to result in moderate involvement with floodplain resources.

EPA provides the following floodplain comments based upon its review of the project at the programming screen phase: A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates the following approximate acreage within the 100-year floodplain, as designated primarily by Zones AE and VE of the flood hazard zone designation (FEMA Special Flood Hazard Areas):

100 foot buffer distance:
Zone AE ? Approx 86 acres ? Approx 22% of total acres
Zone VE ? Approx 26 acres ? Approx 7% of total acres

200 foot buffer distance:
Zone AE ? Approx 203 acres ? Approx 26% of total acres
Zone VE Approx 52 acres ? Approx 7% of total acres

500 foot buffer distance:
Zone AE ? Approx 565 acres ? Approx 30% of total acres
Zone VE ? Approx 123 acres ? Approx 6% of total acres

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife. The area surrounding the proposed roadway is expected to experience growth which would also have indirect and cumulative effects on floodplains in the area.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: Permit Required
Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this project, a DOE of Moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for expected impacts to existing (or future) Zone A & AE floodplains within the proposed areas of:
- New stormwater management ponds.
- Roadway widening.
- Alterations of existing cross drains.
However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD s regulatory staff.

Direct Effects

Identified Resources and Level of Importance:
The following information was obtained from the FDOT s Environmental Screening Tool (EST) and supplemented with information from the SWFWMD s Geographic Information System (GIS):

Digital Flood Insurance Rate Map (DFIRM) areas of interest include the following:
- Zone A: representing less than one (1) % of I-275 within the 200 foot buffer.
- Zone AE: representing approximately twenty six (26) % of I-275 within the 200 foot buffer.
- Zone VE: representing approximately seven (7) % of I-275 within the 200 foot buffer.
- Zone X: representing approximately fifty eight (58) % of I-275 within the 200 foot buffer.
- 0.2 Percent Annual Chance Flood Hazard: representing approximately nine (9) % of I-275 within the 200 foot buffer.
Approximate locations of these DFIRM Zones can be viewed within the EST under the Floodplains map and > *Water Resource* > *DFIRM Flood Hazard Zones* layer. Graphically, the greatest concentration of floodplains appear from the beginning of the project to approximately 3300 feet north of 54Th Avenue South, south of 26th Avenue, and from approximately 4800 feet south of Gandy Boulevard to the end of the project. Of particular interest are the following:
- Wetlands & water bodies within the Frenchmans Creek Basin U (WBID 1709F).
- Wetlands & water bodies within the Clam Bayou (East Drainage) (WBID 1716C)
- Sawgrass Lake and its tributaries within the Sawgrass Lake Basin (WBID 1661).
- Wetlands and water bodies within the 77th Avenue Canal Basin (WBID 1661E).
- Wetlands and water bodies within the freshwater segment of the Roosevelt Basin (WBID 1624A) and within the marine segment of the Roosevelt Basin (WBID 1624)

As of April, 2013, the following DFIRM / FIRM Panel Numbers for the I-275 Improvement project (from north to south) can be obtained from the FEMA Map Service Center at:
https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1

Panel # 12103C0144G: Effective Date 09/03/03
Panel # 12103C0143G: Effective Date 09/03/03
Panel # 12103C0206H: Effective Date 08/18/09
Panel # 12103C0208H: Effective Date 08/18/09
Panel # 12103C0216G: Effective Date 09/03/03
Panel # 12103C0218G: Effective Date 09/03/03
Panel # 12103C0281G: Effective Date 09/03/03
Panel # 12103C0283G: Effective Date 09/03/03

Comments on Effects to Resources:
Potential impacts for the I-275 Improvement project will depend upon the required filling, encroachment or alteration of existing (or future) Zone A & AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this project, a DOE of Moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for expected impacts to existing (or future) Zone A & AE floodplains within the proposed areas of:

- New stormwater management ponds.
- Roadway widening.
- Alterations of existing cross drains.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD s regulatory staff.

CLC Commitments and Recommendations:

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/15/2013 by FDOT District 7

Comments:

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified that the project within the Greater Tampa Bay Ecosystem Management Area 100% within the 100-foot buffer distance. Rare and Imperiled Fish list four occurrences and two Woodstork Core Foraging Areas are within the 100-foot buffer distance.

The SWFWMD stated the bridge replacement or alteration over Big Island Gap will occur over open salt water and provides habitat and feeding areas for several birds and aquatic life forms. The substrate near the causeways has a high potential of habitats for soft coral, sponges and other benthic communities. Several threatened species associated with open water include; the Small Tooth Sawfish, Gulf Sturgeon, and the Florida Manatee. Impacts to seagrasses will need to be mitigated in a manner which would offset the habitat loss. The UMAM would account for the time lag associated with the time it would take for the seagrass bed to be restored to its current production level. A survey of the area will be needed to determine the type and coverage area for these benthic communities as part of the evaluation for the permit application. The Florida Manatee has been observed in Old Tampa Bay and is a listed threatened species. Additional measures will be required in order to protect this mammal during the construction process for this site. Stormwater outfall pipes and structures extending below the Mean High Water Line, exceeding eight inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. Wildlife and Habitat impacts can be reduced by the following: Adjustment of the alignment to avoid direct impacts to the emergent and submerged wetland areas, implementation of strict controls over sediment transport off site during construction, restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging; and implementing effective mitigation measures to compensate for seagrass/wetland impacts.

The USFWS stated that the roadway passes through the Core Foraging Areas (CFA) of at least five active nesting colonies of the endangered wood stork. The loss of wetland within a CFA could result in the loss of foraging habitat for the wood stork. The USFWS recommends that impacts to suitable foraging habitat be avoided. The USFWS encourages the use of the Wood Stork Effect Determination key developed with the USACE.

The FFWCC stated that land cover within the overall assessment area classified as High or Low Impact Urban Lands totals 1,536.3 acres (80.6 percent), Upland Forests account for 162.1 acres (8.5 percent), while Wetlands cover 198.8 acres (10.4 percent). The FFWCC listed the species which are Federally listed as Endangered (FE) or Threatened (FT), or State Threatened (ST), or Species of Special Concern (SSC) that may occur along the project area. Field studies will be required to verify the presence or absence of listed wildlife species and the quality of upland and wetland habitat resources. Within the assessment area there are 9 Biodiversity Hot Spots capable of supporting 7 or more focal species, or with specific species occurrence records, and 6 Priority Wetlands capable of supporting 1 to 3 focal species in uplands and 4 to 6 or 7 to 9 focal species in wetlands. Public land adjacent to the I-275 ROW includes Boyd Hill Nature Park owned and managed by the City of St. Petersburg; Sawgrass Lake Park, owned by SWFWMD and managed by Pinellas County; and Skyway Fishing Pier, part of the Florida State Parks System. Direct effects of the project could be minimal, as long as additional lanes are constructed along the existing paved areas and/or within the highway median. If outward expansion of the existing ROW is required or replacement or expansion of existing bridges becomes necessary, then project effects could be substantial. In this event avoidance and minimization measures will have to be addressed through coordination with our Imperiled Species Management Section in Tallahassee. The FFWCC recommends that the PD&E Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by our agency as Endangered, Threatened, or Species of Special Concern should be performed, both along the ROW and within sites proposed for Drainage Retention Areas. A plan should also be implemented to avoid and minimize project effects to the extent practicable. Drainage Retention Areas and equipment staging areas should be located in previously disturbed sites to avoid destruction of or degradation of native habitat. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value.

The FDOT will prepare a Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species and existing habitat within the project area. This report and the FDOTs findings will be coordinated with the USFWS and FFWCC.

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

Degree of Effect: 2 *Minimal* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: Permit Required
Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect (DOE) of minimal regarding this section. While there are a number of threatened and endangered species that may inhabit the area, ensuring the continuing safety of these animals would require coordination with Florida Fish and Wildlife Conservation Commission and their regulations. Correspondence with FFWCC, regarding permitting concerns for Howard Frankland Bridge, would be a completeness item during the permitting process.

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

Old Tampa Bay is a known manatee use area; it is recommended that the FDOT develop a project-specific manatee protection plan to eliminate the possibility of construction-related manatee injury or death in the project area

For ERP permitting purposes, the project area is located in the Tampa Bay Watershed. The SWFWMD has assigned a pre-application file (PA# 8974) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD s Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

Direct Effects
Identified Resources and Level of Importance:
The bridge replacement or alteration over Big Island Gap will occur over open salt water, which is providing habitat and feeding areas for several birds and aquatic life forms. As discussed briefly in the Wetland Section of SWFWMD s EST comments, the substrate near the causeways has a high potential of habitats for soft coral, sponges and other benthic communities.

In addition to the benthic communities, threatened species that may be located within the scope of the project area for bridge over Big Island Gap includes the Small Tooth Sawfish, Gulf Sturgeon, and the Florida Manatee.

Seagrass beds serve as a fishery for shallow-water feeders and bottom feeders. These fish serve as food for other aquatic animals and birds alike. Based on the bathymetry shown on the NOAA Navigational Chart 11416, it appears the shallow water areas adjacent to the causeway sections would draw coelenterates, mollusks, baitfish and birds of prey. The aquatic fauna is quite diverse in the habitats associated with the Howard Frankland Bridge.

Comments on Effects to Resources:
While there are many mammals, ovarian, and aquatic species that can be found in the water and air surrounding the Big Island Gap Bridge, SWFWMD permits will be written as they relate to threatened / endangered species and the potential habitat impacts associated with wetlands and the protected bottom lands.

As discussed in the Wetlands Section of SWFWMD s EST comments, impacts to seagrasses will need to be mitigated in a manner which would offset the habitat loss. The UMAM would account for the time lag associated with the time it would take for the seagrass bed to be restored to its current production level, both for the seagrasses as food for certain species and for the habitat value for the fish, crustaceans, and snails. This value may affect the total area to be preserved, restored, or created to offset the wetland impact.

Disruption of the coarse sand substrate with embedded rocks will have a negative influence on the current production levels for colonies of soft corals and sponges. A survey of the area will be needed to determine the type and coverage area for these benthic communities as part of the evaluation for the permit application.

The Florida Manatee has been observed in Old Tampa Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. A Specific Condition will be used in the ERP outlining the standard operating procedure during the demolition of the old bridge and construction of the replacement bridge. Please be advised that stormwater outfall pipes and structures extending below the Mean High Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. [Reference - Grates and Other Manatee Exclusion Devices for Culverts and Pipes (February 2011), available at http://myfwc.com/media/415238/manatee_grates.pdf].
Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) of minimal regarding this section. While there are a number of threatened and endangered species that may inhabit the area, ensuring the continuing safety of these animals would require coordination with Florida Fish and Wildlife Conservation Commission and their regulations. Correspondence with FFWCC, regarding permitting concerns for Howard Frankland Bridge, would be a completeness item during the permitting process.

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

Old Tampa Bay is a known manatee use area; it is recommended that the FDOT develop a project-specific manatee protection plan to eliminate the possibility of construction-related manatee injury or death in the project area

For ERP permitting purposes, the project area is located in the Tampa Bay Watershed. The SWFWMD has assigned a pre-application file (PA# 8974) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD s Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/10/2013 by Bonita Gorham, FL Fish and Wildlife Conservation Commission

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

Direct Effects

Identified Resources and Level of Importance:

The Office of Conservation Planning Services of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #12556, Pinellas County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this project involves a Project Development and Environment (PD&E) Study that will evaluate two Alternatives for construction of one additional lane in each direction on I-275 and the addition of managed lanes, and Interchange improvements within the project area in Pinellas County. The I-275 project area extends from south of 54th Avenue South to north of 4th Street North, a total distance of 16.3 miles. FDOT states that the project is needed to improve capacity, lane continuity, and the operational efficiency of I-275. FDOT also states that to the maximum extent possible, all construction improvements on the roadway will be within the existing Right-of-Way (ROW), however, additional ROW will be needed for offsite Drainage Retention Areas (DRAs) and Interchange improvements. Our Agency provided comments on this project during the Planning Phase in October 2009 and our current input represents resource information for the entire project alignment, including the expanded project limits and any potential wildlife and habitat resource updates in the data bases since our original comments.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment shows that the project area is in metropolitan St. Petersburg, and Landcover within the overall assessment area classified as High or Low Impact Urban Lands totals 1,536.3 acres (80.6 percent), Upland Forests account for 162.1 acres (8.5 percent), while Wetlands cover 198.8 acres (10.4 percent). Wetlands include Open Water (124.5 acres 6.5 percent), Freshwater marsh (1.6 acres 0.08 percent), Mangrove Swamp (27.6 acres 1.5 percent), Coastal Saltmarsh (3.3 acres 0.17 percent), Sand- Beach (1.8 acres 0.09 percent), Shrub Swamp (5.3 acres 0.28), and Hardwood Swamp (34.7 acres 1.8 percent). Uplands are represented by Upland Hardwood Forests and Hammocks (36.5 acres 1.9 percent), Dry Prairie (16.7 acres - 0.87 percent), Mixed Hardwood Pine-forests (13.3 acres - 0.70), and Pinelands (85.2 acres).

Based on range and preferred habitat type, the following species which are Federally listed as Endangered (FE) or Threatened (FT), or State Threatened (ST), or Species of Special Concern (SSC) may occur along the project area: West Indian manatee (FE), Sherman s fox squirrel (SSC), Florida pine snake (SSC), piping plover (FT), snowy plover (ST), Southeastern American kestrel (ST), American oystercatcher (SSC), brown pelican (SSC), black skimmer (SSC), least tern (ST), limpkin (SSC), reddish egret (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (FE), roseate spoonbill (SSC), burrowing owl (SSC), Eastern indigo snake (FT), short-tailed snake (ST), green sea turtle (FE), Kemp s ridley sea turtle (FE), leatherback sea turtle (FE), loggerhead sea turtle (FT), gopher tortoise (ST), mangrove rivulus (SSC) and gopher frog (SSC).

In our original review in 2009, GIS analysis revealed several specific characteristics associated with lands along the entire project alignment that provide a good indication of potential habitat quality or sensitivity that will require field studies to verify the presence or absence of listed wildlife species and the quality of upland and wetland habitat resources. Within the assessment area there are 9 FWC Biodiversity Hot Spots capable of supporting 7 or more focal species, or with specific species occurrence records, and 6 Priority Wetlands capable of supporting 1 to 3 focal species in uplands and 4 to 6 or 7 to 9 focal species in wetlands.

Adjacent to the causeway approach to the Sunshine Skyway Bridge are vast seagrass beds that support a highly productive marine ecosystem and an excellent sport fishery. I-275 runs through both the Boca Ciega Bay Aquatic Preserve and the Pinellas County Aquatic Preserve. Public lands adjacent to the I-275 ROW include Boyd Hill Nature Park owned and managed by the City of St. Petersburg; Sawgrass Lake Park, owned by the Southwest Florida Water Management and managed by Pinellas County; and Skyway Fishing Pier State Park, part of the Florida State Parks system. The Pinellas National Wildlife Refuge is also within one mile of the project area.

Comments on Effects to Resources:

Based on the project information provided, we believe that direct effects of this project could be minimal, provided that the proposed additional lanes are constructed along the existing paved portions of the I-275 ROW or within the highway median. If outward expansion of the existing ROW into natural areas is required, or replacement or expansion of existing bridges which was not mentioned in the project description becomes necessary, then project effects could be substantial, especially along the causeway leading to the Sunshine Skyway Bridge and a host of in-water impacts to the Florida manatee and sea turtles and other species. In this event avoidance and minimization measures will have to be addressed through coordination with our Imperiled Species Management Section in Tallahassee at imperiledspecies@myfwc.com or at (850) 922-4330.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/15/2013 by Jane Monaghan, US Fish and Wildlife Service

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

Direct Effects

Identified Resources and Level of Importance:

Federally listed species and the ecosystems upon which they depend.

Project Description Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the need for capacity and operational improvements along I-275 from south of 54th Avenue South to north of 4th Street North in Pinellas County. A capacity project is proposed to improve the operation of I-275. The project length is approximately 16.3 miles. I-275, as it currently exists, is a limited access urban interstate highway with a four-lane divided typical section to the south of 54th Avenue South. Between 54th Avenue South and north of 4th Street North, I-275 fluctuates between four and ten lanes, but is typically a six-lane divided limited access urban interstate highway. The existing roadway has 12-foot lanes, 12-foot inside and outside shoulders (10-foot paved) and generally open drainage with a median width that varies from 40 to 65 feet. This PD&E study will evaluate ways to improve capacity, lane continuity and safety along I-275. The addition of general purpose travel lanes and interchange improvements will be evaluated in order to improve lane continuity and address capacity needs within the corridor. The addition of managed lanes to improve capacity along the corridor and meet future traffic demands will also be evaluated. The addition of general purpose lanes, interchange improvements, and addition of managed lanes will be evaluated to increase safety along the I-275 corridor. To the maximum extent possible, roadway improvements will be constructed within the existing right of way. Additional right of way is anticipated only for offsite stormwater treatment facilities and interchange improvements.

Wood Stork (*Mycteria americana*)

The project corridor is approximately 16.3 miles long. The roadway passes through the Core Foraging Areas (CFA) of at least five active nesting colonies of the endangered wood stork. The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If this is not feasible, minimization and mitigation with suitable foraging habitat will be required. The Service encourages the use of the Wood Stork Effect Determination Key developed with the Army COE. Please refer to the North Florida Field Office website for WOST colony locations. http://www.fws.gov/northflorida

Comments on Effects to Resources:

The project has the potential to affect wetland ecosystems that wood storks and other wading birds depend on for foraging andnesting.

Additional Comments (optional):

CLC Commitments and Recommendations:

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/15/2013 by FDOT District 7

Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Minimal.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that eight environmentally sensitive shorelines, two Aquatic Preserves, 65.0 acres of mangrove swamp, and 59.89 acres of Continuous and Discontinuous Seagrass Beds are within the 500-foot buffer distance and the Coastal Barrier Resource System within the 5,280-foot buffer distance.

The SWFWMD stated that I-275 extends across Big Island Gap, and the area below the existing bridge is tidally influenced and is a part of the Tampa

Bay Estuary System, which is part of an Outstanding Florida Waterway and an Aquatic Preserve. It is also a part of the Tampa Bay Watershed. Seagrass beds present along the causeways associated with the northern terminus and extending towards the Howard Frankland Bridge are particularly vulnerable to increased turbidity and sedimentation. Several environmental groups, such as the Tampa Bay Estuary Program (TBEP), have invested interest in the ongoing protection of this area, particularly near the Howard Frankland Bridge, Big Island Gap and Sawgrass Lake. TBEP, in conjunction with the SWFWMD Surface Water Improvement and Management (SWIM) program, has invested time and monies into restoration, preservation and enhancement efforts around Old Tampa Bay. The portion of the project near the northern terminus has the potential to generate increased sedimentation that may degrade water quality and damage seagrass beds. Coordination with governmental groups and private groups; specifically the Tampa bay Regional Planning Council, Tampa Bay Estuary Program, FFWCC and the Army Corp, is required as part of the Coastal Zone Management plan.

The NMFS listed resources to include Riviera Bay and Tampa Bay, both which contain estuarine habitats used by federally-managed fish species and their prey. NMFS staff conducted a site inspection of the project area on May 9, 2013, to assess potential concerns related to living marine resources within Riviera Bay and Tampa Bay. The lands adjacent to the proposed project are principally urban commercial and residential properties with occasional disturbed palustrine wetlands. The project does not appear to directly impact any NMFS trust resources; however, the projects southern terminus lies within 220 feet of boat slips at Loggerhead marina and within 380 feet of Maximo channel, which are both connected to Tampa Bay. The road also crosses over a drainage canal which drains to Riviera Bay and Tampa Bay to the east. At the north end of the causeways shoreline contains some mangrove habitat, and seagrass beds lie adjacent to the shoreline on both sides of the causeway. Tampa Bay contains estuarine habitats utilized by federally-managed fish species and their prey. Increased use of the road could result in an increase in the amount of sediment, oil and grease, metals and other pollutants. NMFS recommends stormwater treatment systems be upgraded to prevent degraded water from reaching these estuarine habitats, and best management practices should be employed during road construction to control erosion and prevent siltation of estuarine habitats.

The FDOT will prepare an EFH Assessment as part of the Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species and existing habitat within the project area. This report and the FDOTs findings will be coordinated with the appropriate regulatory agencies.

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

Degree of Effect: 2 *Minimal* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: Permit Required
Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this project, a DOE of minimal was assigned to this issue due to the routine nature for SWFWMDS involvement with this type of noticing. Wetland impacts to the seagrasses will be addressed through permitting for the site during the review period. Future permitting should involve routine interaction with the SWFWMD s regulatory staff.

Choosing construction means and methods to minimize fugitive construction materials and pollutants discharge would be useful to minimize temporary and permanent impacts.

Direct Effects

Identified Resources and Level of Importance:
I-275 extends across Big Island Gap, which is a section of Old Tampa Bay. The area below the existing bridge over Big Island Gap is tidally influenced and is part of the Tampa Bay Estuary system, which is part of an Outstanding Florida Waterway and an Aquatic Preserve beginning at the Pinellas County line. It is also part of the Tampa Bay Watershed. Beds of seagrasses are present in Old Tampa Bay along the causeways associated with the northern terminus and extending towards the Howard Frankland Bridge. These seagrass beds are particularly vulnerable to increased turbidity and sedimentation.

Several environmental groups have an invested interest in the ongoing protection of the resources associated with Old Tampa Bay, such as the Tampa Bay Estuary Program (TBEP). TBEP, in conjunction with the SWFWMD Surface Water Improvement and Management (SWIM) program, has invested time and monies into restoration, preservation and enhancement efforts around Old Tampa Bay. Many of their ongoing efforts are located near the Howard Frankland Bridge, Big Island Gap and Sawgrass Lake.

Comments on Effects to Resources:
The portion of the project near the northern terminus has the potential to generate increased sedimentation that may degrade water quality and damage seagrasses beds within Old Tampa Bay. While there may be direct wetland / bottom land impacts to these resources, additional impacts may occur as they relate to the existing recreation, ecotourism, and environmental preservation efforts by governmental groups and private environmental groups. Coordination with these stakeholders, specifically the Tampa Bay Regional Planning Council, Tampa Bay Estuary Program, FFWCC, and the Army Corp, is required as part of the Coastal Zone Management plan.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this project, a DOE of minimal was assigned to this issue due to the routine nature for SWFWMDS involvement with this type of noticing. Wetland impacts to the seagrasses will be addressed through permitting for the site during the review period. Future permitting should involve routine interaction with the SWFWMD s regulatory staff.

Choosing construction means and methods to minimize fugitive construction materials and pollutants discharge would be useful to minimize temporary and permanent impacts.

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 05/13/2013 by David A. Rydene, National Marine Fisheries Service

Coordination Document: PD&E Support Document As Per PD&E Manual
Coordination Document Comments:NMFS would like to review the Wetland Evaluation/Biological Assessment Report that FDOT has already committed to producing (see Preliminary Environmental Discussion - Wetlands).

Direct Effects

Identified Resources and Level of Importance:
Resources include Riviera Bay and Tampa Bay, which contain estuarine habitats used by federally-managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 12556. The Florida Department of Transportation District Seven proposes widening I-275 from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida. FDOT s PD&E study will evaluate the addition of either general purpose or managed lanes, and interchange improvements as ways to improve capacity, lane continuity, and safety.

NMFS staff conducted a site inspection of the project area on May 9, 2013, to assess potential concerns related to living marine resources within Riviera Bay and Tampa Bay. The lands adjacent to the proposed project are principally urban commercial and residential properties with occasional disturbed palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the project s southern terminus (as shown in the project s EST map) lies within 220 feet of boat slips at Loggerhead Marina and within 380 feet of Maximo Channel. Both are connected to Tampa Bay. The road also crosses over a drainage canal connected with Sawgrass Lake to the west, and draining to Riviera Bay and Tampa Bay to the east. The project s northern terminus (as shown in the project s EST map) includes a portion of the Howard Frankland Bridge Causeway (Pinellas County side). The causeway s shorelines contain some mangrove habitat and seagrass beds lie adjacent to the shorelines on both sides of the causeway. Tampa Bay contains estuarine habitats (e.g. seagrass, salt marsh, mangrove) used by federally-managed fish species and their prey. Increased use of the road could result in an increase in the amount of sediment, oil and grease, metals, and other pollutants reaching estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching these estuarine habitats. In addition, best management practices should be employed during road construction to control erosion and prevent siltation of estuarine habitats, especially seagrasses.

Additional Comments (optional):
NMFS would like to review the Wetland Evaluation/Biological Assessment Report that FDOT has already committed to producing (see Preliminary Environmental Discussion - Wetlands).
CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Physical

Noise

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) analysis identified one Noise Barrier, Noise Barrier ID 12107103151903419 12, located within the 100-foot buffer distance. The EST identified transportation, high density residential, commercial and services, and utilities as the four major land uses within the 500-foot buffer distance. Three group care facilities are located within the 200-foot buffer distance and nine additional group care facilities, one laser facility, two parks, eight religious centers and two schools are located within the 500-foot buffer distance. With the exception of the one identified laser facility, there are no eye clinics, hospitals, or other features that may be sensitive to potential noise and vibration effects located within the 500-foot buffer distance.

The FHWA stated that the southern two-thirds of the area of potential effect (APE) is heavily developed with residences, churches, a hospital and other health care facilities, schools, parks, and cultural centers within the 200-500 foot buffer. Additional lanes may mean a higher volume of vehicles and increased noise from tires on pavement, brakes, engines, exhaust, etc. A noise study is required for the entire APE.

The FDOT will prepare a Noise Study Report (NSR) during the PD&E study. The NSR will evaluate all potential noise-sensitive receptors.

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Linda Anderson, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Thesouthern two-thirds of the APE is heavily developed with residences, churches, a hospital and otherhealth care facilities, schools, parks, and cultural centers within the 200-500' buffer.

Comments on Effects to Resources:

Additional lanes may mean a higher volume of vehicles and increased noise from tires on pavement, brakes, engines, exhaust, etc. Given that the southern two-thirds of the APE is heavily developed,a noise study is required for the entire APE.

Additional Comments (optional):

CLC Commitments and Recommendations:

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/15/2013 by FDOT District 7

Comments:

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates the project is located within two air quality maintenance areas and one presumptive nonattainment area within the 100-foot buffer distance. One ambient air monitoring station and one USEPA power plant are within 5,280-foot buffer distance.

The USEPA identified the resources in the EST identified above. The project is expected to have minimal air quality impacts; however, there should be a review of potential air quality impacts. Air quality monitoring should be conducted using current and proposed air quality requirements and standards in an approved software program. The model should be used to determine whether any conformity issues or violations are anticipated within the project area and/or within the counties. It is recommended that the environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest, as well as in areas of sensitive receptors. Any State Implementation Plans for air quality relating to the two air quality maintenance areas and one presumptive nonattainment area should be reviewed and a determination made as to whether the project will have an additional impact to any National Ambient Air Quality Standards (NAAQS).

The FDOT will conduct an air quality screening test for this project during the PD&E study.

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

Degree of Effect: 2 *Minimal* assigned 05/07/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments: As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Direct Effects

Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed project (ETDM #12556, I-275 from South of 54th Avenue S. to North of 4th Street N.).

Comments on Effects to Resources:

The preliminary environmental discussion comments state that the project is located within two air quality maintenance areas and one presumptive nonattainment area within the 100-foot buffer distance. One ambient air monitoring station and one USEPA power plant are within 5,280-foot buffer distance. The proposed project is expected to result in minimal involvement with air quality resources.

EPA provides the following air quality comments based upon its review of the project at the programming screen phase: Although the project is expected to have minimal air quality impacts, there should be a review of potential air quality impacts. It is recommended that the environmental review phase of this project include air impact analyses which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program should be conducted to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or counties. Current and proposed air quality requirements and standards should be used in modeling software programs.

Any State Implementation Plans forair quality relating to the two air quality maintenance areas and one presumptive nonattainment area should be reviewed anda determination made as towhether the project will have an additional impact to any National Ambient Air Quality Standards (NAAQS).

Additional Comments (optional):
As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.
CLC Commitments and Recommendations:

Contamination

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that there is one brownfield area within the 100-foot buffer distance and four Brownfield locations, two petroleum contamination monitoring sites, and one Super Act Risk source are within the 200-foot buffer. There are four brownfield areas, four hazardous waste facilities, 17 petroleum contamination monitoring sites, one Super Act Well, nine USEPA Resource Conservation and Recovery Act (RCRA) regulated facilities, and seven Super Act Risk Sources within the 500-foot project buffer zone. Any source identified will be assessed to determine the need for remediation during construction.

The FDEP stated a Contamination Screening Evaluation should outline specific procedures to be followed in the event that drums, wastes, tanks or potentially contaminated soils are encountered during construction. If contamination is discovered during construction, the FDEP and Pinellas County should be notified, and the FDOT may need to address the problem through additional assessment and remediation activities. Reference should be made to the most recent FDOT specification entitled "Section 120 Excavation and Embankment -- Subarticle 120-1.2 Unidentified Areas of Contamination of the Standard Specifications for Road and Bridge Construction" in the project's construction contract documents that would require specific actions by the contractor in the event of any hazardous material or suspected contamination issue arises. Depending upon the findings of the Contamination Screening Evaluations and the proximity to know contaminated sites, projects involving dewatering should be discouraged or limited, since there is a potential to spread contamination and affect contamination receptors, site workers and the public. Any land clearing or construction debris must be characterized for proper disposal, and potentially hazardous materials must be properly managed. Early planning is essential to meet construction and cleanup timeframes. Innovative technologies, such as special stormwater management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

The SWFWMD states that contamination sites (or potential contamination sites) of particular interest to them include the Brownfield areas adjacent to I-275 and the one Super Act Risk Source (Shell Tanker Spill) near the north end of the Gandy Boulevard entrance ramp to I-275. The area is characterized by a two-aquifer system that includes the Surficial and Floridian aquifers. Within a 200-foot buffer the pollution potential of the intact Surficial Aquifer is high as indicated by DRASTIC weighted index of approximately 177. The pollution potential of the Floridian Aquifer is lower as indicated by DRASTIC weighted index of approximately 62. FAVA Surficial Aquifer System is classified as more vulnerable within the 200-foot buffer for 88 +/-percent of the project length. FAVA Floridan Aquifer System is classified as more vulnerable within the 200-foot buffer for 75 +/-percent of the project length. If any contaminated sites are disturbed during construction it could result in surface and/or groundwater pollution; particularly at the location of the Brownfield areas and the Super Act Risk Source (Shell Tanker Spill). To minimize groundwater and surface water pollution potential the FDOT should conduct an Environmental Audit at the appropriate level, prepare an appropriate Contamination Screening Evaluation Report (CSER), avoid known contaminated sites where possible in the selection of the project alignment, avoid/minimize all construction activity in proximity to known

sinkholes along or near the projects alignment, evaluate potential stormwater treatment pond sites for the presence of contamination, design and construct stormwater management facilities to avoid breaching the upper confining unit and utilize temporary drainage & erosion control through areas of potential contamination. Contamination sources such as existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly. In addition, existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor.

The USEPA stated that any source identified will need to be assessed to determine the need for remediation during construction. The environmental review phase of the project should evaluate whether the classification of this area as a Brownfield Site will impact the roadway project. The USEPA recommends that a Contamination Screening Evaluation Report (CSER) be conducted during the environmental review (PD&E) phase of the project. If any contaminated site features are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the CSER.

The FDOT will prepare a CSER as part of the PD&E study. Any potential contamination source identified will be assessed further during any future design of the project in order to determine the need for remediation during construction.

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

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required
Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this I-275 Improvement project, a DOE of moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:
- The nearby brownfield areas.
- The Super Act Risk Source (Shell Tanker Spill) located near the north end of the Gandy Boulevard entrance ramp to I-275.

Direct Effects
Identified Resources and Level of Importance:
Information regarding proposed off-site stormwater management facilities will not be available until after the subsequent PD&E and design phases of this project. Therefore, the SWFWMD utilized the FDOT s Environmental Screening Tool (EST) (supplemented with information from the SWFWMD s Geographic Information System (GIS) for identifying potential contaminated sites that may affect subsequent Environmental Resource Permits (ERPs) for the FDOT. The facilities of concern within 200 feet of this I-275 project include (but are not limited to) the following:

Brownfield Locations: Three (3) facilities.
Hazardous Waste Facilities: No reported facilities.
Petroleum Contamination Monitoring Sites: One (1) reported facility.
Storage Tank Contamination Monitoring: Three (3) reported facilities.
Super Act Risk Sources: One (1) reported facility.
Super Act Wells: No reported facilities.
Toxic Release Inventory Sites: No reported facilities.

Detailed information regarding known contaminated sites can be obtained from the appropriate GIS themes / layers in the EST. In view of the current / past land uses in the project area, there may be other (unknown) contaminated sites.

Contamination sites (or potential contamination sites) of particular interest to the SWFWMD include the following:
- The Brownfield areas adjacent to I-275. According to the EST, these facilities are identified as *St. Petersburg, Pinellas County Lealman Area-Wide,* and *Sod Farm Site* brown field areas.
- The one (1) Super Act Risk Source (Shell Tanker Spill) near the north end of the Gandy Boulevard entrance ramp to I-275.

From the SWFWMD s GIS, the proposed I-275 improvement project does not appear to lie within a Sensitive Karst Area (SKA). In addition, no reported / documented sinkholes were identified within 200 feet of the proposed alignment. However, one (1) Subsidence Incident Report was identified on the FDOT s EST within the 500 foot buffer. Within the one (1) mile buffer, the EST reported a total of five (5) Subsidence Incident Reports (reference: the FDOT s EST Contaminated Sites Map and > *Geology* > *Subsidence Incident Reports* layer).

From the SWFWMD s GIS and the FDOT s EST, the project area is characterized by a two-aquifer system that includes the Surficial and Floridan aquifers.

Within a 200 foot buffer of I-275, the pollution potential of the intact Surficial Aquifer is high as indicated by DRASTIC weighted index of approximately

177. The pollution potential of the Floridan Aquifer is lower as indicated by DRASTIC weighted index of approximately 62.

FAVA Surficial Aquifer System:
Classified as More Vulnerable within the 200 foot buffer for 88 + / - % of the project length, Unknown Description for 3 + / - % of the project length and Vulnerable" for the remaining 9 + / - %. Graphical locations of the Surficial FAVA can be viewed within the FDOT s EST under the Contaminated Sites map and > *Water Resource* > *Surficial Aquifer System Response* layer.
FAVA Floridan Aquifer System:
Classified as More Vulnerable within the 200 foot buffer for 75 + / - % of the project length, Unknown Description for 1 + / - % of the project length and Vulnerable" for the remaining 24 + / - %. Graphical locations of the Floridan FAVA can be viewed within the FDOT s EST under the Contaminated Sites map and > *Water Resource* > *Floridan Aquifer System Response* layer.

Comments on Effects to Resources:
If encountered and disturbed during construction along the segment route, any contaminated site could result in surface and / or groundwater water pollution, particularly at the location of the Brownfield areas and the Super Act Risk Source (Shell Tanker Spill) near the north end of the Gandy Boulevard entrance ramp to I-275.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. For this I-275 Improvement project, a DOE of moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:
- The nearby brownfield areas.
- The Super Act Risk Source (Shell Tanker Spill) located near the north end of the Gandy Boulevard entrance ramp to I-275.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:
Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial/commercial facilities with onsite storage of hazardous materials, solid waste facilities, and hazardous waste facilities. etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned for the proposed project (ETDM #12556, I-275 from South of 54th Avenue S. to North of 4th Street N.).

Comments on Effects to Resources:
The preliminary environmental discussion comments state that the EST GIS analysis identified one Brownfield location boundary within the 100-foot buffer distance and four Hazardous Waste Facilities, 17 Petroleum Contamination Monitoring Sites, one Super Act Well, nine USEPA Resource Conservation and Recovery Act Regulated Facilities, and seven Super Act Risk Sources within the 500-foot buffer distance. A Contamination Screening Evaluation Report (CSER) will be prepared for this project. Any source identified will be assessed to determine the need for remediation during construction. The proposed project is expected to result in moderate involvement with potential sources of contamination.

EPA provides the following contamination comments based upon its review of the project at the programming screen phase: EPA reviewed the GIS analysis data for buffer distances of 100, 200, and 500 feet and noted that contaminated site features were located within the project location. These include: Brownfield Location Boundaries, Compliance & Enforcement Tracking Facilities, Hazardous Waste Sites (500 ft), Petroleum Contamination Monitoring Sites, Storage Tank Contamination Monitoring Sites, and USEPA RCRA facilities.

Brownfield projects are defined as abandoned, idled or under-utilized property where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination. Previous thriving areas of economic activity are listed as Brownfield if the area is abandoned by contamination from past uses. Areas being unused or under-utilized are impediments to economic development in rural and urban communities. Redeveloped, these Brownfield areas can be catalysts for community revitalization. The Brownfield program brings together federal agencies to address cleanup and redevelopment in a more coordinated approach. Often times, federal grant programs and public/private organizations assist in the cleanup and redevelopment of Brownfield areas. The environmental review phase of the project should evaluate whether the classification of this area as a Brownfield Site will impact the roadway project.

EPA is assigning a moderate degree of effect for this issue for the proposed project. There are not a substantial amount of contaminated site features within the project area. However, EPA is recommending that a Contamination Screening Evaluation be conducted during the environmental review

(PD&E) phase of the project. This type of study should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. Documentation of environmental impacts associated with contaminated sites or contaminated facilities should be included in the report.

If any contaminated sites features (e.g., petroleum storage tanks) are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the Contamination Evaluation Screening report.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:
The GIS report indicates that there are 4 brownfield areas, 4 hazardous waste facilities, 17 petroleum contamination monitoring sites, 27 storage tank contamination monitoring sites, and 9 RCRA regulated facilities identified within the 500-ft. project buffer zone.

Comments on Effects to Resources:
Contamination Screening Evaluations should outline specific procedures that would be followed by the applicant in the event that drums, wastes, tanks or potentially contaminated soils are encountered during construction.

In the event contamination is detected during construction, the Department and Pinellas County should be notified, and the FDOT may need to address the problem through additional assessment and remediation activities. Reference should be made to the most recent FDOT specification entitled "Section 120 Excavation and Embankment -- Subarticle 120-1.2 Unidentified Areas of Contamination of the Standard Specifications for Road and Bridge Construction" in the project's construction contract documents that would require specific actions by the contractor in the event of any hazardous material or suspected contamination issue arises.

Depending on the findings of the Contamination Screening Evaluations and the proximity to known contaminated sites, projects involving "dewatering" should be discouraged or limited, since there is a potential to spread contamination to previously uncontaminated areas or less contaminated areas and affect contamination receptors, site workers and the public. Dewatering projects would require permits / approval from the Southwest Florida Water Management District.

Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C. Petroleum cleanups must be managed in accordance with Chapter 62-770, F.A.C.

Please be advised that a new rule, 62-780, F.A.C., became effective on April 17, 2005. In addition, Chapters 62-770, 62-777, 62-782 and 62-785, F.A.C., were amended on April 17, 2005, to incorporate recent statutory changes. Depending on the findings of the environmental assessments, there are "off-property" notification responsibilities potentially associated with this project. These rules may be found at the following website: http://www.dep.state.fl.us/waste/.

Based on our experience, the accurate identification, characterization and cleanup of sites requires experienced consulting personnel and laboratory support, management commitment of the project developers and their representatives, and will likely be very time-consuming. Early planning to address these issues is essential to meet construction and cleanup (if required) timeframes. Innovative technologies, such as special stormwater management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

Additional Comments (optional):

CLC Commitments and Recommendations:

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/15/2013 by FDOT District 7

Comments:

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified 513 linear feet, 1,036 linear feet and 2,745 linear feet of railroad within the 100-foot, 200-foot and 500-foot buffer, respectively. One wireless antenna structure location was identifed within the 200 -foot buffer distance, and one Federal Aviation Administration Obstruction was identifiedwithin the 500-foot buffer distance.

SWFWMD identified several SWFWMD-owned/controlled/cooperative data collection sites and survey benchmarks near the project corridor. Construction activities related to the project and associated surface water management facilities have the potential to damage the districts data collection stations or to impair their collection functions. Of heightened concern are the benchmarks noted previously. Communication with the Districts Data Collection Bureau (Brooksville) during the design phase can greatly reduce the potential for impacts to these structures and monitoring wells.

The FDOT will assess potential impacts to existing infrastructure and take measures to minimize any project related impacts.

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

Degree of Effect: 2 *Minimal* assigned 05/17/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. A DOE of minimal was assigned to these issues due to the present belief that little or no adverse impacts to infrastructure (owned or controlled by the SWFWMD) are expected.

The SWFWMD requests that FDOT avoid disturbing data collection facilities or adjacent survey benchmarks. Coordination with the District s Hydrologic Data and Survey Sections in Brooksville will be helpful in protecting these infrastructure components.

For ETDM #12556, the District has assigned a pre-application file **(PA# 8974)** for the purpose of tracking its participation in the ETDM review of this project. File **PA# 8974** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:

The following information (regarding SWFWMD owned / controlled / cooperative data collection sites) was obtained from the SWFWMD s GIS system, and was analyzed for information within 500 feet of the I-275 from South of 54th Avenue S. to North of 4th Street N. project:

SITE_ID: 670015
SITE_NAME: Sawgrass Lake Canal at Structure Downstream
SITE_TYPE_DESC: Canal
STATUS_DESC: Active
AGENCY: SWFWMD / US Geological Survey
STR: 26-30-16

SITE_ID: 670014
SITE_NAME: Sawgrass Lake Canal at Structure Upstream
SITE_TYPE_DESC: Lake Outfall
STATUS_DESC: Active
AGENCY: SWFWMD / US Geological Survey
STR: 26-30-16

SITE_ID: N/A
SITE_NAME: Sawgrass Lake
SITE_TYPE_DESC: Flood Control Structure
STATUS_DESC: Active
AGENCY: SWFWMD
ADDRESS: 7400 25th Street N., St. Petersburg, 33702

SITE_ID: N/A
SITE_NAME: Sawgrass Lake
SITE_TYPE_DESC: Structure Access Point

STATUS_DESC: Active
AGENCY: SWFWMD
ADDRESS: I-275 and 54th Avenue North

The SWFWMD has cooperative programs with NGS, FDEP and other local agencies to establish and maintain benchmarks throughout the District. The following Benchmarks are located near this proposed I-275 from South of 54th Avenue S. to North of 4th Street N. project:
Site_Name: Sawgrass BM-1
Site Type: Disc in concrete
STR: 26-30-16

Site_Name: Sawgrass BM-2
Site Type: Monument
STR: 26-30-16

Site_Name: Sawgrass BM-3
Site Type: Disc in concrete
STR: 26-30-16

Beginning on 09/04/12, the SWFWMD revised its website to provide benchmark data that is searchable by section, township and range, or by interactive map. The URL for this website is as follows:
http://www.swfwmd.state.fl.us/data/surveycontrol/

Comments on Effects to Resources:
Construction activities related to the project and associated surface water management facilities have the potential to damage the Districts data collection stations or to impair their collection functions. Of heightened concern are the benchmarks noted previously
Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD s proprietary or regulatory interests and obligations. A DOE of minimal was assigned to these issues due to the present belief that little or no adverse impacts to infrastructure (owned or controlled by the SWFWMD) are expected.

The SWFWMD requests that FDOT avoid disturbing data collection facilities or adjacent survey benchmarks. Coordination with the District s Hydrologic Data and Survey Sections in Brooksville will be helpful in protecting these infrastructure components.

For ETDM #12556, the District has assigned a pre-application file **(PA# 8974)** for the purpose of tracking its participation in the ETDM review of this project. File **PA# 8974** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Commitments and Recommendations:

Navigation

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 07/15/2013 by FDOT District 7

Comments:
The Florida Department of Transportation (FDOT) has reviewed comments from the US Army Corps of Engineers (USACE) and recommends a Degree of Effect of Minimal.

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified no navigable waterways within the 500-foot buffer distance; however, there is one bridge over Big Island Gap within the project limits.

The USACE stated potential navigable waterways are along the corridor. Any permanent or temporary structures, outfalls, fills, or dredging activites may affect navigation.

The FDOT will evaluate horizontal and vertical clearance of the existing and proposed bridges over potential navigable waterways.

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

Degree of Effect: 2 *Minimal* assigned 05/06/2013 by Garett Lips, US Army Corps of Engineers

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
Potential navigable waterways are along the corridor.
Comments on Effects to Resources:
Permanent or temporary structures, outfalls, fills, or dredging activities may affect navigation.
Additional Comments (optional):

CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Special Designations

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/15/2013 by FDOT District 7

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

The geographic information system (GIS) data from the Environmental Screening Tool (EST) identified three Outstanding Florida Waters; Pinellas County Aquatic Preserve within the 100-foot buffer distance, Gateway within the 200-foot buffer distance on the north end of the project, and the Boca Ceiga Bay Aquatic Preserve within the 500-foot buffer distance, but south of the project.

The USEPA classified Special Flood Hazard Areas, public lands, Aquatic Preserves, Outstanding Florida Waters, and mangroves as of a high level of importance. The proposed project is expected to result in minimal involvement with Outstanding Florida Waters and aquatic preserve resources since the project does not cross over these waters. There are sensitive environmental and natural resource areas located directly adjacent to the project. The Pinellas County Aquatic Preserve includes near shore habitats along sandy beaches and mangrove dominated shorelines. Submerged habitats include oyster bars, seagrass beds, coral communities, and spring fed caves. Abundant islands, including those formed from dredge spoil material, are also part of the preserve. Approximately 1/3 of Florida's coral species can be found in the Pinellas County Aquatic Preserve. Boca Ciega Aquatic Preserve includes unspoiled mangrove islands as well as miles of canals bounded by seawalls. These preserves include the western portion of Tampa Bay (including Safety Harbor and Old Tampa Bay), Clearwater Bay, St. Joseph Sound, oceanic waters westward to the county line, as well as certain fresh waters such as Lake Tarpon and portions of Lake Seminole. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. FDOT should coordinate and consult with FDEP requiring specific permitting requirements relating to this OFW. Additional stormwater retention and treatment requirements may be required. Mangroves are present in the area surrounding the proposed project. The proposed project and further urbanization of the corridor has the potential to impact these environmentally sensitive areas and natural resources. Some potential impacts include increased stormwater runoff or dredging, loss of habitat due to development and urbanization, and degradation of water quality. Also, the shorelines may be subject to erosion which could lead to invasion of exotic species. The PD&E study should evaluate the degree of impact to these types of resources. Impact to environmentally sensitive and valuable resources such as the ones listed above should be avoided or minimized to the best extent practicable.

The FDEP states the proposed project will impact the Boca Ciega Bay and Pinellas County Aquatic Preserves and Gateway OFWs. The watershed conditions within the project area are presently considered fair, and recommends that the PD&E study include an evaluation of existing storm water treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications. Direct impacts to these waterbodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the ERP permitting process.

The SWFWMD indicates the northern portion of this project is within 200-feet of Outstanding Florida Waters identified as Gateway and Pinellas County Aquatic Preserve. The Pinellas County Aquatic Preserve also encompasses Sovereign Submerged Lands (SSL) in Pinellas County. The project lies within several FDEP watersheds (WBIDs). The proposed project has the potential to result in water quality impacts to Outstanding Florida Waters, and to delay the recovery of Impaired Waters as a result of undertreated or untreated stormwater runoff during and after construction. If the bottom lands are determined to be titled to the State of Florida, a SSL Authorization from the Board of Trustees (BOT) will need to be obtained or the existing authorization will need to be modified to account for the changes in the proposed construction. SSL Proprietary Authorizations for work performed in Pinellas County will be orchestrated through the SWFWMD. In addition to the SSL Proprietary Authorization for the proposed construction, Public Interest Criteria will need to be assessed.

The FDOT will evaluate potential impacts to special designations as part of the PD&E study. The FDOT will design the project to meet SWFWMD water quality standards pursuant to state rules and statutes and the ERP Basis of Review (BOR), as well as criteria set forth by other regulatory agencies.

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

Degree of Effect: 3 *Moderate* assigned 05/18/2013 by Madolyn Sanchez, US Environmental Protection Agency

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Resources: Special Flood Hazard Areas, Public Lands (such as conservation easements, preserves, and conservation areas), Aquatic Preserves, Outstanding Florida Waters, Mangroves

Level of Importance: The resources listed above (identified as special designations) are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #12556, I-275 from South of 54th Avenue S. to North of 4th Street N.).

Comments on Effects to Resources:

The preliminary environmental discussion comments state that the EST GIS analysis identified three Outstanding Florida Waters; Pinellas County Aquatic Preserve within the 100-foot buffer distance, Gateway within the 200-foot buffer distance on the north end of the project, and the Boca Ceiga Bay Aquatic Preserve within the 500-foot buffer distance, but south of the project. The proposed project is expected to result in minimal involvement with Outstanding Waters resources since the project does not cross over these waters.

The preliminary environmental discussion comments also state that the EST GIS analysis identified two aquatic preserves in the projects area; Pinellas County Aquatic Preserve within the 100-foot buffer distance and the Boca Ceiga Bay Aquatic Preserve within the 500-foot buffer distance, but to the south of the project. The proposed project will have minimal to no involvement with the aquatic preserves since the resources are primarily south of the project limits and this project does not cross over these preserves.

EPA provides the following special designations comments based upon its review of the project at the programming screen phase: EPA is assigning a moderate degree of effect to this issue due to the fact that there are sensitive environmental and natural resource areas located directly adjacent to the project. The following features identified as Special Designations are listed to be within proximity of the proposed project:

Aquatic Preserves:
Pinellas County Aquatic Preserve -
The Pinellas County Aquatic Preserve was established on March 21, 1972 and was designated as an Outstanding Florida Water on March 1, 1979. The Pinellas County Aquatic Preserve is located on the Gulf coast of west central Florida, and include the state-owned submerged land in Pinellas County waters. The preserve encompasses 336,265 acres of state-owned submerged land. The surrounding area is one of the most urbanized areas in Florida, and as such has special management needs. The preserve includes nearshore habitats along sandy beaches and mangrove dominated shorelines. Submerged habitats include oyster bars, seagrass beds, coral communities, and springfed caves. Abundant islands, including those formed from dredge spoil material, are also part of the preserve. Approximately 1/3 of Florida's coral species can be found in the Pinellas County Aquatic Preserve.

Boca Ciega Aquatic Preserve-
The Boca Ciega Bay Aquatic Preserve was designated in 1968. Boca Ciega Bay was designated as an aquatic preserve to aid in halting the wholesale dredging and filling of the bay which occurred with the finger fill developments of the 1950s. Pinellas County Aquatic Preserve was designated to help prevent the events in Boca Ciega Bay from being repeated elsewhere. Due to the broad expanse of the preserves, almost all habitats and levels of impact can be seen. These preserves include the nearly pristine waters offshore of Palm Harbor as well as the heavily impacted waters of Boca Ciega Bay. There are unspoiled mangrove islands as well as miles of canals bounded by seawalls. These preserves include the western portion of Tampa Bay (including Safety Harbor and Old Tampa Bay), Clearwater Bay, St. Joseph Sound, oceanic waters westward to the county line, as well as certain fresh waters such as Lake Tarpon and portions of Lake Seminole. (Source: FDEP)

Outstanding Florida Waters:
Pinellas County Aquatic Preserve (100 ft buffer)
Gateway (200 ft)
Boca Ciega Aquatic Preserve (500 ft)

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

The GIS analysis data indicates that mangroves are present in the area surrounding the proposed project. Mangroves contribute significantly to the overall health of Florida s southern coast and contribute significantly to the economy of coastal counties in Florida. Mangroves provide many valuable functions such as providing food and nutrients for marine organisms, providing habitat and nursery grounds for marine organisms, serving as nesting sites for various birds, serving as storm buffers by reducing wind and wave action in shallow shoreline areas, and assisting in protection water quality by filtering runoff and trapping sediments and debris from adjacent uplands.

The proposed project and further urbanization of the corridor has the potential to impact these environmentally sensitive areas and natural resources. Some potential impacts include increased stormwater runoff or dredging, loss of habitat due to development and urbanization, and degradation of water quality. Also, the shorelines may be subject to erosion which could lead to invasion of exotic species.

The PD&E study should evaluate the degree of impact to these types of resources. Impact to environmentally sensitive and valuable resources such as the ones listed above should be avoided or minimized to the best extent practicable. Special permitting requirements may apply to mangrove activities or impacts. Coordination with the Florida Department of Environmental Protection (FDEP) will be required.

Public Land - Sawgrass Lake Park, Weedon Island Preserve, Boyd Hill Nature Park - See comments under Recreation Areas issue for information regarding these public lands.

Brownfield Location Boundaries- See Comments under Contaminated Sites issue for information regarding Brownfield areas.

Special Flood Hazard Areas - See Comments under Floodplains issue regarding potential floodplain impacts.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 07/10/2013 by Chastity LaRiche, Southwest Florida Water Management District

Coordination Document: Permit Required
Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD?s proprietary or regulatory interests and obligations. For this project, a DOE ofModerate was assigned to this issue due to probable discharges to Outstanding Florida Waters and the additional effort to address SSL issues. ERP permitting is expected to be more difficult, and will require close coordination and considerable effort on the part of the SWFWMDs permitting staff.

In those portions of the project that directly discharge into OFWs, additional water quality treatment will be required. Proposed wetland impacts associated with the OFW designation will also be of concern to the SWFWMD.

SSL Authorization may need to be addressed if the submerged lands are determined to be owned by the State. Changes to existing easements or leases have the potential to take a considerable amount of time, along with the evaluation of Public Interest Criteria.

Direct Effects

Identified Resources and Level of Importance:
The Environmental Screening Tool (EST) indicates the northern portion of this project is within 200-feet of Outstanding Florida Waters identified as Gateway and Pinellas County Aquatic Preserve. The Pinellas County Aquatic Preserve also encompasses Sovereign Submerged Lands (SSL) in Pinellas County.

The EST also indicates the proposed I-275 improvement project lies within the following Florida Department of Environmental Protection (FDEP) watersheds (WBIDs):
- Old Tampa Bay (WBID?s 1558G and 1558H)
- Roosevelt Basin (Channel 2 Subbasin) (WBID 1624)
- Roosevelt Basin (Freshwater Segment) (WBID 1624A)
- Sawgrass Lake (WBID 1661)
- 77th Avenue Canal (WBID 1661E)
- St. Joe Creek (Fresh Segment) (WBID 1668A)
- Booker Creek (WBID 1696)
- 34th Street Basin (WBID 1716A)

- Clam Bayou (East Drainage) (WBID 1716C)
- Frenchmans Creek Basin U (WBID 1709F)
All of the above WBID?s, except 1661 and 1661E, are classified impaired by FDEP. An approximate (graphical) location of these eleven (11) WBIDs can be viewed within the EST. Additional comments (by the SWFWMD) on impaired waters can be found in the Water Quality & Quantity section of the EST.

As previously noted in the Contaminated Sites section of the EST, the proposed I-275 improvement project does not appear to lie within a Sensitive Karst Area (SKA). In addition, no reported / documented sinkholes were identified within 200 feet of the proposed alignment. However, one (1) Subsidence Incident Report was identified on the FDOTs EST within the 500 foot buffer. Within the one (1) mile buffer, the EST reported a total of five (5) Subsidence Incident Reports (reference: the FDOTs EST Contaminated Sites Map and > *Geology* > *Subsidence Incident Reports* layer).
While a SSL title determination was not requested from the FDEP at this time,the construction of the proposed improvements has the potential to require Proprietary Authorization from the State of Florida Board of Trustees.

Comments on Effects to Resources:
The proposed I-275 improvement project has the potential to result in water quality impacts to Outstanding Florida Waters, and to delay the recovery of Impaired Waters as a result of undertreated or untreated stormwater runoff during and after construction.

The proposed construction has the potential to extend beyond the established limits set by the Quitclaim Deed referenced above and may require additional Proprietary Authorization from the State of Florida Board of Trustees. If the bottom lands are determined to be titled to the State of Florida, a SSL Authorization from the Board of Trustees (BOT) will need to be obtained or the existing authorization will need to be modified to account for the changes in the proposed construction. SSL Proprietary Authorizations for work performed in Pinellas County will be orchestrated through the District. In addition to the SSL Proprietary Authorization for the proposed construction, Public Interest Criteria will need to be assessed.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD?s proprietary or regulatory interests and obligations. For this project, a DOE ofModerate was assigned to this issue due to probable discharges to Outstanding Florida Waters and the additional effort to address SSL issues. ERP permitting is expected to be more difficult, and will require close coordination and considerable effort on the part of the SWFWMDs permitting staff.

In those portions of the project that directly discharge into OFWs, additional water quality treatment will be required. Proposed wetland impacts associated with the OFW designation will also be of concern to the SWFWMD.

SSL Authorization may need to be addressed if the submerged lands are determined to be owned by the State. Changes to existing easements or leases have the potential to take a considerable amount of time, along with the evaluation of Public Interest Criteria.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 05/17/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects
Identified Resources and Level of Importance:
The proposed project will impact the Boca Ciega Bay and Pinellas County Aquatic Preserves and Gateway Outstanding Florida Waters (OFW), which are regulated under section 62-302.700(9), Florida Administrative Code (F.A.C.), and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. The watershed conditions within the project area are presently considered fair.
Comments on Effects to Resources:
We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications. Under section 373.414(1), F.S., direct impacts to these waterbodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the ERP permitting process.
Additional Comments (optional):

CLC Commitments and Recommendations:

Eliminated Alternatives

Alternative #1 - Eliminated

Coordinator Comments

Name: Wendy Lasher
Date: 09/30/2010
Organization: FDOT District 7
Comments: The ETDM Planning Screen review began on 10/21/09 and was completed on 12/5/09. The Purpose and Need Statement, as originally submitted to the ETAT, indicated that two Special Use Lanes (SULs) would be added in each direction on I-275 from Sunshine Skyway Bridge to SR 694 (Gandy Boulevard) interchange. This alternative (Alternative 1) has been eliminated because updates to the project have been made based on the 2008 Interstate 275 (SR 93) Lane Continuity Study conducted by FDOT. These updates show that only one SUL is proposed to be added in each direction on I-275 between the 54th Avenue South interchange north to the SR 694 (Gandy Boulevard) interchange. The Purpose and Need Statement, GIS analysis, and Map viewer have been updated in the EST and being rescreened as Alternative 2.

Acknowledgement

Not Accepted
Name: $nonviableAlt.leadOrgUser.getName()
Date: $tools.date.format('MM/dd/yyyy', $nonviableAlt.acceptedDate)
Organization: $nonviableAlt.leadOrgUser.organization.name
Comments:

Project Scope

General Project Commitments

Date	Description
09/30/2010	The ETDM Planning Screen review began on 10/21/09 and was completed on 12/5/09. The Purpose and Need Statement, as originally submitted to the ETAT, indicated that two Special Use Lanes (SULs) would be added in each direction on I-275 from Sunshine Skyway Bridge to SR 694 (Gandy Boulevard) interchange. This alternative (Alternative 1) has been eliminated because updates to the project have been made based on the 2008 Interstate 275 (SR 93) Lane Continuity Study conducted by FDOT. These updates show that only one SUL is proposed to be added in each direction on I-275 between the 54th Avenue South interchange north to the SR 694 (Gandy Boulevard) interchange. The Purpose and Need Statement, GIS analysis, and Map viewer have been updated in the EST and being rescreened as Alternative 2.

Anticipated Permits

Permit	Type	Conditions	Review Org	Review Date
Large Construction (>= 5 AC)	Stormwater		FDOT District 7	07/03/12
Environmental Resource Permit	Water		FDOT District 7	07/03/12
Individual Permit	USACE		FDOT District 7	07/03/12
Environmental Resource Permit	State		FDOT District 7	07/03/12
Section 10/Section 404 Department of the Army Permit	USACE		FDOT District 7	01/11/13

Anticipated Technical Studies

Technical Study Name	Type	Conditions	Review Org	Review Date
Location Hydraulics Report	ENGINEERING		FDOT District 7	07/03/2012
Bridge Development Report	ENGINEERING		FDOT District 7	01/11/2013
Public Involvement Plan	ENVIRONMENTAL		FDOT District 7	07/03/2012
Noise Study Report	ENVIRONMENTAL		FDOT District 7	07/03/2012
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 7	07/03/2012
Public Hearing Transcript	ENVIRONMENTAL		FDOT District 7	07/03/2012
Traffic Analysis	ENGINEERING		FDOT District 7	07/03/2012
Public Hearing Scrapbook	ENVIRONMENTAL		FDOT District 7	07/03/2012
Comments and Coordination Report	ENVIRONMENTAL		FDOT District 7	07/03/2012
VE Info Report	ENGINEERING		FDOT District 7	07/03/2012
Preliminary Engineering Report	ENGINEERING		FDOT District 7	07/03/2012
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 7	07/03/2012
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 7	07/03/2012
Interchange Modification Report (IMR)	ENGINEERING		FDOT District 7	07/03/2012
Type II Categorical Exclusion	ENVIRONMENTAL		FDOT District 7	07/03/2012
Wetlands Evaluation and Biological Assessment Report	ENVIRONMENTAL		FDOT District 7	01/11/2013

Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Type 2 Categorical Exclusion	USACE Individual Permit	Federal Highway Administration	No Cooperating Agencies have been identified.	No Participating Agencies have been identified.

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Theresa Farmer	FDOT District 7	ACCEPTED	07/16/2013	FDOT ETDM Coordinator
Linda Anderson	Federal Highway Administration	ACCEPTED	07/25/2013	Lead Agency ETAT Member

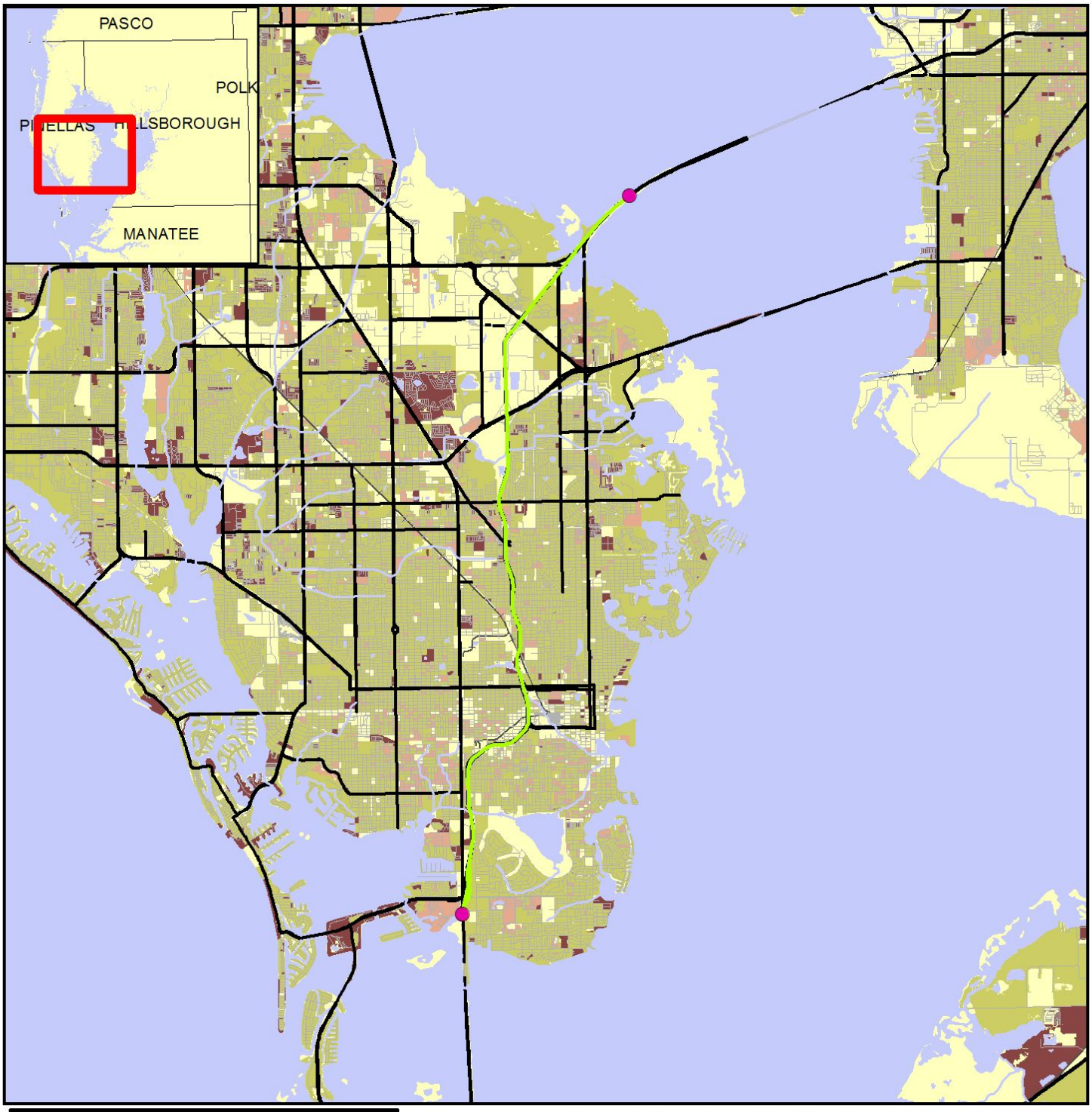
Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Hardcopy Maps: Alternative #2

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 7.5 Miles

N
W E
S

Population Age Distribution Map

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

Median Age

0 - 18 | 18 - 30 | 30 - 65 | > 65

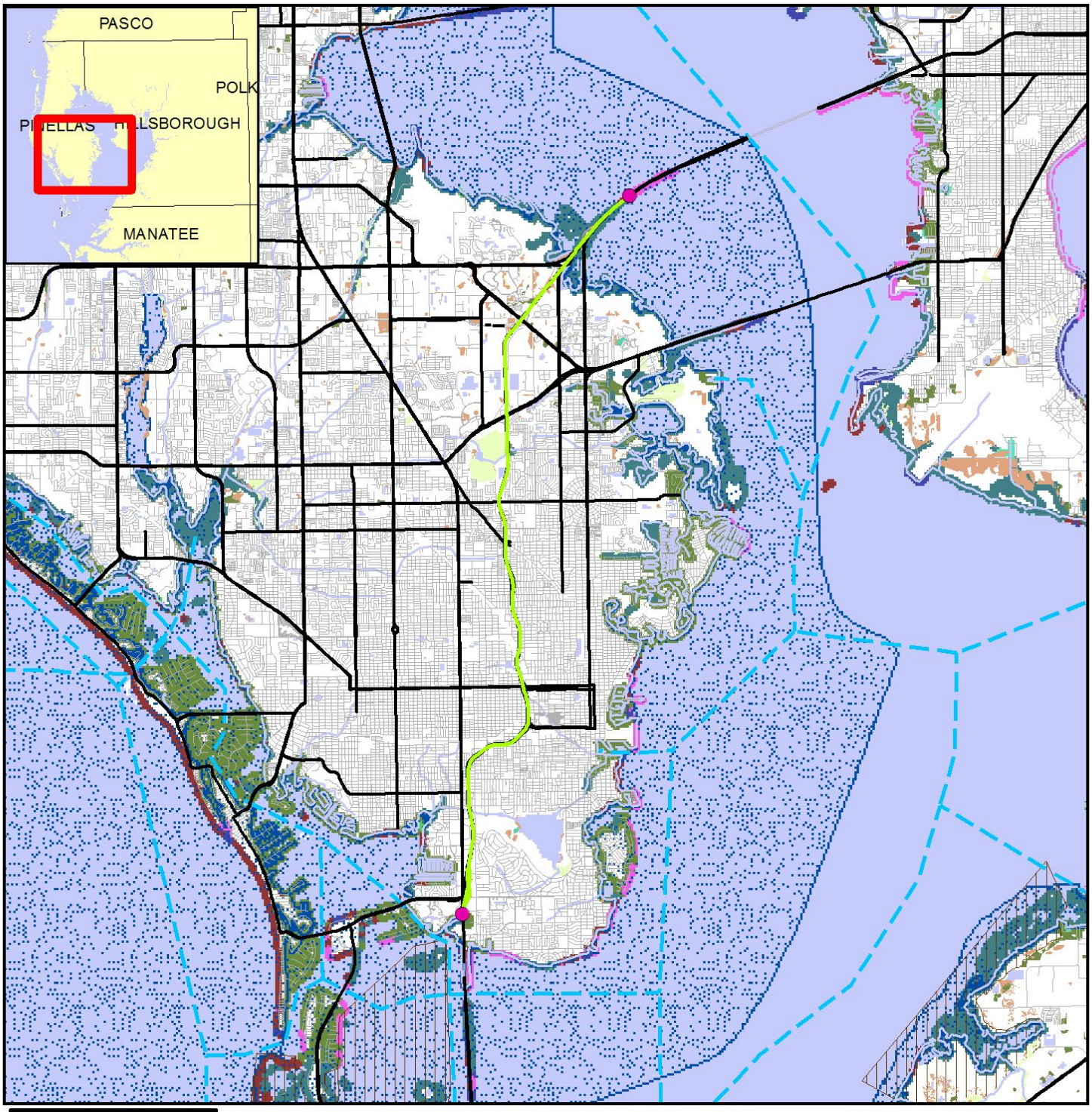
Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2000)

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Coastal and Marine Resource Map

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

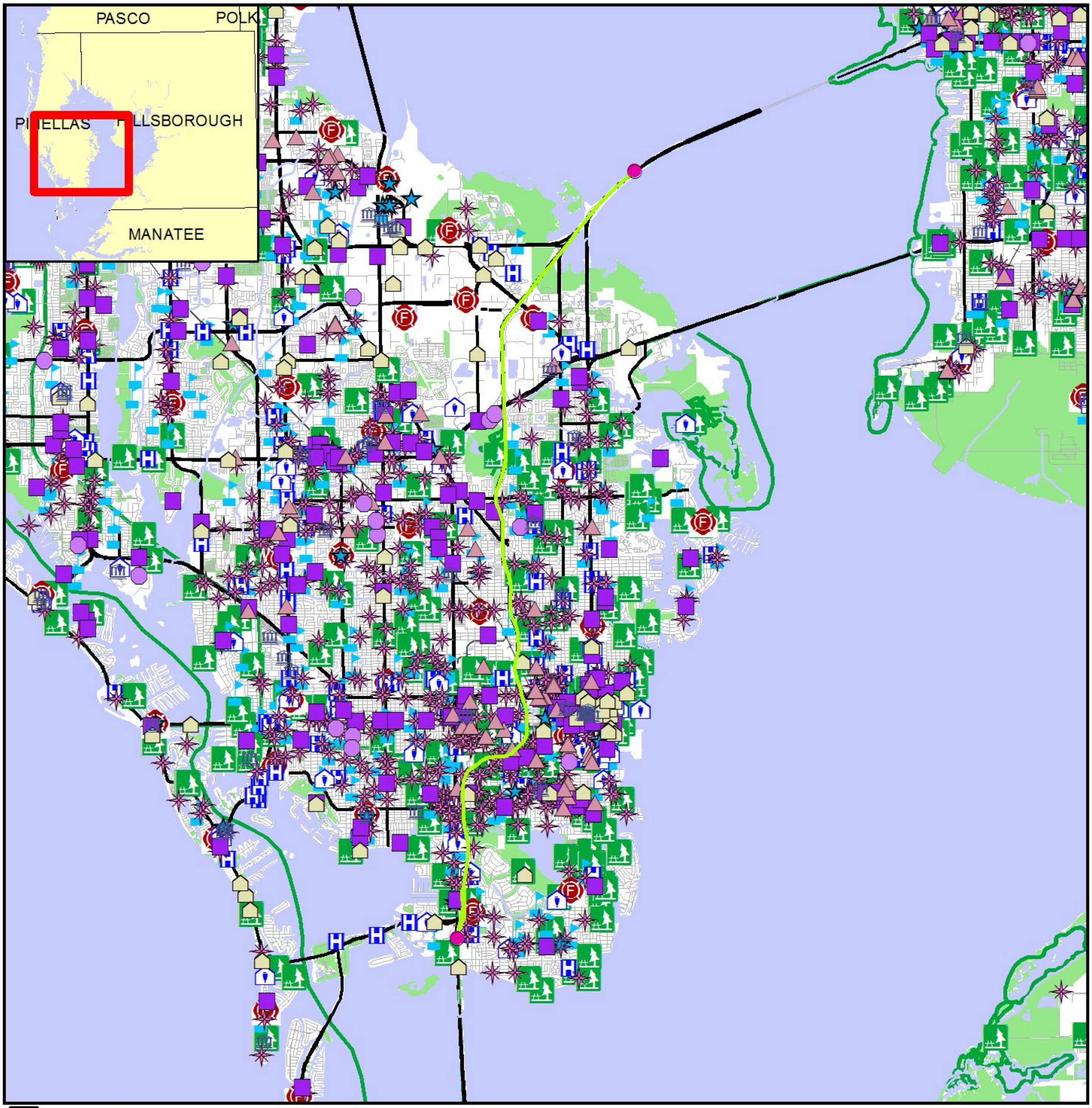
Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 0.5 Miles

Community Facilities and Services Map

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

Data Sources:
US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory

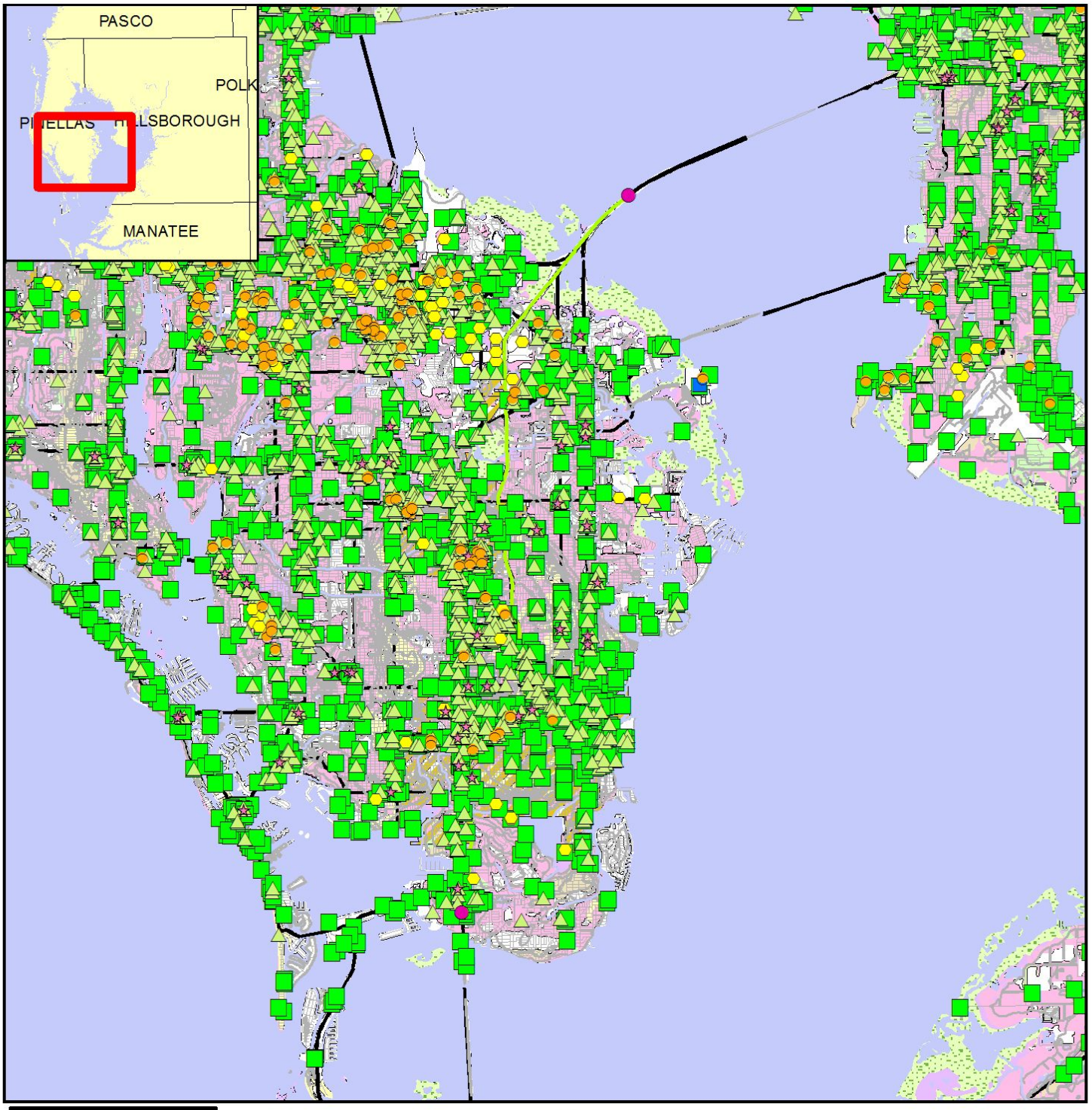
etdm Efficient Transportation Decision Making

Environmental Screening Tool est

Map Generated on: 3/26/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



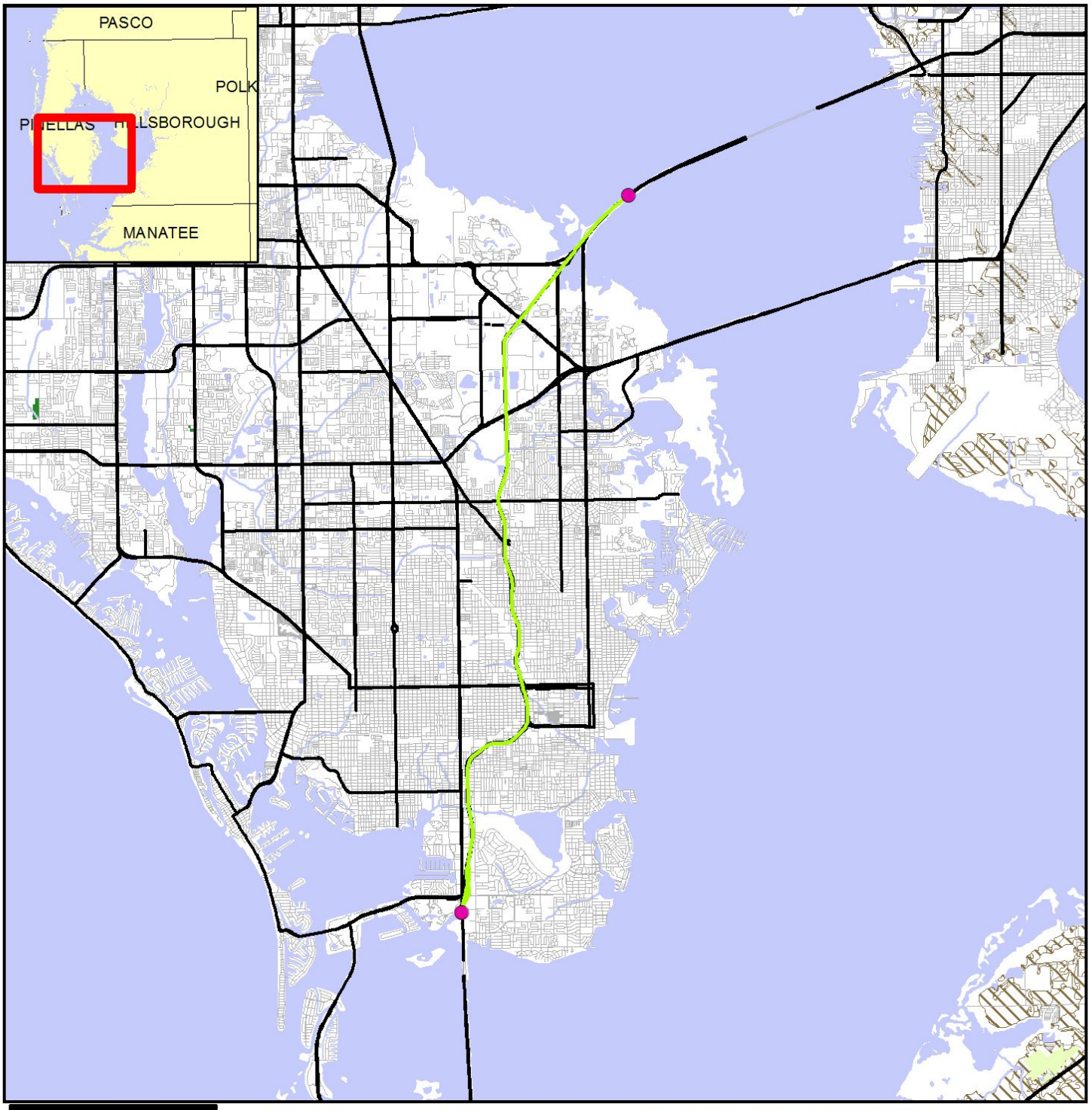
Data Sources:
NAVTEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Farmlands Resource Map

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

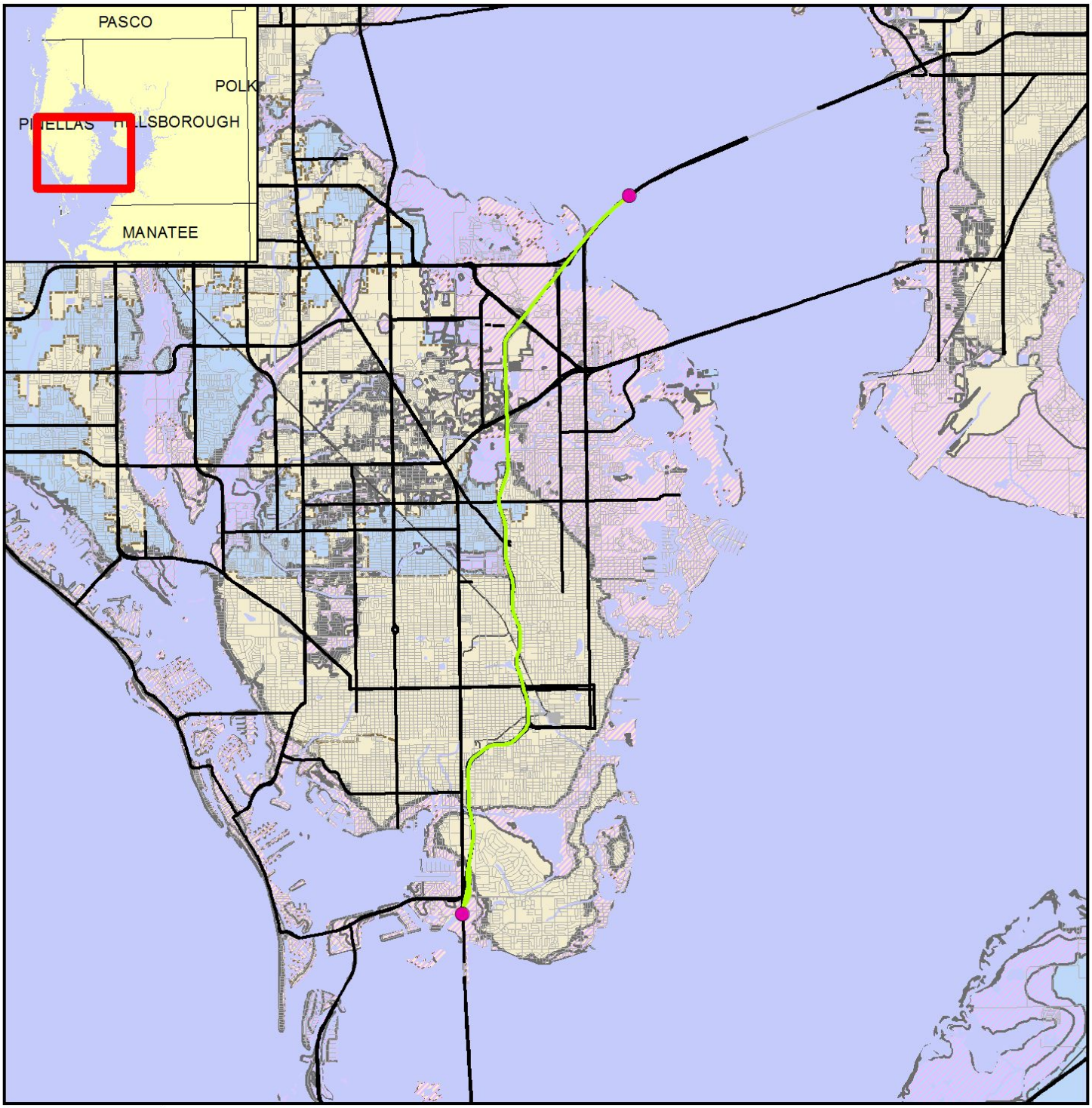
Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conseration Services

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Floodplain Resource Map

0 3 Miles

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

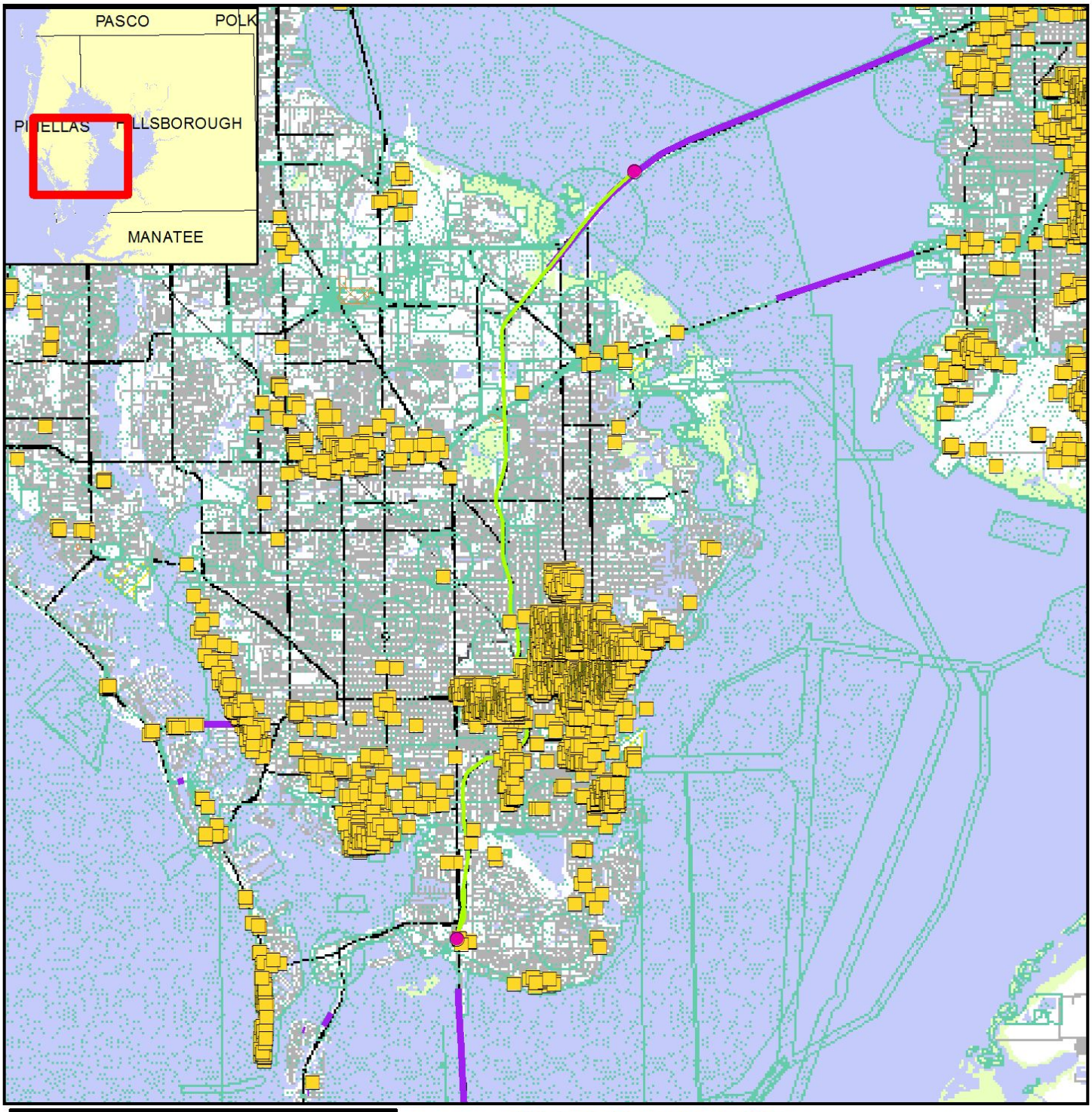
Data Sources:
NAVTEQ
US Geological Survey
Federal Emergency Management Agency

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 7 Miles

N
W E
S

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Department of State,
Bureau of Archaeological Research

Historic Resources Map

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

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

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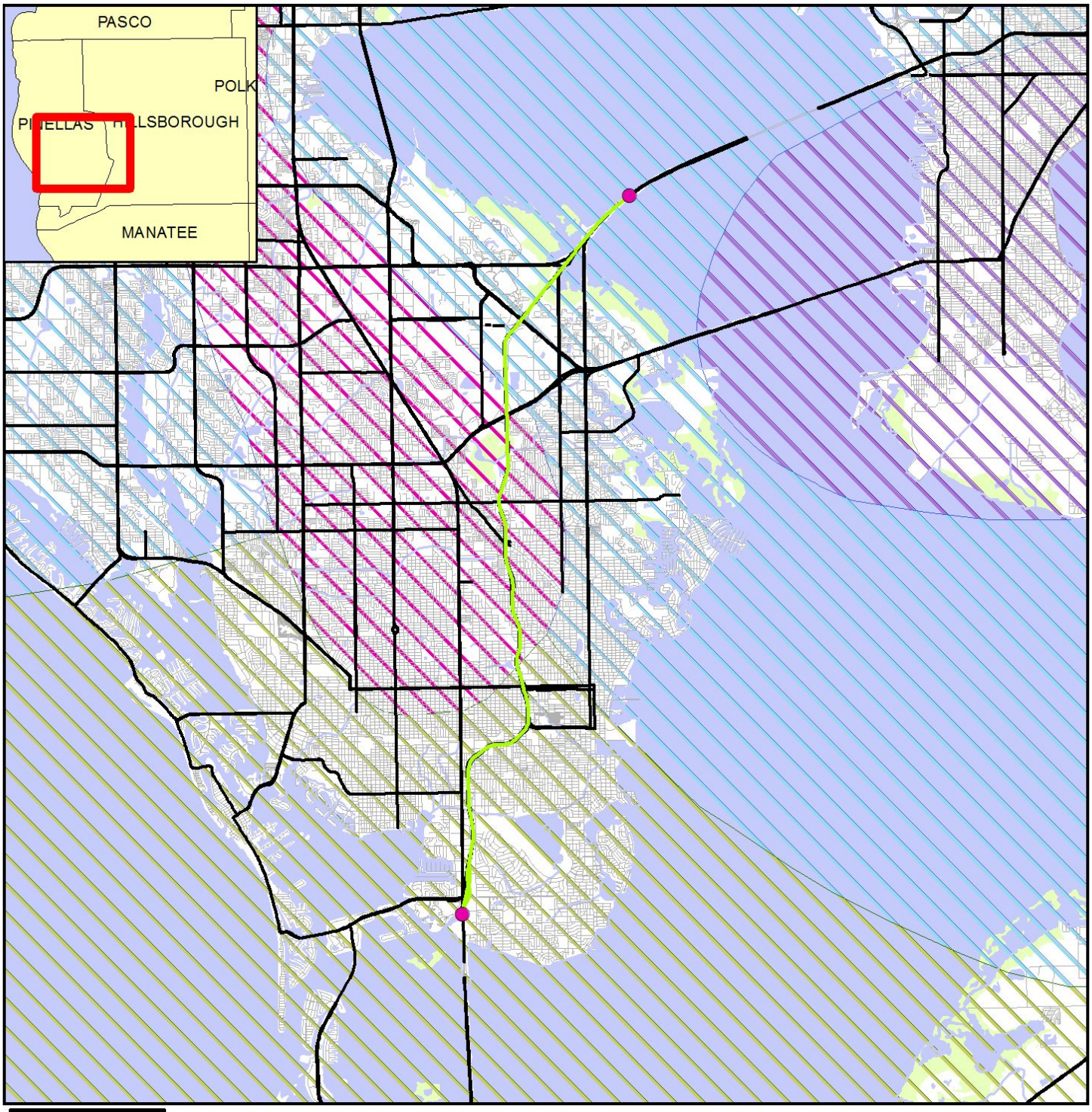
Map Generated on: 3/26/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 3 Miles

N W E S

Hydrogeology Resource Map

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

Recharge Areas of the Floridan Aquifer

- Discharge 1 TO 5
- Discharge > 5
- Disharge < 1
- Recharge 1 TO 10
- Recharge > 10
- Recharge < 1

Geological Epoch

- Eocene
- Holocene
- Miocene
- Miocene/Pliocene
- Oligocene
- Oligocene/Miocene
- Pleistocene
- Pleistocene & Holocene
- Pliocene
- Pliocene/Pleistocene

Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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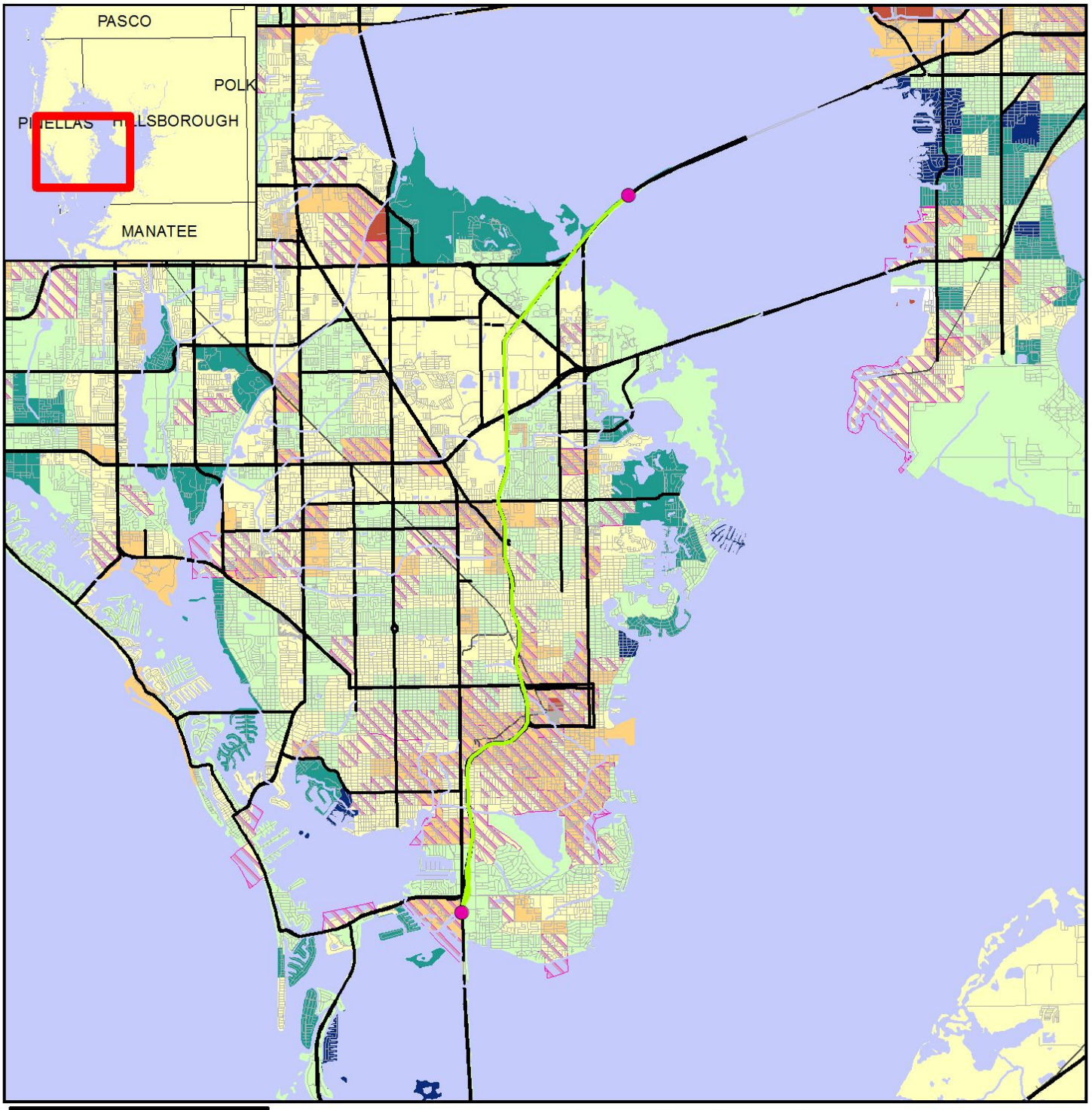
Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Income Distribution Map

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

Median Household Income

0 - 10000 | 10001 - 29999 | 30000 - 49999 | 50000 - 79999 | 80000 - 125000 | > 125000

Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

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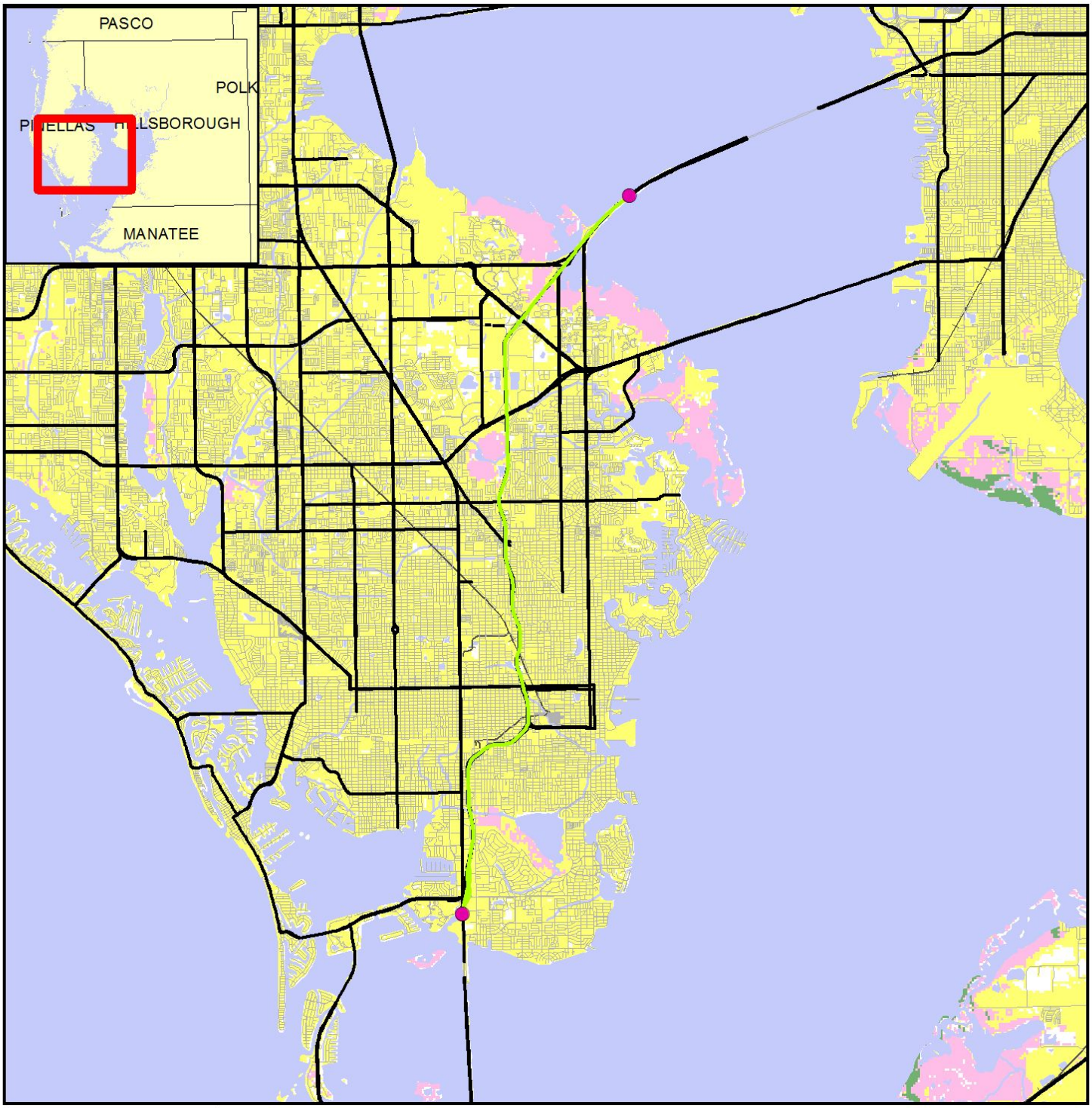
Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 4 Miles

N W E S

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

Integrated Wildlife Habitat Ranking System Map

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

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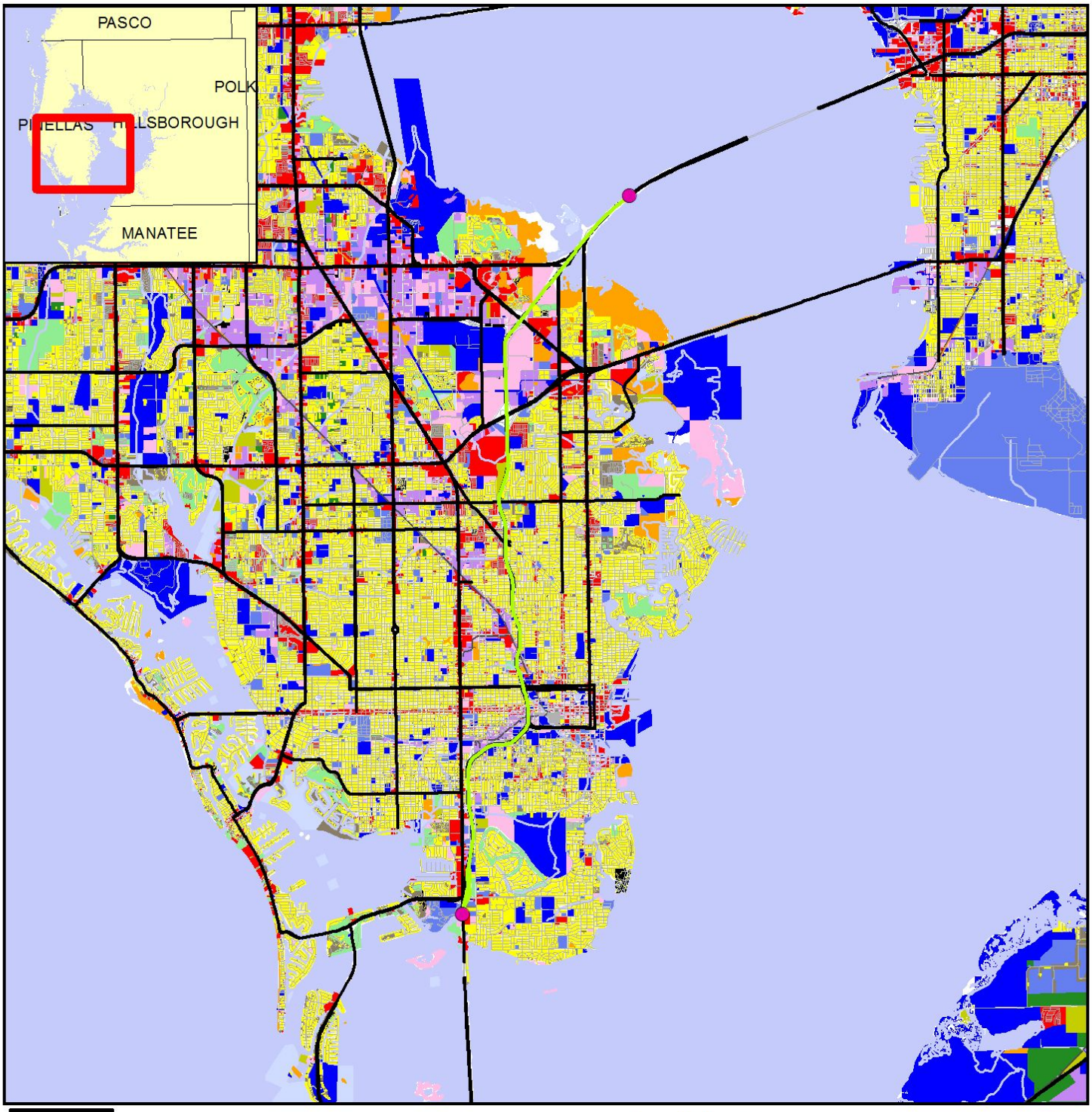
Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Land Use Map

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

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Revenue
Florida Department of Transportation
Florida County Property Appraiser Offices

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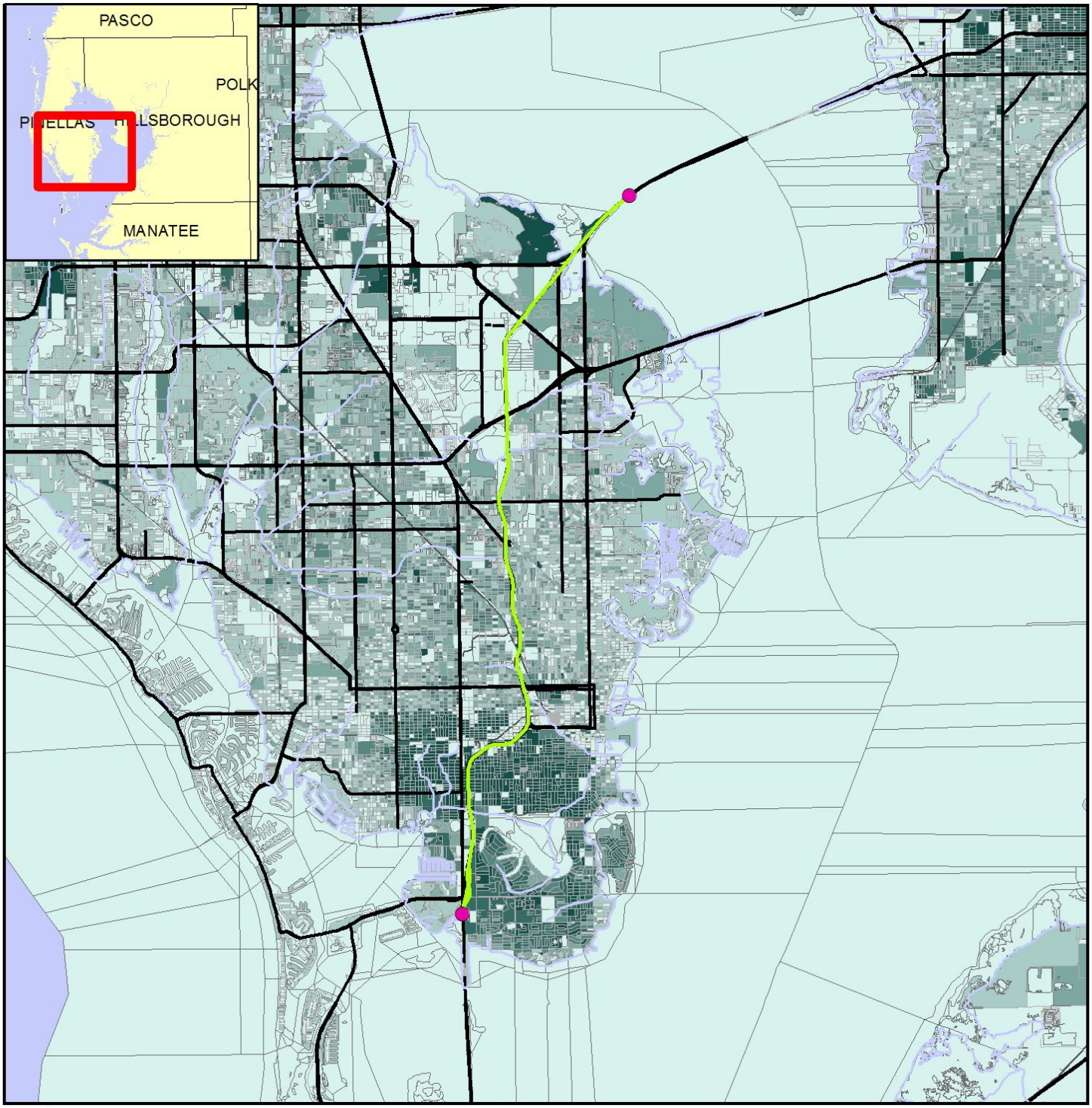
Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 0.7 Miles

N
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Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

Minority Population Distribution Map

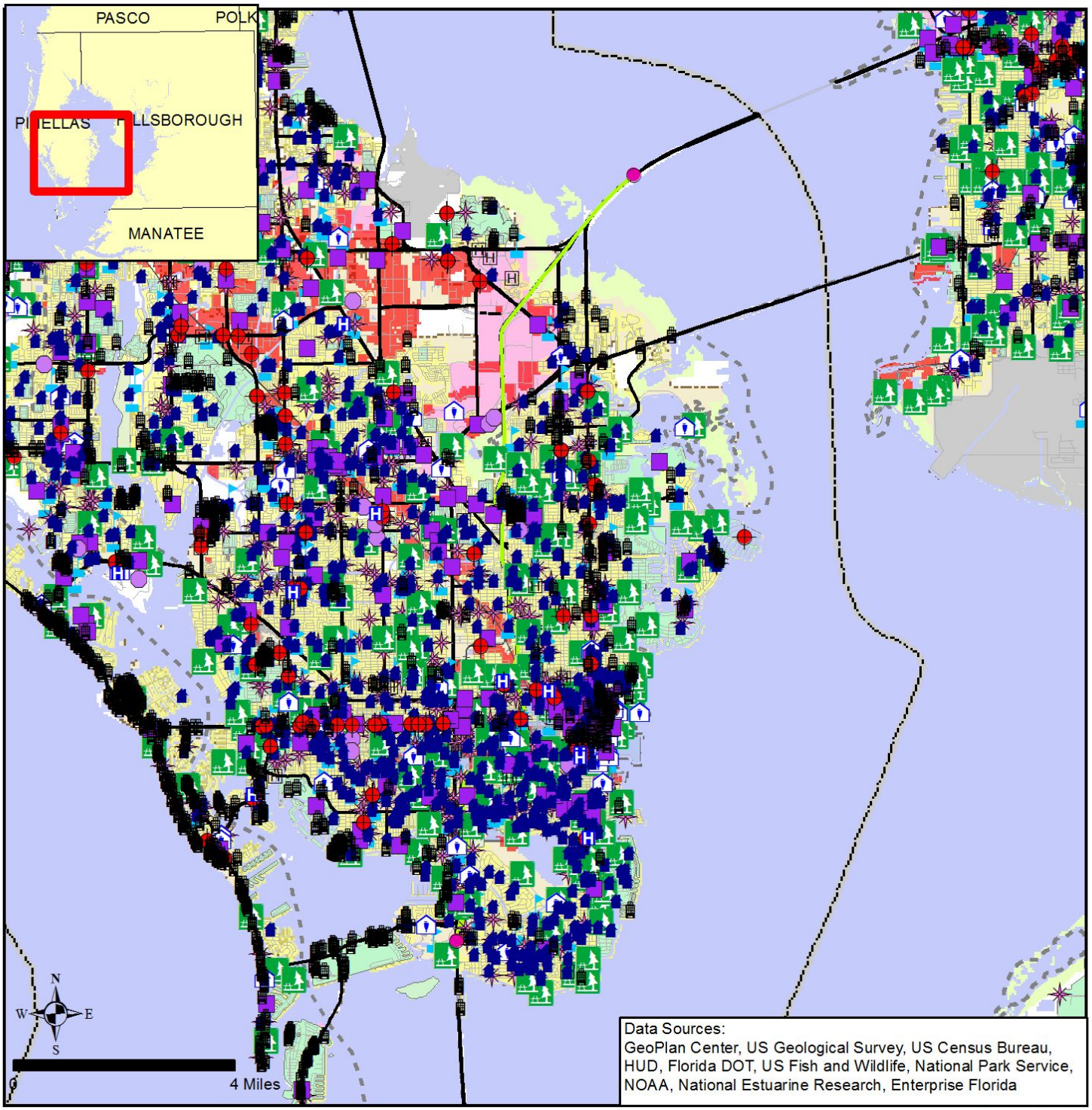
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Percent Minority Population (2010)

0 - 6 | 7 - 20 | 21 - 40 | 41 - 60 | 61 - 85 | 86 - 100

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Noise Map

- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- County Boundaries
- City Limits
- Major Road
- Local Road or Trail
- Noise Barriers
- Existing Trails
- Railroad
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Airport
- Condo Owners Associations
- Hospitals
- Laser On-site
- Group Care Facilities
- Cemetery
- Community Center
- Cultural Center
- Health Care
- Park
- Place of Worship
- School
- Historic Cemetery
- Planned Unit Developments
- Wildlife Refuges
- National Parks
- National Park Projects
- Marine Sanctuaries
- Military Installations
- Industrial
- Residential
- HUD Renewal
- Nat'l Estuarine Reserves
- Enterprise Zones
- DRI

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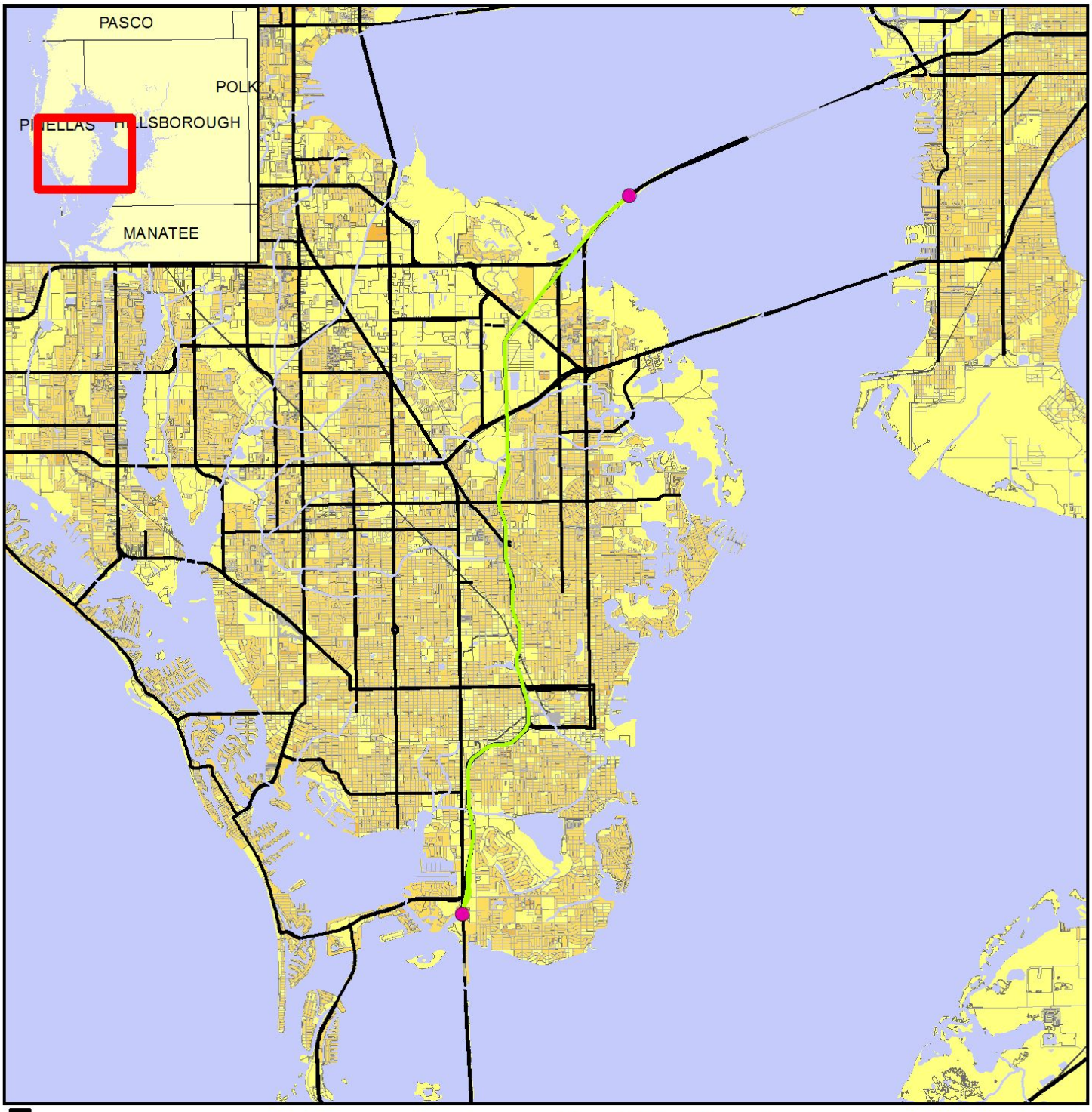
Map Generated on: 3/26/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 0.4 Miles

N
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Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

Population Density Map

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

Population per Acre (2010)

0 - 4.9 | 5 - 29.9 | 30 - 99.9 | 100 - 349.9 | 350 - 800 | > 800

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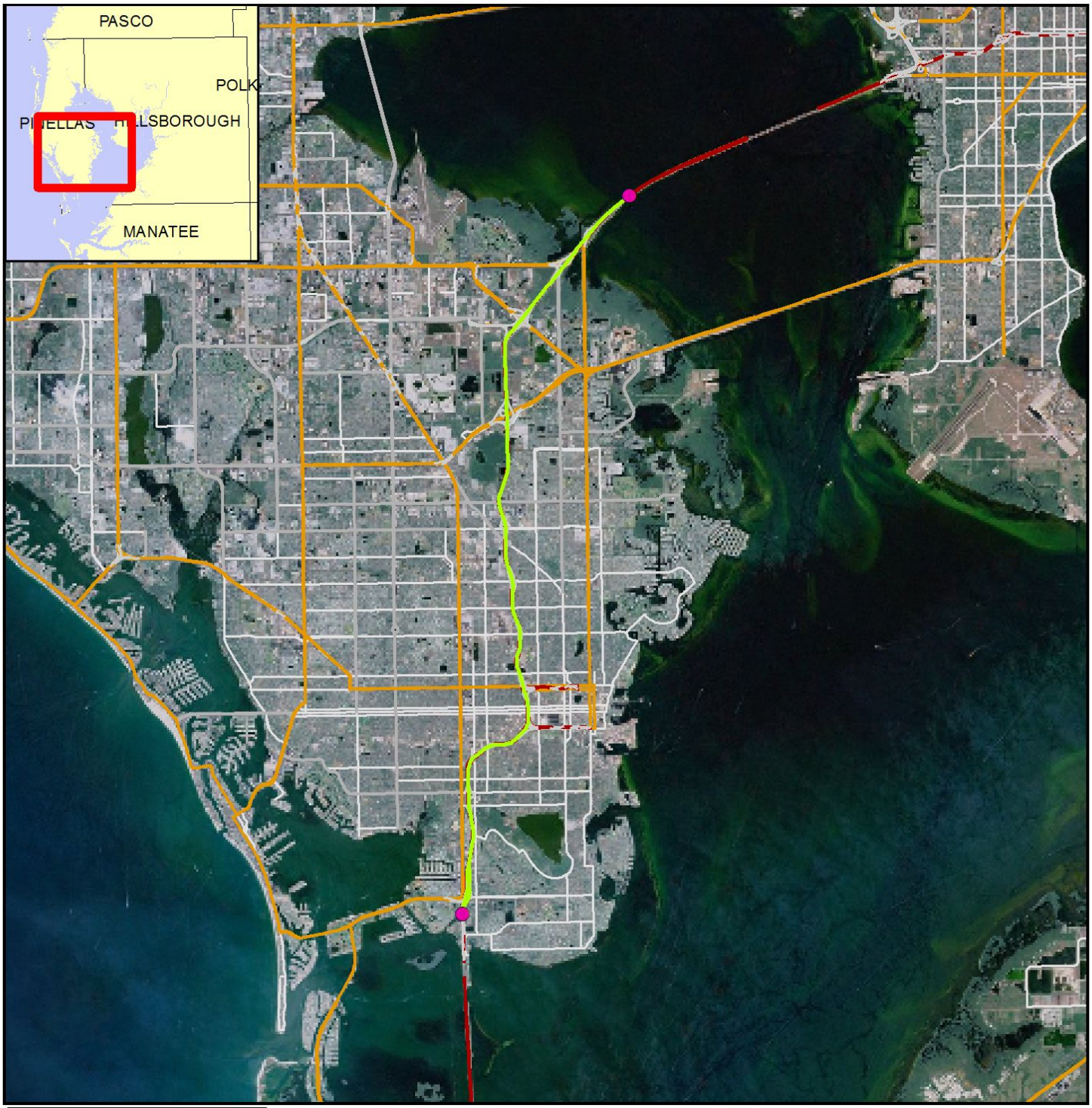
Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Project Aerial Map

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

Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

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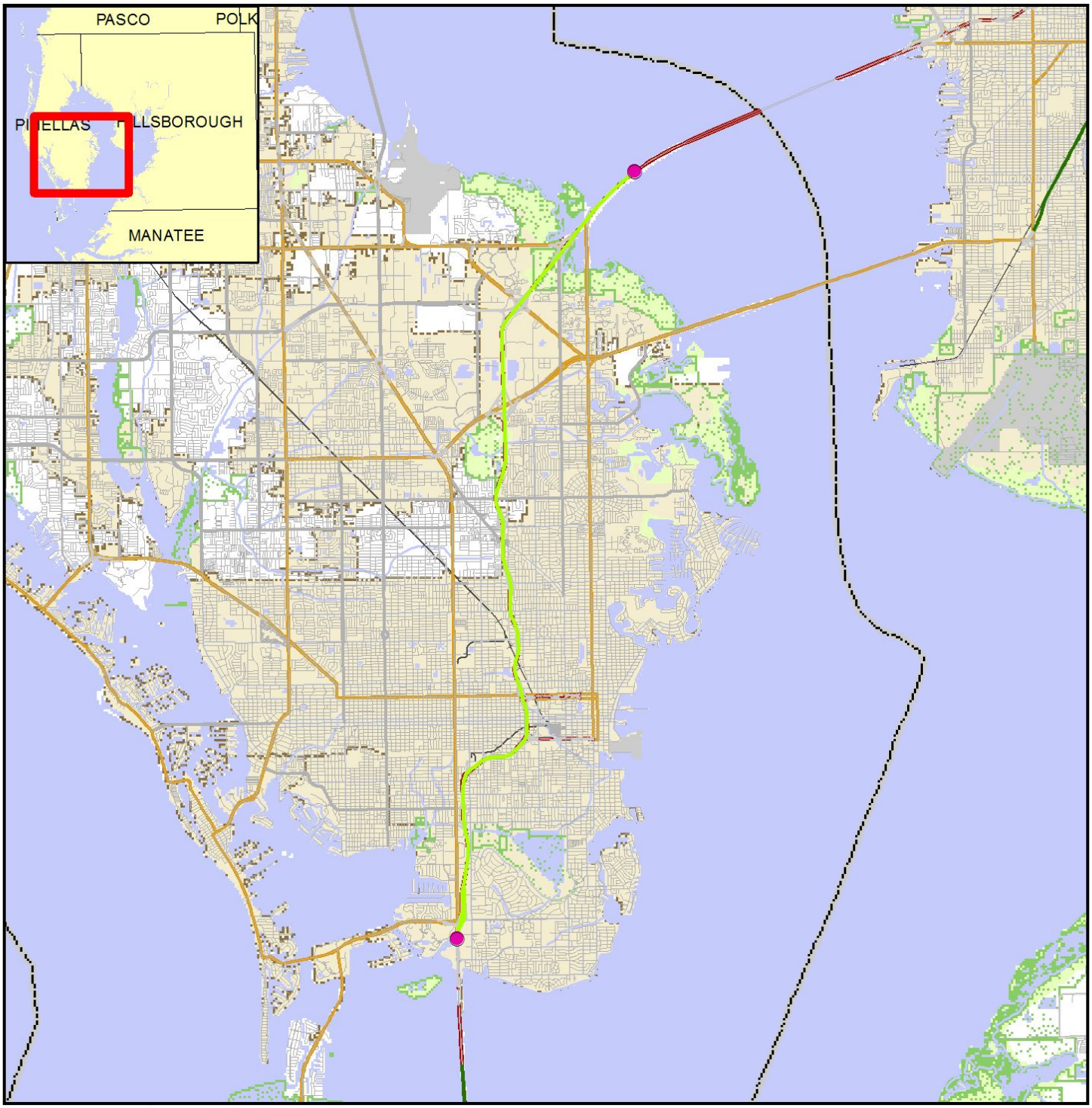
Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 2.5 Miles

N
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Project Location Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries

Data Sources:
NAVTEQ
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

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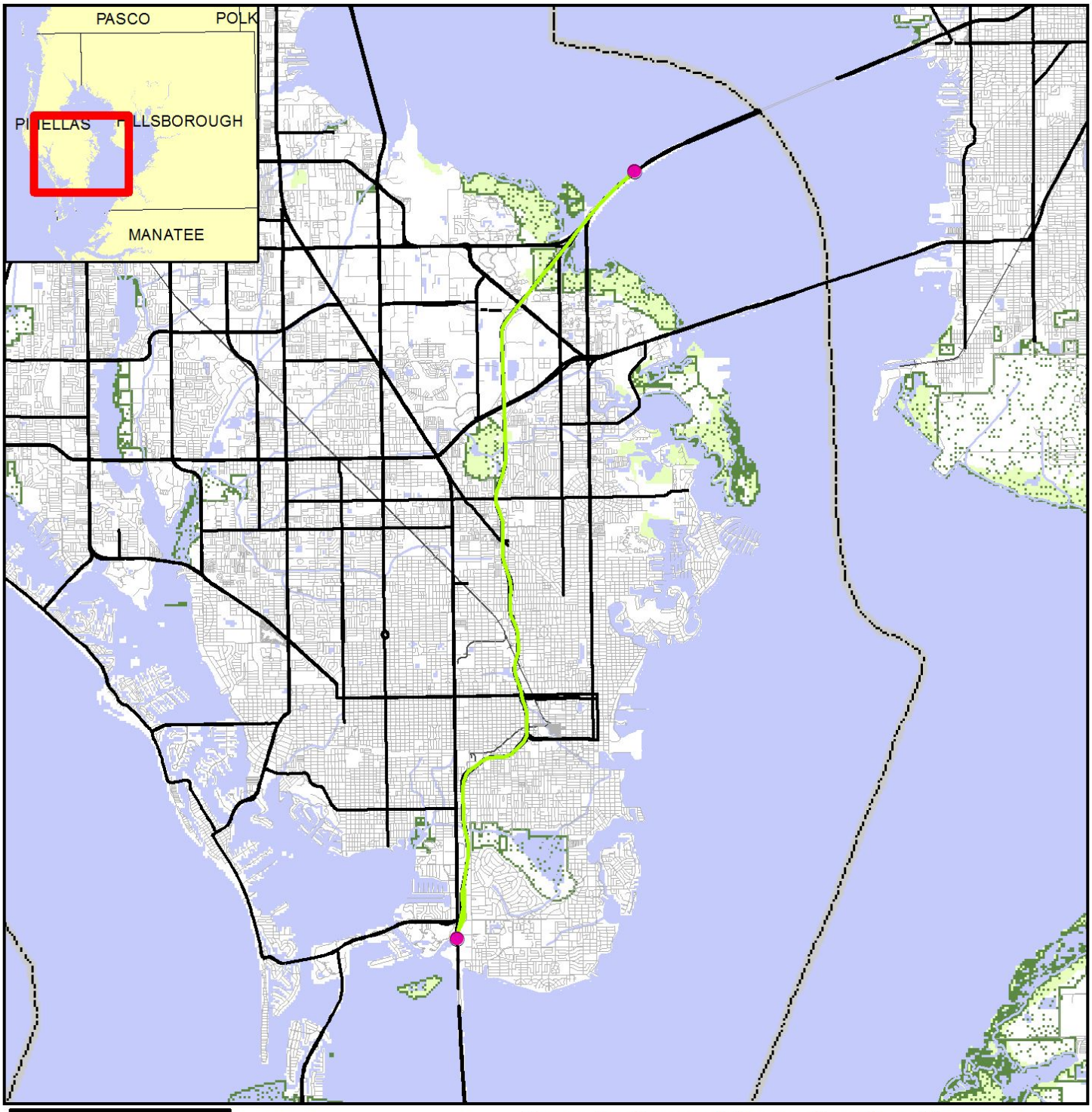
Map Generated on: 3/26/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Conservation and Recreation Area Map

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

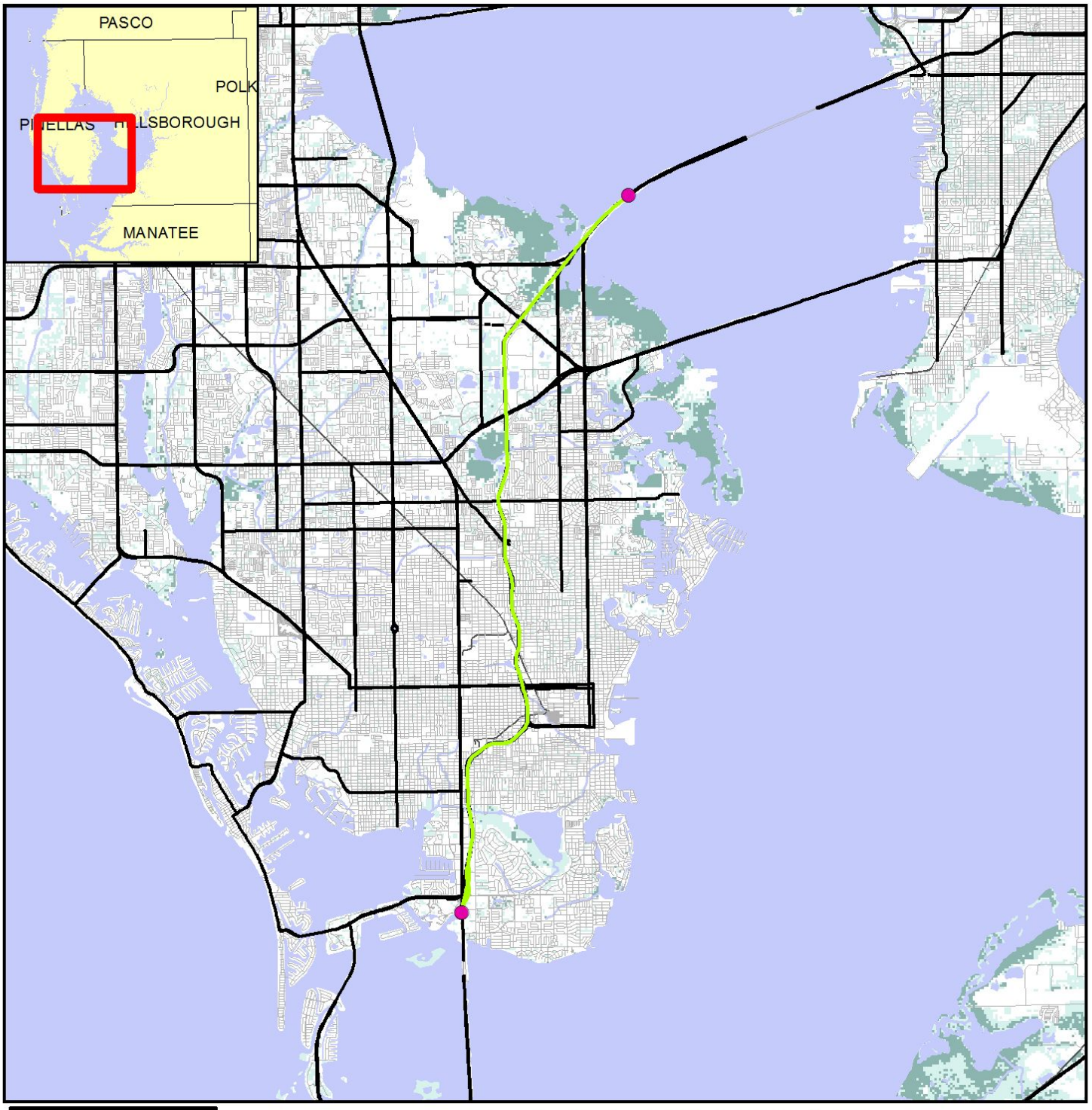
Data Sources:
NAVTEQ
US Geological Survey
Florida Natural Areas Inventory

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 3/26/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



0 4 Miles

N W E S

Species Potential Habitat Model Map

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

Potential Habitat Richness

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

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

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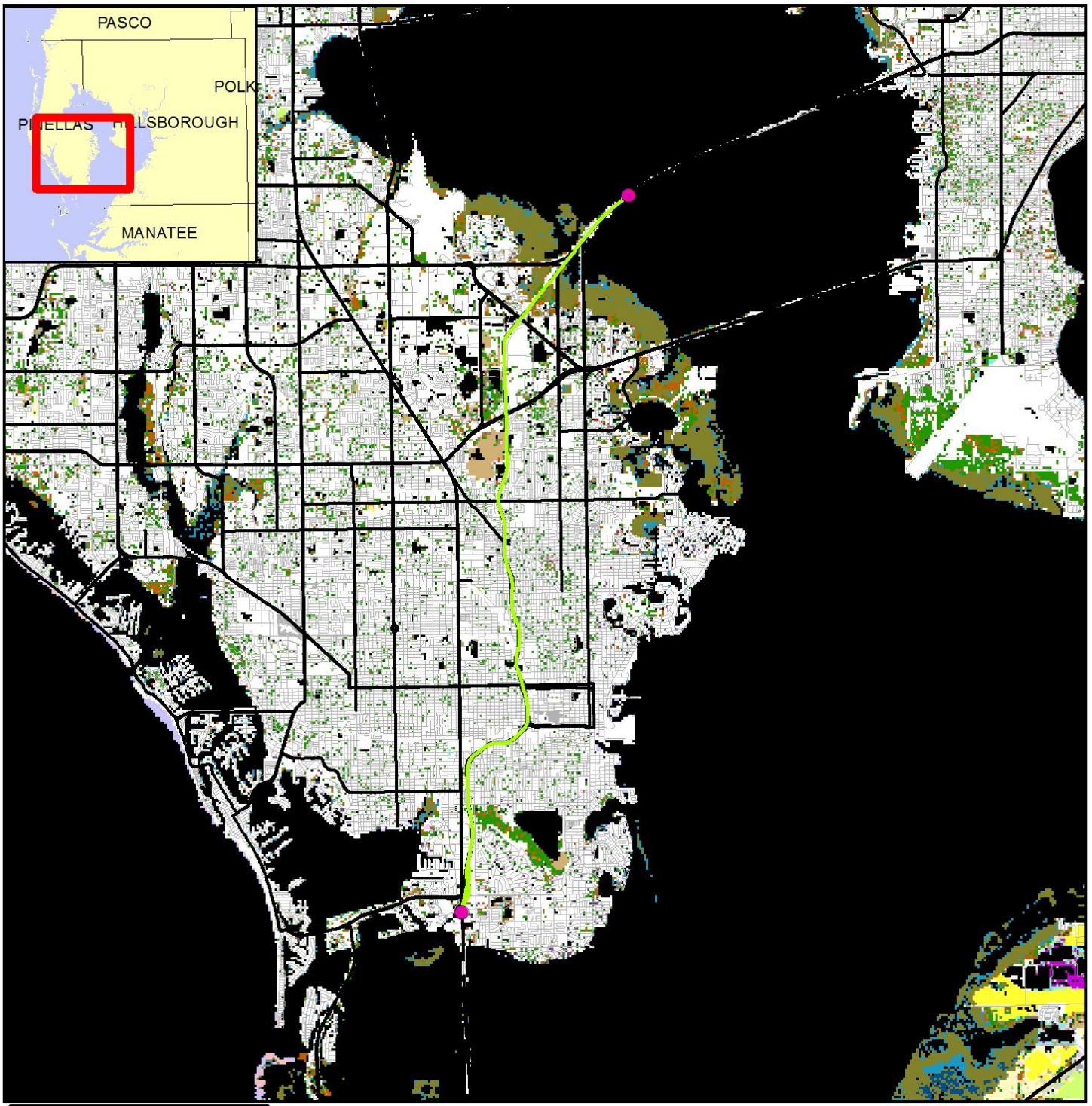
Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Vegetation and Land Cover Map

ETDM Alternative Polygon
ETDM Alternative Segment
ETDM Alternative Terminus
ETDM Alternative Point
Major Road
Local Road or Trail

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

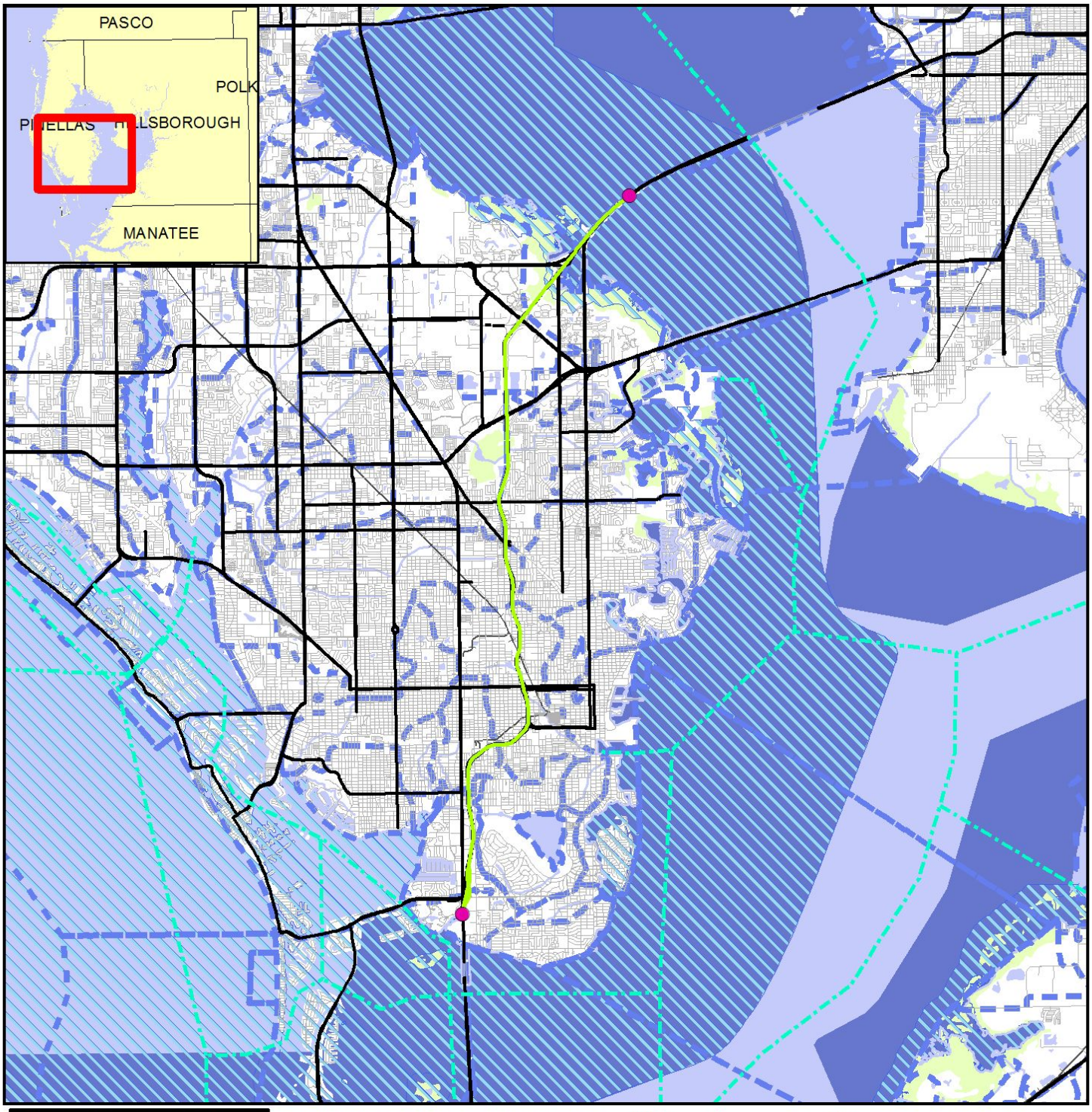
Data Sources:
NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

etdm Efficient Transportation Decision Making
Environmental Screening Tool est

Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



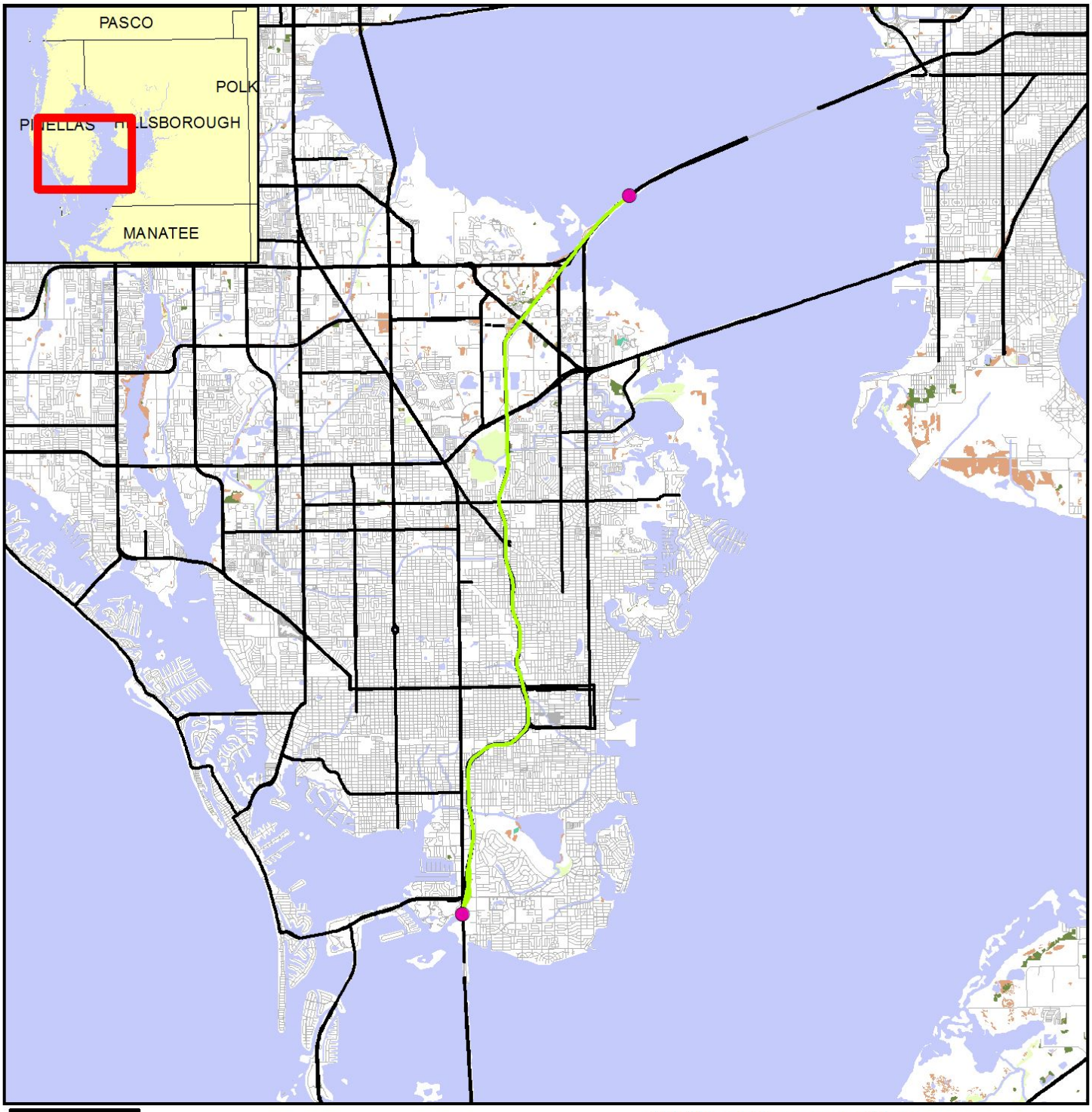
Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Department of Environmental Protection
Florida Geological Survey
US Bureau of Transportation Statistics

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 1/22/2013

12556 I-275 from South of 54th Avenue S. to North of 4th Street N., Alternative #2

South of 54th Avenue South to North of 4th Street North



Wetland Resource Map

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S

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

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 1/22/2013

Appendices

PED Comments

Advance Notification Comments

There are no comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #12556 - I-275 from South of 54th Avenue S. to North of 4th Street N., they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

http://etdmpub.fla-etat.org/est/index.jsp?tpID=12556&startPageName=GIS%20Analysis%20Results

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Project Re-Published 7/26/2013Milestone** is selected. GIS Analyses snapshots have been taken for Project #12556 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

Note: Attachments are not included in this Summary Report, but can be accessed by clicking on the links below:

Date	Type	Size	Link / Description
04/04/2013	Form SF-424: Application for Federal Assistance	102 KB	http://etdmpub.fla-etat.org//est/servlet/blobViewer?blobID=14227 Form SF-424: Application for Federal Assistance
02/11/2013	Scope of Work	87 KB	http://etdmpub.fla-etat.org//est/servlet/blobViewer?blobID=13867 Reference Tables
09/30/2010	Ancillary Project Documentation	67 KB	http://etdmpub.fla-etat.org//est/servlet/blobViewer?blobID=10375 E-mails between FDOT and FHWA on updating the Purpose and Need Statement
09/30/2010	Ancillary Project Documentation	98 KB	http://etdmpub.fla-etat.org//est/servlet/blobViewer?blobID=10374 I-275 (SR 93) Lane Continuity Study
10/08/2009	Ancillary Project Documentation	75 KB	http://etdmpub.fla-etat.org//est/servlet/blobViewer?blobID=8674 Pinellas Public Outreach

Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The *None* degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.

4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	